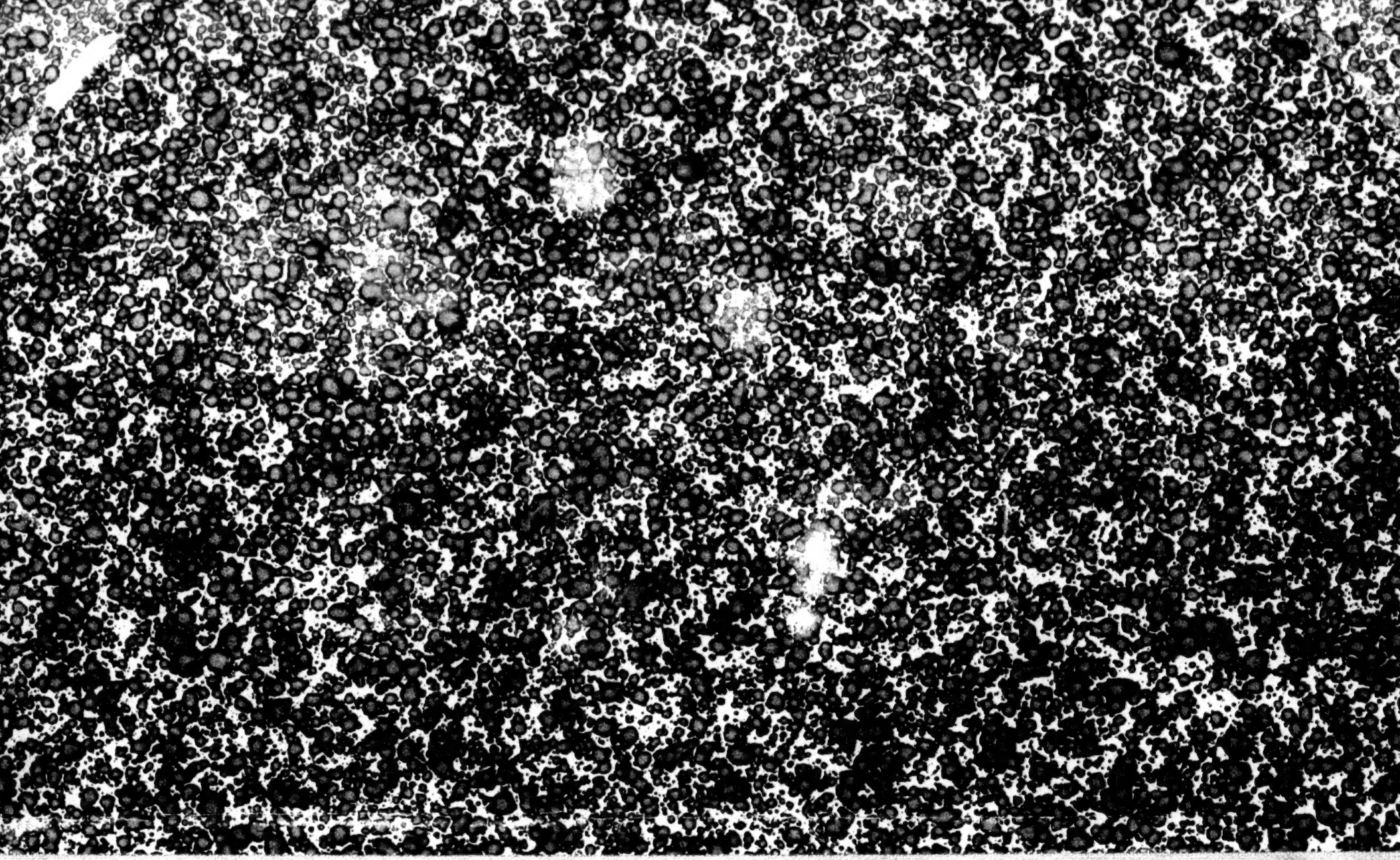
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American Railroad Journal.

New York, Saturday, January 5, 1867.

Past, Present and Future.

The year now opening succeeds a year of general prosperity and progress. Just emerged from the most desolating war recorded in history, we have risen like giants to the task of obliterating the ruins made by the contending forces and rebuilding our fortunes; and well it has been so far accomplished. No difficulty has been experienced in replacing the hundreds of thousands of disbanded warriors, and in re-organizing labor whether North or South. The freedmen of the latter section have found their condition improved, and in returning to the fields and workshops feel that their better destiny is at hand. With exceptions, this is general, and augurs well for the future. In this section, however, there is still much to replace and repair; but nevertheless on every side we find new enterprizes organized, and a determination not to stand still the prevailing feeling. In railroad matters the utmost activity has been shown, and already nearly all the great roads are reconstructed and in operation, carrying to market the rich products of the soil and the staples of Southern industry.

The Great Interior and the furthest West, are growing in population, wealth and power, more rapidly than ever before. Their resources of every kind are being developed with the utmost rapidity, and civilization has been carried to localities still possessed by the Indian. With the railroad thrown across the western prairies, first to the Mississippi and next to the Missouri, and then for hundreds of miles into the wilderness, and with other railroads from the Pacific to the heights of and beyond the Sierra Nevada, the process of settlement must continue, and the filling up of the continent be accomplished in a comparatively brief space of time. What a future this grand march of man's intellect and power opens up. Our glorious republic, with these great highways finished, will become the stepping stone of nations, and before long the swarthy Asiatic and the fair European will meet on our soil, each pursuing his way, carrying to and fro the commodities of the opposite nations. Well then may we be satisfied with the progress we have made, and, knowing that in less than a thousand days the trans-continental line of travel will be completed, take heart for the future.

Not only in railroads, however, has there been progress, but the telegraph has in the meanwhile been extended with wonderful skill and perseverance. San Francisco has for some time been in instant communication with the Atlantic cities. But it was next the towns of Oregon and then of British Columbia that were brought within speaking distance, and before the current year expires the great city of the Czar, (St. Petersburg,) thousand of miles away, will hold correspondence with the city of the President.

Thus have time and space been annihilated in the service of commerce and man's convenience. The steamship is also an agent not to be overlooked. It has already become the general carrier on the seas, the lakes, the rivers, and even on the canals which cleave the interior. During the past year lines have been organized to China and Japan, starting from San Francisco. We have also our own South American lines running from New York to Brazil, and the West Indies. Other like lines are being planned, and will no doubt be carried to successful operation, to compete with the formost nations of the earth in bringing wealth to our hands. Recognizing the fact that all this progress has been made in a very few years, and also the power of steam and electricity to accomplish all that man can desire or want for his grandest purposes, we can but believe that he will not fail in his destiny, but accomplish in another very short time more than the most sanguine dare as yet imagine.

Our annual report of the railroads now in operation and being constructed, (which will be found in this number of the JOURNAL,) measures our present position in the railroad world. It shows also the progress we have made from year to year, beginning with 1828, when we had only three miles of railroad within our bounds, and ending with the present when we can sum up a total of not far from 40,000 miles. Most of this has been accomplished within the period ascertained to be the average of a generation. We have at least a mile of railroad for every 1,000 inhabitants of the Union. England has not more than half this estimate, but of course the mileage to surface is much larger there than here—a defect which time will remedy.

With these few remarks we enter upon another year of labor, to be directed hereafter, as hitherto, to the fostering of all legitimate and useful enterprises.

To Contractors.

Proposals are invited for the graduation and masonry of over seventy miles, in mile sections, of the Louisville and Cincinnati Branch of the Louisville and Lexington and Lexington and Frankfort Railroads. Payments for the work done will be made monthly in cash, with the usual reservation. The time for receiving bids is limited to the 31st inst. Profiles will be ready for examination on and after the 10th. Address I. M. ST. JOHN, Chief Engineer, Louisville, Ky. We have on our table a copy of the Report of the surveys and estimates of this road, together with a copy of the Act authorizing its construction, which can be examined by contractors should they desire to do so.

Railroad and Steamboat Accidents.

The total number of casualties by Railroad Accidents in 1866, was 722; of which 115 resulted in death, and 607 only in wounds. In 1865 the number of casualties was 1,762, viz: killed, 335; wounded, 1,427—a decrease in 1866, of: casualties, 1,040; deaths, 220; wounded, 820. These figures do not include accidents where no

lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualties by Steamboat Accidents in 1866, was 789; of which 633 resulted in death, and 156 in wounds. In 1865 the number of casualties was 2,053; of which 1,788 resulted in death, and 265 in wounds—a decrease in 1866 of: casualties, 1,264; killed, 1,155; wounded, 109.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured during the past fourteen years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	515
1861	63	101	459
1862	99	264	877
1863	89	264	671
1864	140	404	1,486
1865	183	335	1,427
1866	85	115	607
Totals	1,636	2,553	9,459

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past fourteen years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	332	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
1865	32	1,788	265
1866	23	633	156
Totals	378	6,324	1,893

Railroads of the United States.

In accordance with a custom observed by us for many years, we publish in our first issue of the JOURNAL for the current year, a detailed statement of the length and cost of the railroads of each state of the Union. The summaries which we give below recapitulate the details given in the tables referred to, with deductions from them showing the average cost per mile in each state. The highest priced railroads it would appear are the through lines of New Jersey, the Hudson River Railroad, the Baltimore and Ohio, and the Reading. The railroads of California, especially that which ascends the Sierra, have been very costly. Following these deductions we give a table showing the progress of construction since 1828, year by year and also a few facts relating to our city passenger railroads. From these tables we find that the increase of road brought into use during the year has been 1,535 miles not including about 200 miles of city railroads added to the length reported a year ago.

The following shows the general results by States and geographical regions:

LENGTH AND COST OF RAILROADS.

States.	Mileage. Total.	Mileage. Completed.	Cost of Works. Total.	Cost of Works. Per mile.
1. Maine	640.59	509.37	$18,498,822	$36,315
3. New Hampshire	659.33	659.33	22,051,983	33,446
3. Vermont	594.59	594.59	24,801,887	41,864
4. Massachusetts	1,393.65	1,330.97	64 420,094	48,401
5. Rhode Island	151.74	119.24	4,858,799	40,747
6. Connecticut	717.54	687.54	24,370,018	38,225
7. New York	3,305.30	3,025.30	152,570,769	50,431
8. New Jersey	949 91	904.41	55,994 403	61,918
9. Pennsylvania	4,649.14	4,037.19	210,080,309	52,037
10. Delaware	172.40	150.40	5,606,864	37,279
11. Maryland and District of Columbia	727.70	522.60	30,578,275	58,501
12. West Virginia	374.75	364.75	24,978,843	68,498
13. Kentucky	952.10	625.90	22,392,122	35,776
14. Ohio	3,974.26	3,402.98	135,231,975	39,739
15. Michigan	1,864.32	966.12	41,675,724	43,138
16. Indiana	2,490.47	2,211.80	79,186,767	35.802
17. Illinois	3,705.15	3,250.05	139,084,414	42,795
18. Wisconsin	1,324.41	1,045.41	40,081,360	38,343
19. Minnesota	1,499.00	392.00	12,450,000	31,760
20. Iowa	2,344.10	1,154 10	45,480,000	39,407
21. Missouri	1,702.89	987.75	51,357,077	54,995
22. Kansas	520.50	240.50	9,750,000	40,540
23. Nebraska	646.50	275.00	12,500,000	45,454
24. California	1,048.00	321.50	24,200,000	75,272
25. Oregon	259.50	19.50	500,000	25,641
26. Virginia	2,054.48	1,416.70	49,974,457	35,275
27. North Carolina	1,352.42	977.30	20,020,310	20,485
28. South Carolina	1,072.93	988.93	25.207,977	25,491
29. Georgia	1,651.23	1,487.22	29,177,663	20,301
30. Florida	592.50	407.50	8,868,000	21,762
31. Alabama	1,434.70	891.16	21,520,982	24,154
32. Mississippi	1,072.12	867.12	25,416,394	29,315
33. Tennessee	1,392.49	1,317.78	34,185,215	25,937
34. Arkansas	701.33	191.00	4,400,000	43,562
35. Louisiana	838.00	335.75	18,627,664	40,577
36. Texas	2,787.00	479.50	17,280,000	36,044
Total United States	51,606.54	36,896.26	$1,502,464,085	$40,723
Distributed into geographical regions as follows:				
Six New England States	4,157.44	3,851.04	$159,091,483	$41,311
Five Middle Atlantic States	9.804.45	8,639.80	454,825,620	52,644
Twelve Northern Interior States	21,387.95	14,844.36	614,168,282	41,325
Two Pacific States	1,307.50	341.00	24,700,000	72,434
Five South Atlantic States	6,723.56	5.227.65	133,248,407	25,489
Six Southern Interior States	8,225.64	3,992.31	116,430,255	29,163
Total United States	51,606.54	36,896.26	$1,502,464,085	$40,728

In making the reductions to cost per mile in the above table, the aggregate cost in each State has been divided by the completed mileage. This makes a greater or less error in result, according to the activity of railroad construction in the States severally. Thus in the New England States generally the result obtained by this process is nearly accurate, since the difference between completed and progressing roads is small. In the new States, however, in which large amounts have been expended on roads as yet incomplete, the difference is necessarily wider apart. Making reductions for the actual conditions of affairs in the several States, a near approximation to the truth is arrived at The following table is based on this proposition:

APPROXIMATE COST PER MILE OF ROAD.

States.	Cost as above.	Deduct per cent.	Resulting Cost.	States.	Cost as above.	Deduct per cent.	Resulting Cost.
Maine	$36,315	1	$35,952	Minnesota	$31 760	10	$28,594
New Hampshire	33,446	..	33,446	Iowa	39,407	10	35,467
Vermont	41,864	..	41,864	Missouri	54,995	5	52,246
Massachusetts	48,401	..	48,401	Kansas	40,540	10	36,486
Rhode Island	40,747	1	40,340	Nebraska	45,454	10	40,909
Connecticut	38,225	..	38,225	California	75,272	10	67,645
New York	50,431	2½	49,170	Oregon	25,641	..	25,641
New Jersey	61,918	1	61,294	Virginia	35,275	10	31,648
Pennsylvania	52,037	5	49,386	N. Carolina	20,485	..	20,485
Delaware	37,279	5	35,411	S. Carolina	25,491	5	24,216
Maryland, &c.	58,501	5	55,576	Georgia	20,301	..	20,301
W. Virginia	68,498	..	68,498	Florida	21,762	..	21,762
Kentucky	35,776	..	35,776	Alabama	24,154	10	21,739
Ohio	39,739	5	37,752	Mississippi	29,815	10	26,834
Michigan	43,133	10	38,820	Tennessee	25,739	5	24,640
Indiana	35,802	5	34,012	Arkansas	43,562	33⅓	29,041
Illinois	42,795	5	40,656	Louisiana	40,579	20	32,463
Wisconsin	38,343	5	36,426	Texas	36,044	33⅓	24,029

The following table shows the

PROGRESS OF RAILROAD CONSTRUCTION,

from the year 1828, when the only railroad in America was that belonging to the Quincy Company, extending from their quarry to tide-water in Boston Harbor, to the commencement of the present

year, 1867, when the United States, in the aggregate is traversed by a longer length of track than is found in all other parts of the world together! and if the equivalent single track be measured, the whole would girdle the earth at the equator with a double track line!

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles.
1828	3	1838	1,843	1848	5,682	1858	25,090
1829	26	1839	1,920	1849	6,350	1859	26,755
1830	41	1340	2,197	1850	7,475	1860	28,771
1831	54	1841	3,319	1851	8,589	1861	30,593
1832	131	1842	3,877	1852	11,027	1862	31,769
1833	576	1843	4,174	1853	13,497	1863	32,471
1834	762	1844	4,311	1854	15,672	1864	33,860
1835	918	1845	4,522	1855	17,398	1865	34,442
1836	1,102	1846	4,870	1856	19,251	1866	35,361
1837	1,421	1847	5,336	1857	22,625	1867	36,896

PASSENGER RAILROADS.

It is almost impossible to follow the progress of city railroad construction. All our large and many of our second or third rate cities have these accommodations, and in several instances they extend far into their neighborhoods. They were first adopted in New Orleans, and shortly after by New York, on the Harlem Railroad before its extension beyond the city limits. Since the war, Memphis, Nashville and Charleston have inaugurated the system, and other Southern cities are preparing to follow. We have lists which, at some future time, and when more complete we shall publish. These, incomplete as they are, sum up to more than 1,300 miles, and with their second tracks cannot measure less than 2,000 miles. If we add these to the commercial and mineral roads given in the tables as above, we find that the total length of road in the Union is nearly 40,000 miles, or, with second track, no less than 52,000 miles, costing, in round numbers, $1,650,000,000.

New York State Canals.

The following is taken from a report recently prepared by S. H. Sweet, on the proposed canal from Washington to Annapolis:

There are 12 canals within the State of New York, of an aggregate length of 886½ miles. These canals connect natural channels to the extent of 386 miles, making the total length of navigable channels within the State, 1,272½ miles. Of the above length of canals, 411 miles are of capacity to pass boats of 230 tons burthen, and the balance from 76 to 90 tons. The construction of these canals commenced in 1817, and the Erie was completed, 363 miles in length, in 1825, and the others up to 1837, except the Black River canal which was completed in 1849. The enlargement of the Erie, Cayuga and Seneca, and Oswego canals were commenced in 1835, and the construction account closed in 1862, although practically completed in 1859.

The following statement shows the total amount expended for construction of these canals; also, the amount of tolls collected, and the cost of repairs and management, from completion to 1865 inclusive:

Name.	Cost, with improvement and land damages.	Total amt. of receipts from tolls.	Total cost of repairs and management.
Erie Canal	$42,952,997	$83,629,243	$12,818,517
Oswego	3,850,634	2,420,265	1,605,460
Cayuga and Seneca	1,713,232	771,366	659,000
Champlain and feeder	2,300,396	4,401,599	25,005
Black River	3,458,483	102,773	2,851,327
Genesee Valley	6,419,058	614,146	210,646
Chemango	2,944,522	586,475	794,280
Chemung feeder	1,382,517	437,601	560,172
Oneida River impt.	125,167	201,600	897,988
Oneida Lake Canal	50,000	65,180	91,671
Sen. T. path and Bal.	16,585	1,261	12,388
Crooked Lake	431,298	41,888	161,165
Totals	$65,644,848	$93,272,287	$20,087,648

The above statement presents a complete financial view of the entire canal system of the State of New York. It shows that the receipts from tolls alone have more than paid for the construction of the canals, including interest on loans, and over $27,000,000 in excess of the cost, exclusive of interest. The cost of repairs and management average, for the whole period, 21 per cent. of gross receipts. It is also shown by the above statement, that of the 12 canals only 4 have yielded net revenues, and as State investments, come in the following order: Erie, Champlain, Oswego and the Cayuga and Seneca canals.

The average rate of toll in 1864, upon gross tonnage, was 4.57 mills per ton per mile, and the freight charges, including tolls, averaged, for the season, 11¼ mills, being 7.43 for down freight, and 15.20 for up freight. The cost of repairs and management was 23¾ per cent. of gross receipts.

The total number of boats registered up to 1854, was 2,126 upon the New York State canals, and the total number registered from 1844 to 1864, inclusive, was 8,943; making total number 11,069 boats. The total number registered from 1854 to 1864, inclusive, was 5,427, and the number registered in 1864, was 399, the greatest number of which was 210 tons burthen. Allowing two horses to each boat, the total cost of equipment of the New York State canals in 1864, was about $18,000,000.

Comparison of the freight business and receipts of the New York Central and Erie Railroads with the *New York State Canals*:

The total number of tons of freight carried *one mile* over the New York Central and Erie Railroads from 1854 to 1864, both inclusive, was	4,719,348,526
Total receipts from same	$112,871,417
The total number of tons carried one mile over the New York State Canals from 1854 to 1864, both inclusive, was	8,175,803,065
Total cost of freight, including tolls.	$74,399,807

Thus we find that while the New York State Canals have done in the past 11 years 48 per cent. more freighting business than the New York Central and Erie Railroads combined, the actual cost to the carriers, has been 34½ per cent. less.

From the foregoing, the receipts on both roads average 2.4 cents per ton per mile, while upon the New York State canals it was 0.91 cent., or the roads average 2⅔ times the average cost of transportation upon the canals.

The total cost of these two Railroads including equipment was, in 1864	$73,833,714
The total cost of New York State Canals and equipment	$83,644,848

Thus we find that the State by an investment of only ten millions of dollars more, has obtained channels for commerce over which double the amount of freight is carried at one-third less cost in transportation.

The following condensed sketch of the Erie Canal, showing the gradual reduction in the cost of transportation may be of interest to many not conversant with its general character as connected with this subject:

The construction of the Erie canal was commenced July 4th, 1817, and completed October 26th, 1825, at a cost of $7,143,789 96—$19.255 50 per mile. The dimensions were as follows: Width at surface, 40 feet; at bottom, 28 feet, and four feet depth. The locks were 90 feet in length between quoins, 15 feet wide. The average burthen of boats used was 50 tons. The length of canal, before its enlargement, was 362 miles, from Albany to Buffalo.

The cost of transportation, in 1830 (the earliest record preserved), was, for tolls 2.9 cents, and for tolls and freight 5½ cents per ton per mile, from Albany to Buffalo; and from Buffalo to Albany, the tolls were about 1½ cent, and tolls and freight 2½ cents per ton per mile; making an average upon the tonnage to and from tide-water (which was five to one)—three cents per ton per mile, including tolls. The enlargement of the Erie canal was authorized May 11th, 1835; and accompanying the Engineer's estimate of its probable cost was one, showing that by the proposed enlargement the cost of transportation would be cheapened 50 per cent.

The cost of transportation, in 1835, was *from* tide-water, for tolls, 1.81 cent, and for tolls and freight 4.4 cents per ton per mile; and *to* tide-water, for tolls nine mills, and for tolls and freight 1¾ cent.; making the average cost upon the tonnage to and from tide-water (which was about 5¾ to one) 2.12 cents per ton per mile, including tolls.

The enlargement was practically completed in 1859, but the construction account was not closed until April 10th, 1862. The total cost of construction, including the original canal, was $42,952,997, and including land damages and interest on loans, $55,187,890. The present size of this canal is 70 feet surface, 56 feet at bottom and seven feet depth, and 350½ miles long. The locks are 110 feet in length between quoins, and 18 feet wide in the clear. The average burthen of boats now used is 210 tons.

The cost of transportation in 1862, averaged *from* tide-water, for tolls four mills, and for tolls and freight 7 1-8 mills per ton per mile; and *to* tide-water, for tolls six mills, and for tolls and freight 1.2 cent. per ton per mile; making an average upon the tonnage to and from tide-water (which was as eight to one) 1.02 cent. per ton per mile—a reduction of 50½ per cent. from 1835. Thus we find the Engineer's calculation a trifle more than realised.

☞ The contract for completing the Richmond and York River (Va.) Railroad has been relet to new contractors, to be finished through by the first of April, 1867.

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Dec. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,125,400	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	137
" " " " coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " " coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " " coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108
" " " " " coupon		6	July.	1881	109
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	105½
" " " " coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,308,500	6	" "	1881	105½
" " " " coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	105½
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ..... registered	246,868,800	6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	10 ½
Loan of March 3, 1864, (10-40s) ..... registered	171,069,350	5	Mar. & Sept.	1904	99½
" " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ..... registered	10,302,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	---	1867	----
" June 20, '64 & Mar. 3, '65 1st series	899,993,750	7.3	Feb. & Aug.	1868	105
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	104½
" " 1865 ..... 3d series		7.2	Jan. & July.	Due.	104½
Matured Debt not presented	22,454,444	6	At maturity.	.....	----
Gold Certificates of Deposit	19,636,600	---	---	3 yrs	----
Compound Interest Notes of 1864	147,397,140	6	At maturity.	.....	----
United States Notes (greenbacks)	385,441,849	---	---	.....	----
Fractional currency	28,620,250	---	---	.....	----
Navy Pension Fund	11,750,000	---	---	.....	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	.....	.....	.....	.....	----
Arkansas—State Bonds (issued to banks)	1,500,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	117
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	99½
" — " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" — " " ..... "	1,759,400	6	" "	1870	96
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" — " ..... "	1,778,677	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	----
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	6	Jan. & July.	1866	87
" — " War Loan ..... "	2,068,173	2½	" "	1866	----
Iowa—State Certificates ..... registered	1,225,000	6	May & Nov.	1886	94½
—War Loan Bonds ..... coupon	200,000	7	Jan. & July.	1886	----
Kansas—State Bonds ..... coupon	300,000	7	" "	1877	----
Kentucky—State bonds ..... coupon	200,000	7	" "	'76-'78	----
" — " " ..... "	447,000	5	" "	'66-'73	----
Louisiana—State Bonds ..... coupon	3,204,000	6	" "	'68-'72	96½
" —Fu de Coupons ..... "	9,856,000	6	various.	'67-'90	90
Maine—State Certificates	.....	6	.....	.....	----
" —War Loan Bonds ..... coupon	532,000	6	Mar. & Sept.	1883	100
Maryland—State Bonds ..... coupon	4,000,000	6	Jan. & July	1883	99½
" — " " ..... "	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1 727,000	6	"	1870	101½
" — " " ..... coupon	3,192,763	6	"	1890	100½
" — " " ..... inscribed		6	"	1890	---
" — " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1878	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122 000	7	" "	1886	----
" —Bounty Bonds	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	95
" — " (H.& St.R R.)	3,000,000	6	" "	'72-'85	83½
" — " (Pac. R. R.) ...	7,000.000	6	" "	'72-'87	95
" —New Sinking Fund Bonds	.....	7	" "	1896	----
New Hampshire—State Bonds	555,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	99½
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	105½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104½
" — " " ..... general fund	1,139,780	6	quarterly.	pleas.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100
" — ..... canal fund	3,050,000	6	"	1871	100
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	900,607	5	"	pleas.	----
" — " " ..... canal fund	192 585	5	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	93
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	74½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	67½
Ohio—State Bonds ..... coupon	634,553	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,096,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " " ..... coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,199,000	6	" "	'77-'90	----
" — " (new) ... "	.....	.....	" "	.....	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,708,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	88½
" —Funded Interest ..... "	872,813	6	" "	1892	67½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	33½
" — " " ..... coupon	11,108,000	6	" "	'86-'95	60
" (sterling).	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	.....	6	" "	'76-'96	36
" — " " ..... coupon	.....	6	" "	'76-'96	45½
West Virginia—State Bond ..... coupon	.....	6	.....	.....	----
Wisconsin—State Bonds ..... coupon	200.000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ...	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	97
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	283,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	128½
" — " "		5	"	'71-'76	105½
" — " "	7,846,026	5	"	'76-'80	101½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	101½
" —Water Loan	668.000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	95
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	98½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	94½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F.,M.,A. & N.	'73-,75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	100
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F.,M.,A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,376,000	5	" "	79-'80	----
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)	759,2.2	5	" "	'67-'82	----
" — " " (old)	2,232,500	6	" "	'66-'93	96
" — " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,80.,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'82	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	63-'71	96
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'68-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan ..... "	484.000	6	" "	'71-'88	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'89	86
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352.6 0	10	May & Nov.	1871	103
" — " " ..... "	320,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " " "	2,200.000	6	"	'77-'94	----

Railroads of the United States.

A Tabular Statement showing the Length and cost of each Work at the end of the financial year, closing nearest January 1, 1867.

(Not including City Passenger Railroads.)

1. State of Maine.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	68.00	68.00	$1,399,718
2. Atlantic and St. Lawrence (part)	78.80	78.80	4,048,066
3. Bangor, Oldtown and Milford	12.50	12.50	250,000
4. Boston and Maine (part)	1.26	1.26	65,670
5. Calais and Baring	6.00	6.00	266,150
6. European and North American	90.72	....	907,200
7. Lewy's Island	16.50	16.50	330,000
8. Machiasport	7.50	7.50	110,000
9. Maine Central	109.81	109.81	4,212,201
10. Portland and Kennebec	63.00	63.00	3,000,000
Bath Branch	9.50	9.50	
11. Portland and Oxford Central	28.50	21.50	430,000
12. Portland and Rochester (part)	6.00	6.00	85,380
13. Portland, Saco and Portsmouth	53.50	53.50	1,491,207
14. Somerset and Kennebec	37.00	37.00	812,913
15. York and Cumberland	52.00	18.50	1,099,317
Total in Maine	640.59	509.37	$18,498,822

2. State of New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (part)	54.00	54.00	2,773,980
3. Boston, Concord and Montreal	93.54	93.54	3,113,800
4. Boston and Maine (part)	37.22	37.22	2,101,440
Great Falls Branch	2.95	2.95	
5. Cheshire (part)	43.15	43.15	2,241,924
6. Concord	34.53	34.53	1,500,000
7. Concord and Portsmouth	49.90	49.90	350,000
8. Contoocook River	14.64	14.64	230,000
9. Dover and Winnipisseogee	28.12	28.12	848,000
10. Eastern (part)	16.55	16.55	525,205
11. Manchester and Lawrence	26.89	26.89	1,065,345
12. Manchester and North Weare	19.43	19.43	200,000
13. Merrimac and Connecticut Rivers	29.30	29.30	698,258
14. Nashua and Lowell (part)	6.22	6.22	278,547
15. Northern	69.20	69.20	3,068,400
Bristol Branch	13.00	13.00	
16. Peterboro' and Shirley (Fitchburg)	9.36	9.36	93,600
17. Portland and Rochester (part)	20.09	20.09	234,620
18. Sullivan	24.70	24.70	1,622,248
19. White Mountains	20.78	20.78	200,000
20. Wilton	15.43	15.43	233,226
21. Worcester and Nashua (part)	6.57	6.57	167,370
Total in New Hampshire	659.33	659.33	$22,051,963

3. State of Vermont.

1. Atlantic and St. Lawrence (part)	16.20	16 20	$832,043
2. Bennington and Rutland	59.00	59.00	1,083,500
Bennington Branch	5.50	5.50	
3. Connecticut and Passumpsic Rivers	110.30	110.30	3,079,166
4. Grand Trunk of Canada (part)	15.30	15.30	1,000,000
5. Rutland and Burlington	119.60	119.60	4,547,980
6. Rutland and Washington (part)	33.55	33.55	1,306,583
7. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.57	1.57	
8. Southern Vermont	8.00	8.00	200,000
9. Vermont and Canada	47.00	47.00	2,250,000
Burlington Branch	8.50	8.50	
Swanton Branch	10.00	10.00	
10. Vermont Central	117.00	117.00	8,402,055
Montpelier Branch	2.00	2.00	
11. Vermont and Massachussetts (part)	10.50	10.50	437,010
12. Vermont Valley	23.69	23.69	1,301,850
Total in Vermont	594.59	594.59	$24,891.887

4. State of Massachusetts.

1. Agricultural Branch	23.36	15.03	$351,595
2. Berkshire	21.14	21.14	600,000
3. Boston, Hartford and Erie,	98.97	98.97	9,683,408
Norfolk County			
4. Boston and Lowell	26.76	26.76	2,635,593
Woburn Branch	1.86	1.86	
5. Boston and Maine (part)	45.78	45.78	2,521,728
Medford Branch	2.33	2.13	
Methuen Branch	3.61	3.61	
6. Boston and Providence	43.50	43.50	3,360,000
Branches	10.57	10.57	
7. Boston and Worcester	44.63	44.63	4,500,000
Brookline Branch	1.55	1.55	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.85	3.85	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod	46.01	46.01	1,031,825
Wareham Branch	1.04	1.04	
9. Cape Cod Central	18.80	....	147,878
10. Cheshire (part)	10.50	10.50	545,538
11. Connecticut River	50.00	50.00	1,813,980
Chicopee Branch	2.35	2.35	
12. Danvers	9.20	9.20	244,456
13. Dighton and Somerset	13.00	13.00	818,032
14. Dorchester and Milton	3.26	3.26	136,372
15. Eastern (part)	44.10	44.10	4,815.963
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Essex Railroad	19.86	19.86	
Harbor Branch	1.32	1.32	
16. Easton Branch	3.78	3.78	55,894
17. Fairhaven Branch	15.11	15.11	274,926
18. Fall River, Warren and Providence	5.79	5.79	300,938
19. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	
Marlboro' Branch	3.90	3.90	
Peterboro' and Shirley (part)	14.10	14.10	
20. Fitchburg and Worcester	14.00	4.00	275,000
21. Hartford and New Haven (part)	5.87	5.87	285,500
22. Horn Pond Branch	0.66	0.66	13,057
23. Lexington and West Cambridge	6.64	6.64	258,157
24. Lowell and Lawrence	12.35	12.35	363,158
25. Medway Branch	3.60	3.60	37,909
26. Middleboro' and Taunton	8.54	8.54	152,778
27. Nashua and Lowell	14.57	14.57	654,603
28. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
29. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
30. New Haven and Northampton (part)	24.93	24.93	577,938
31. New London Northern	44.91	44.00	592,373
32. Norwich and Worcester (part)	17.75	17.75	698,684
33. Old Colony and Newport (part)	39.93	39.93	3,579,006
Fall River Division	42.24	42.24	
Bridgewater Branch	7.76	7.76	
34. Pittsfield and North Adams	18.65	18.65	443,678
35. Providence and Worcester (part)	26.42	26.42	942,481
36. Rockport	3.60	3.60	91,007
37. Salem and Lowell	16.88	16.88	464,013
38. South Reading	8.15	8.15	299,468
Branch	0.22	0.22	
39. South Shore	11.50	11.50	501,593
40. Stockbridge and Pittsfield	21.93	21.93	448,700
41. Stoneham Branch	2.38	2.38	66,375
42. Stony Brook	13.16	13.16	267,382
43. Stoughton Branch	4.04	4.04	102,405
44. Taunton Branch	11.10	11.10	250,000
Taunton River Branch	0.68	0.68	
45. Troy and Greenfield (tunnel)	42.55	7.00	1,754,370
46. Vermont and Massachusetts (part)	58.83	58.83	2,780,224
Greenfield Branch	8.00	8.00	
47. Western	117.81	117.81	8,708,497
48. West Stockbridge	2.75	2.75	39,600
49. Worcester and Nashua (part)	39.12	39.12	997,026
Total in Massachusetts	1393.65	1330.97	$64,420,094

5. State of Rhode Island.

1. Hartford, Providence and Fishkill (p't)	26.32	26.32	$908,598
2. New York, Providence and Boston (p't)	44.00	44.00	1,822,440
3. New York and Boston	32.50	....	325,000
4. Old Colony and Newport (part)	17.32	17.32	692,800
5. Providence, Warren and Bristol	13.60	13.60	448.242
6. Providence and Worcester (part)	18.00	18.00	661,619
Total in Rhode Island	151.74	119.24	$4,858,699

6. State of Connecticut.

1. Danbury and Norwalk	23.81	23.81	$412,282
2. Fairhaven and Westville (Horse)	6.00	6.00	150,000
3. Hartford and New Haven (part)	55.51	55.51	3,512,819
Middletown Branch	10.25	10.25	
Hartford Branch	0.89	0.89	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
4. Hartford, Providence and Fishkill (p't)	96.04	96.04	3,296,260
5. Hartford and Wethersfield (Horse)	9.00	9.00	210,000
6. Housatonic	74.00	74.00	2,439,779
7. Naugatuck	57.00	57.00	1,465,639
8. N. Haven, N. London and Stonington	50.00	50.00	1,454,040
9. New Haven and Northampton (part)	60.07	60.07	
Collinsville Branch	7.75	7.75	2,209,627
Tariffville Branch	1.00	1.00	
10. New London Northern (part)	55.09	55.09	518,760
11. New York and Boston Air Line	80.00	....	657,071
12. New York and New Haven (part)	48.21	48.21	4,893.843
Branch at New Haven	1.00	1.00	
13. N. York, Providence and Boston (p't)	18.00	18.00	745,560
14. Norwich and Worcester (part)	41.65	41.65	1,915,410
Allyn's Point Extension	7.00	7.00	
15. Rockville Branch	4.80	4.80	171,858
16. Boston, Hartford and Erie (part)	8.00	8.00	200,000
17. New Britain and Middletown	2.47	2.47	117,470
Total in Connecticut	717.54	637.54	$24,370,018

7. State of New York.

1. Adirondac	182.00	25.00	$2,042,519
2. Albany and Boston	21.40	21.40	300,000
3. Albany and Susquehanna	140.00	100.00	3,868,169
4. Albany and Vermont	12.00	12.00	600,000
5. Albany and West Stockbridge	38.00	38.00	2,388,359
6. Atlantic and Great Western	49.15	49.15	3,202,590
Buffalo Extension	79.00	....	.....
7. Avon, Geneseo and Mount Morris	15.53	15.53	217,344
8. Blossburg and Corning	14.83	14.83	582,346
9. Brooklyn, Bath and Coney Island	6.50	6.50	135,178
10. Brooklyn Central and Jamaica	14.50	14.50	897,646
11. Buffalo, Bradford and Pittsburg (part)	2.00	2.00	60,000
12. Buffalo, New York and Erie	142.00	142.00	3,369,088
13. Buffalo and State Line	68.34	68.34	2,784,414
14. Cayuga and Susquehanna	34.61	34.61	614,500
15. Chemung	17.36	17.36	400,000
16. Coney Island and Brooklyn	10.50	10.50	612,365
17. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
18. Elmira and Williamsport (part)	7.80	7.80	257,833
19. Erie Railroad (part)	403.75	403.75	
Buffalo Branch	60.00	60.00	40,697,580
Newburg Branch	19.00	19.00	
Union (Ramapo)	0.25	0.25	
20. Harlem Bridge, Morrisania and Fordham	5.00	5.00	198,749
21. Hicksville and Cold Spring	4.00	4.00	45,262
22. Hudson and Boston	17.33	17.33	175,000
23. Hudson River	144.00	144.00	15,264,586
24. Long Island	94.00	94.00	
Hempstead Branch	2.50	2.50	2,928,474
Glen Cove, Roslyn and Mineola	6.50	6.50	
25. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse, Auburn and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	33,701,929
Rochester and Suspension Bridge	74.75	74.75	
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
26. New York and Flushing	8.00	8.00	325,000
27. New York and Harlem	130.75	130.75	11,178,568
Port Morris Branch	2.12	2.12	
28. New York and New Haven (part)	14.14	14.14	1.421,339
29. Niagara Bridge and Canandaigua	98 46	98.46	1,000,000
Tonawanda Branch	1.63	1.63	
30. Ogdensburg and Lake Champlain	118.00	118.00	4,681,624
Branches	3.76	3.76	
31. Oswego and Rome	28.25	28.25	685,880
32. Oswego and Syracuse	36.68	36.68	979,810
33. Plattsburg and Montreal	23.17	23.17	349,775
34. Rensselaer and Saratoga	25.22	25.22	962,091
35. Rochester City and Brighton	6.60	6.60	251,559
36. Rochester and Genesee Valley	18 45	18.45	656,026
37. Rome, Watertown and Ogdensburg	189.63	189.63	
Potsdam Branch	24.28	24.28	3,464,846
Cape Vincent Branch	24.24	24.24	
38. Sackett's Harbor, Rome and New York,	18.00	18.00	76,542
39. Saratoga and Hudson River	40.00	26.00	780,000
40. Saratoga and Schenectady	21.50	21.50	480,681
41. Saratoga and Whitehall	40.86	40.86	930,207
Rutland Branch	6.66	6.66	
42. Staten Island	13.20	13.20	335,534
43. Sterling Mountain	7.30	7.30	353,645
44. Syracuse, Binghamton and New York	81.94	81.94	2,941,513
45. Troy and Benniugton	5.38	5.38	240,000
46. Troy and Boston	34.91	34.91	2,034,388
47. Troy and Cohoes	3.50	3.50	60,000
48. Troy and Greenbush	6.00	6.00	2,94,908
49. Troy and Rutland	18.50	18.50	385,000
50. Troy Union and Depot	2.19	2.19	757,052
51. Utica and Black River	34.94	34.94	926,319
Trenton Falls Branch	2.14	2 14	
52. Warwick Valley	10.33	10.33	172,577
Total in New York	3305.30	3025.30	$152,570,769

8. State of New Jersey.

1. Belvidere Delaware	64.21	64.21	$3,425,878
2. Burlington County	7.12	7.12	250,000
3. Camden and Amboy	68.90	68.90	
Trenton Branch	6.19	6.19	9,476,636
Trenton and Dean's Pond	17.00	17.00	
New Brunswick Line	26.11	26.11	
4. Camden and Atlantic	60.23	60.23	1,885,941
5. Cape May and Millville	39.00	39.00	659,603
6. Central	73.80	73.80	13,255,237
Extra Track	59.00	59.00	
7. Flemington	12.00	12.00	369,250
8. Freehold and Jamesburg	17.00	11.50	230,332
9. Hackensack and New York	4.88	4.88	154,416
Lodi Branch (private)	0.78	0.78	20,000
10. Hibernia Mine	3.50	3.50	40,250
11. Jersey City and Bergen Point	10.00	10.00	300,000
12. Long Branch and Sea Shore	9.00	9.00	176,277
13. Long Dock and Tunnel	2.88	2.88	2,800,000
14. Millstone and New Brunswick	6.63	6.63	111,114
15. Millville and Glassboro'	22.30	22.30	433,303
16. Morris and Essex	90.00	90.00	6,537,292
Denville and Bloomfield	23.00	.....	.....
17. Newark and Bloomfield	6.00	6.00	112,575
18. New Jersey	33 80	33.80	4,641,335
19. Northern New Jersey	21.27	21.27	461,561
20. Orange and Newark	17.00	17.00	599,414
21. Paterson and Hudson	14.50	14.50	630,000
22. Paterson and Newark	11.50	6.50	300,000
23. Paterson and Ramapo	15.12	15.12	350,000
24. Pequest and Wallkill	12.00	.....	.....
25. Perth Amboy and Woodbridge	8.00	8.00	214,582
26. Raritan and Delaware Bay	65.00	65.00	
Atsion Branch	9.00	9.00	3,975,489
Long Branch	4.00	4.00	
Tom's River Branch	3.00	3.00	
27. Rocky Hill	3.60	3.60	45,006
28. Salem	16.00	16.00	262,565
29. South Branch	16.00	16.00	408,852
30. Sussex	12.00	12.00	397,699
31. Vincentown Branch	4.50	4.50	49.833
32. Warren	21.04	21.04	2,008,300
33. West Jersey	38.05	38.05	1,588,483
Total in New Jersey,	949.91	904.41	$55,994,403

9. State of Pennsylvania.

1. Allegheny Valley	176.41	43.91	$1.828.731
2. Atlantic and Great Western	93.00	93.00	
Franklin Branch	32.25	32.25	9,908.301
Silver Creek Branch	6.00	6.00	
3. Bald Eagle Valley	51.20	51.20	
Bellefonte Branch	2.00	2.00	1,050,000
4. Barclay Coal	16.50	16.50	400,000
5. Bellefonte and Snow Shoe	20.50	20.50	428,513
6. Bethlehem (B. to Stroudsburg)	35.00	....	175,000
7. Buffalo, Bradford and Pittsburg (part)	100.00	22.75	2,640,000
8. Catasauqua and Fogelsville	20.00	20.00	337,940
9. Catawissa	65.00	65.00	
Branches	2.00	2.00	3,634,000
10. Chartiers Valley	22.50	....	450,000
11. Chester Valley	21.50	21.50	1,721,900
12. Chestnut Hill	4.13	4.13	120,000
13. Cleveland, Painesville and Ashtabula (part)	25.25	25.25	1,305,106
Erie Harbor Extension	1.20	1.20	
14. Cleveland and Pittsburg (part)	14.95	14.95	500,000
15. Connecting (Philadelphia)	7.00	7.00	700,000
16. Cumberland Valley	52.00	52.00	1,068,212
17. Delaware & Hudson Canal Co's R. R.	32.00	32.00	
Branches	2.00	2.00	1,996,042
18. Delaware, Lackawanna and Western	110.70	110.70	
Branches	2.80	2.80	10,251,819
19. East Brandywine and Waynesburg	17.50	17.50	259,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
20. East Mahanoy	8.00	8.00	391,604
21. East Pennsylvania	36.55	36.55	1,435,354
Temple Branch	1.12	1.12	
22. Ebensburg and Cresson	10.65	10.65	213,000
23. Elmira and Williamsport (part)	70.25	70.25	2,357,870
24. Erie (part)	42.50	42.50	5,181,942
25. Erie and North East	18.50	18.50	700,000
26. Erie and Pittsburg	81.00	81.00	2,173,936
Lake Branch	2.00	2.00	
27. Fayette County	12.69	12.69	130,000
28. Franklin (Cumb. Valley)	16.00	16.00	164,000
29. Gettysburg	17.12	17.12	262,000
30. Hanover Branch	12.20	12.20	224,073
31. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
32. Hazleton	14.00	14.00	360,000
Clifton Branch	4.00	4.00	
33. Hempfield (part)	68.30	34.00	1,269,000
34. Huntingdon and Broad Top Mountain	31.25	31.25	2,089,327
Bedford Line	19.75	19.75	
Branches	19.20	19.20	
35. Ironton	9.68	9.68	275,046
Branch	1.25	1.25	
36. Jamestown and Franklin	40.00	40.00	917,329
37. Junction (Philadelphia)	4.62	4.62	715,782
38. Lackawanna (Grassy Island)	9.10	9.10	182,000
39. Lackawanna and Bloomsburg	80.00	80.00	3,776,327
Pittston Branch	2.00	2.00	
40. Lawrence	18.00	18.00	360,000
41. Lehigh and Delaware Water-Gap	....	....	.....
42. Lehigh and Lackawanna	36.00	....	.....
43. Lehigh Luzerne	9.50	9.50	337,799
Eckley Branch	2.00	2.00	
44. Lehigh and Mahanoy	40.00	40.00	2,158,565
45. Lehigh Canal Co's Railroad	48.00	48.00	2,000,000
46. Lehigh and Susquehanna	91.00	28.00	2,828,911
Branches	13.00	13.00	
47. Lehigh Valley	70.00	70.00	9,841,594
Mauch Chunk and Summit Hill	28.25	28.25	
Penn Haven & White Haven	17.50	17.50	
48. Little Saw Mill Run	3.00	3.00	91,011
49. Little Schuykill	28.30	28.30	1,466,283
Branches	5.50	5.50	
50. Littlestown	7.25	7.25	76,000
51. Locust Gap	4.88	4.88	25,000
52. Lorberry Creek	5.50	5.50	82,500
53. Lykens Valley	15.50	15.50	600,000
Branches	5.50	5.50	
54. McCauley's Mountain and Black Creek	5.25	5.25	160,500
55. McKean and Elk	26.20	....	262,000
56. Mahanoy and Broad Mountain	12.25	12.25	1,166,700
Branches	19.25	19.25	
57. Mifflin and Center County	12.50	6.90	167,285
58. Mill Creek	15.03	15.03	500,000
59. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension	12.70	12.70	
60. Mine Hill and Schuylkill Haven	24.50	24.50	3,708,260
Extension	106.50	106.50	
61. Mount Carbon	1.26	1.26	203,257
Branches	6.50	6.50	
62. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.50	6.50	
63. Nanticoke	30.00	10.00	251,000
64. Nesquehoning Valley	13.10	....	36,117
65. New Castle and Beaver Valley	14.92	14.92	375,358
66. New York and Middle Coal Field	.....	.....	.....
67. Northern Central (part)	102.00	102.00	7,435,816
68. North Lebanon	7.52	7.52	317,715
Branches	4.68	4.48	
69. North Pennsylvania	55.26	55.26	6,336,168
Doylestown Branch	10.10	10.10	
Shimersville Branch	1.89	1.89	
70. Oil Creek	34.00	34.00	1,241,763
71. Panther Creek Valley	6.50	6.50	130,000
72. Pennsylvania	249.99	249.99	31,809,334
Hollidaysburg Branch	7.60	7.60	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
Port Breeze Branch & Del. Extension	4.00	4.00	
73. Pennsylvania Cannel Coal	12.00	12.00	250,000
74. Pennsylvania Coal	46.87	46.87	2,000,000
Lackawaxen Branch	15.87	15.87	
75. Philadelphia and Baltimore Central	50.00	36.00	1,058,840
76. Philadelphia and Erie	287.60	287.60	17,682,766
77. Phila., Germantown and Norristown	17.08	17.08	1,401,478
Germantown Branch	3.14	3.14	
78. Philadelphia and Reading	95.00	95.00	25,311,935
Richmond Branch	5.50	5.50	
Lebanon Valley Line	54.00	54.00	
79. Philadelphia and Trenton	26.50	26.50	1,336,386
80. Phila., Wilmington and Balt. (part)	17.00	17.00	1,630,317
81. Pittsburg and Connellsville	149.00	59.50	3,560,484
82. Pittsburg, Ft. Wayne & Chicago (part)	47.00	47.00	2,350,000
83. Pittsburg and Steubenville (part)	34.00	34.00	2,000,000
84. Port Kennedy	0.78	0.78	15,600
85. Reading and Columbia	40.00	40.00	1,548,277
Lancaster Branch	8.00	8.00	
86. Reno, Oil Creek and Pithole	28.00	28.00	1,000,000
87. Schuylkill and Susquehanna	54.00	54.00	1,308,686
Branch	1.00	1.00	
88. Schuylkill Valley	9.23	9.23	576,050
Branches	15.22	15.22	
89. Shamokin Valley and Pottsville	28.03	28.03	1,569,450
Lancaster Colliery Branch	1.12	1.12	
90. Southern Pensylvania	.....	.....	.....
91. Southwark (P., W. and B.)	2.12	2.12	58,368
92. Strasburg	4.25	4.25	100,000
93. Swatara (Good Spring)	6.00	6.00	41,780
94. Tioga	29.61	29.61	1,033,988
95. Tonawanda	.....	.....	.....
96. Trevorton	15.30	15.30	1,890,000
97. Tyrone and Clearfield	23.50	23.50	498.147
98. Union Canal Co's Rail Road	3.50	3.50	120,000
Branches	2.25	2.25	
99. Warren and Franklin	51.00	51.00	1,250,000
100. Westchester	9.00	9.00	184,833
Branch	1.25	1.25	
101. Westchester and Philadelphia	26.38	26.38	1,475,197
102. Western Pennsylvania	32.06	32.06	2,748,982
Allegheny Extension	28.00	28.00	
103. West Reading	1.74	1.74	54,800
104. Wilmington and Reading	53.00	....	100,000
105. Wrightsville, York and Gettysburg	13.00	13.00	393,230
Sundry Coal and Iron Railroads not specifically accounted for	350.00	350.00	7,000,000
Total in Pennsylvania	4,649.14	4,037.19	$210,080,309

10. State of Delaware.

1. Delaware	84.30	84.30	$1,692,716
2. Delaware and Maryland	13.50	13.50	400,000
3. Junction and Breakwater	40.60	18.60	320,000
4. New Castle and Frenchtown	6.00	6.00	744,425
5. New Castle and Wilmington	5.00	5.00	150,000
6. Phila., Wilmington and Baltimore (part)	23.00	23.00	2,299,723
Total in Delaware	172.40	150.40	$5,606,864

11. State of Maryland and District of Columbia.

1. Annapolis and Elkridge	20.50	20.50	$600,000
2. Baltimore and Ohio (part)	138.60	138.60	10,382,501
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
Harper's Ferry Branch	.....	.....	.....
3. Baltimore and Potomac	80.00	.....	800,000
4. Cumberland Coal and Iron	10.20	10.20	600,000
Branches	3.60	3.60	
5. Cumberland and Pennsylvania	25.00	25.00	1,500,000
Branches	6.00	6.00	
6. Eastern Shore	31.60	18.00	400,000
7. Franklin (part)	6.00	6.00	94,254
8. George's Creek	21.00	21.00	660,000
9. Maryland and Delaware	40.00	18.50	1,000,000
10. Metropolitan	41.00	.....	100,000
11. Northern Central (part)	36.00	36.00	2,916,069
Canton Extension	4.00	4.00	
12. Phila., Wilmington and Baltimore (part)	56.00	56.00	6,370,456
Port Deposit Branch	6.00	6.00	
13. Western Maryland	80.00	56.00	2,000,000
Hagerstown Extension	25.00	.....	.....
14. Sundry Coal and Iron Railroads not specifically accounted for	60.00	60.00	1,500,000
Total in Maryland	727.70	522.60	$30,573,275

12. State of West Virginia.

1. Baltimore and Ohio (part)	241.00	241.00	$17,293,514
2. Hempfield (part)	9.00	9.00	450,000
3. Iron Valley (Balt. and Ohio R. R.)	3.25	3.25	100,000
4. Northwestern Virginia	103.50	103.50	6,252,128
5. Pittsburg and Steubenville (part)	8.00	8.00	683,201
Total in West Virginia	364.75	364.75	$24,978,843

13. State of Kentucky.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Bardstown and Louisville	18.50	18.50	$370,000
2. Breckinridge Coal	8.50	8.50	312,000
3. Covington and Lexington	80.00	80.00	4,529,322
4. Lexington and Big Sandy	133.00	21.00	694,024
5. Lexington and Southern Kentucky	35.00	13.00	765,500
6. Lexington and Frankfort	29.00	29.00	657,598
7. Louisville and Frankfort	65.10	65.10	1,532,645
8. Louisville and Nashville (part)	140.00	140.00	
Memphis Branch	46.00	46.00	8,629,764
Lebanon Branch	85.00	85.00	
9. Maysville and Lexington	89.00	18.80	601,298
10. Mobile and Ohio (part)	58.50	20.50	1,603,541
11. Nashville and Kentucky	96.00	12.00	1,000,000
12. Nashville and Northwestern (part)	7.50	7.20	225,000
13. New Orleans and Ohio	56.00	56.00	1,371,429
14. Portland and Louisville	5.00	5.00	100,009
Total in Kentucky	952.10	625.90	$22,392,122

14. State of Ohio.

1. Ashtabula and New Lisbon	84.62		$846,200
2. Atlantic and Great Western	246.00	246.00	
New Lisbon Branch	30.00	30.00	16,500,000
Cleveland Branch	50.00	50.00	
Cleveland, Zanesville & Cincinnati	114.10	61.39	1,574,000
3. Bellefontaine	118.23	118.23	3,430,357
4. Carrollton Branch	11.50	11.50	225,000
5. Central Ohio	137.10	137.10	6,502,178
6. Cincinnati, Dayton and Eastern	53.20		2,000,000
7. Cincinnati, Hamilton and Dayton	60.30	60.30	4,746,843
Atlantic and Great Western Track	60.30	60.30	
8. Cincinnati and Indiana (part)	17.50	17.50	350,000
9. Cincinnati and Indianapolis Junc. (part)	21.67	21.67	650,100
10. Cincinnati and Zanesville	132.80	132.80	2,855,112
11. Cincinnati, Richmond and Chicago	45.10	45.10	500,000
12. Cleveland, Columbus and Cincinnati	135.41	135.41	
Delaware Curve	5.72	5.72	4,750,000
Springfield and Pittsburg Line	49.80	49.80	
13. Cleveland, Painsville & Ashtabula (p't)	69.90	69.90	3,187,321
14. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	9,320,163
Beaver Extension (part)	7.05	7.05	
Wheeling Extension	47.00	47.00	
15. Cleveland and Toledo	87.50	87.50	7,540,926
Northern Division	60.00	60.00	
16. Columbus & Indianapolis Central (part)	103.00	103.00	3,055,000
Covington and Richmond Branch	20.00	20.00	
17. Columbus and Xenia	54.56	54.56	1,451,415
18. Dayton and Michigan	144.00	144.00	6,094,364
19. Dayton and Western	38.30	38.30	1,120,000
20. Dayton, Xenia and Belpre	63.00	16.25	860,496
21. Fremont, Lima and Union	118.00	40.00	1,500,000
22. Greenville and Miami	32.00	32.00	1,000,000
23. Iron	56.00	13.00	267,333
24. Little Miami	83.40	83.40	3,585,680
25. Mahoning	67.00	67.00	2,851,951
Hubbard Branch	11.00	11.00	
26. Marietta and Cincinnati	182.80	182.80	
Cincinnati Extension	25.00	25.00	
Hillsboro' Branch	21.60	21.60	
Dayton and Eastern Branch	42.00		15,850,779
Union Branch	9.00	9.00	
Portsmouth Branch	55.60	55.60	
27. Michigan Southern and N. Ind. (part)	12.00	12.00	
Goshen Air Line (part)	63.60	63.60	2,699,533
Detroit, Monroe and Toledo (part)	7.00	7.00	
28. Ohio and Mississippi (part)	20.30	20.30	1,880,500
29. Pittsburg, Columbus and Cincinnati	117.80	117.80	
Cadiz Branch	8.00	8.00	4,772,951
30. Pittsburg, Ft. Wayne & Chicago (part)	249.00	249.00	12,168,279
31. Pittsburg, Maysville and Cincinnati	225.00		1,125,000
32. Sandusky and Cincinnati	116.00	116.00	
Findlay Branch	16.00	16.00	4,583,354
33. Sandusky, Mansfield and Newark	116.00	116.00	
Huron Branch	10.00	10.00	2,189,890
34. Springfield and Columbus	19.50	19.50	352,132
35. Toledo, Wabash and Western (part)	75.50	75.50	3,145,178
36. Whitewater Valley	43.00	12.00	300,000
Total in Ohio	3974.26	340.298	$135,231,975

15. State of Michigan.

1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquet and Marquette	77.00	33.00	1,000,000
3. Chicago, Detroit & Canada G'd Junc'n	59.00	59.00	2,200,000
4. Detroit and Milwaukee	188.00	188.00	8,918,303
5. Detroit, Monroe and Toledo (part)	52.12	52.12	1,701,352
6. Flint and Fentonville	17.00	17.00	425,000
7. Flint and Holley	18.00	18.00	450,000
8. Flint and Pere Marquette	173.00	35.00	1,500,000
9. Grand Rapids and Indiana	183.00	....	500,000
10. Grand River Valley	101.00	.....	500,000
11. Marquette and Ontonagon	70.00	20.00	700,000
12. Michigan Central (part)	220.00	220.00	10,664,280
13. Michigan Southern & N. Indiana (p't)	118.00	118.00	
Adrian and Monroe	33.60	33.60	
Palmyra and Lenawee	2.50	2.50	6,536,789
Jackson Branch	41.90	41.90	
Constantine Branch	4.20	4.20	
14. Peninsula (Chicago and N. Western)	70.00	70.00	3,850,000
15. Peninsular (lower peninsula)	224.00	.....	1,000,000
16. Schoolcraft and Three Rivers	24.00	24.00	480,000
Total in Michigan	1.864.32	966.12	$41,675,724

16. State of Indiana.

1. Chicago and Great Eastern (part)	89.50	89.50	$2,750,000
2. Cincinnati and Chicago	108.00	108.00	3,250,000
3. Cincinnati & Indianapolis Junction (part)	38.33	38.33	
Cambridge City Branch	12.00	12.00	1,509,900
4. Cincinnati and Indiana (part)	3.50	3.50	100,000
5. Cincinnati, Peru and Chicago	102.00	29.00	1,200,000
6. Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	3,000,000
7. Evansv., Indianapolis and Cleveland	155.00	....	155,000
8. Ind. Cent. (Columbus and Indianapolis)	72.40	72.40	2,000,000
9. Indianapolis and Cincinnati	89.80	89.80	3,250,000
10. Indianapolis and Madison	86.00	86.00	
Martinsville Branch	26.00	26.00	3,500,000
Shelbyville Branch	23.00	23.00	
Jeffersonville Railroad	82.00	82.00	
11. Indianapolis, Pittsburg and Cleveland (Bellefontaine Line)	82.87	82.87	2,750,000
12. Joliet and Northern Indiana (part)	15.00	15.00	666,666
13. Knightstown and Shelbyville	27.00	27.00	400,000
14. Lafayette and Indianapolis	64.00	64.00	2,000,000
15. Louisville, New Albany and Chicago	288.00	288.00	7,500,000
16. Michigan Central (part)	51.00	51.00	2,472,175
17. Michigan South. and N. Indiana (part)	99.00	99.00	
Goshen Air Line (part)	70.00	70.00	5,423,258
18. Ohio and Mississippi (part)	172.00	172.00	16,184,500
19. Peru and Indianapolis	74.00	74.00	2,500,000
20. Pittsburg, Ft. Wayne and Chic. (part)	149.00	149.00	7,321,379
21. Rushville and Shelbyville	20.00	20.00	320,000
22. Shelbyville and Lateral	16.00	16.00	160,000
23. Terre Haute and Richmond	73.00	73.00	1,988,150
24. Toledo, Logansport and Burlington	49.00	49.00	1,500,000
25. Toledo, Wabash & Western (part)	166.90	166.90	6,935,740
26. Union Track (Indianapolis)	3.50	3.50	350,000
Total in Indiana	2.490.47	2,211.80	$79,186,767

17. State of Illinois.

1. Alton and St. Louis	23.00	23.00	$800,000
2. Chicago and Alton	220.00	220.00	8,308,919
3. Chicago, Burlington and Quincy	204.00	204.00	
Aurora Branch	13.00	13.00	
Lewiston Branch	30.00	30.00	15,443,762
Peoria Line	53.00	53.00	
Quincy Line	100.00	100.00	
4. Chicago and Great Eastern (part)	20.00	20.00	500,000
5. Chicago and Milwaukee (part)	45.00	45.00	2,000,000
6. Chicago and Northwestern (part)	66.00	66.00	
Galena Line	91.00	91.00	
Fulton and Iowa Line	137.00	137.00	
Beloit Branch	21.00	21.00	22,314,918
Elgin and State Line	35.00	35.00	
St. Charles Air Line	9.00	9.00	
Kenosha and Rockford Line (part)	45.00	45.00	
7. Chicago and Rock Island	181.80	181.80	
Port Byron Branch	11.00	11.00	8,050.132
Peoria and Bureau Valley	46.60	46.60	2,106,000
8. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	30,529,846
Chicago Branch	146.50	146.50	
9. Illinois Coal (Brooklyn)	4.00	4.00	100,000
10. Jacksonville, Peoria and Chicago	161.50	81.40	3,500,000
11. Joliet and Chicago	37.00	37.00	2,000,000
12. Joliet and Northern Indiana (part)	30.00	30.00	1,333,373
13. Michigan Central (part)	13.00	13.00	630,162

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
14. Mich. Southern and N. Indiana (part).	13.00	13.00	424,866
15. Mound City	3.50	3.50	70,000
16. Ohio and Mississippi	148.00	148.00	10,700,000
17. Pittsburg, Ft. Wayne and Chic. (part)	18.00	18.00	872,478
18. Rock Island and Peoria	71.00	11.00	300,000
19. St. Louis, Alton and Rock Island	120.00	.....	600,000
20. St. Louis, Alton and Terre-Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	10,700,000
Belleville Line	14.80	14.80	
21. St. Louis, Jacksonville and Chicago	185.00	88.00	2,200,000
22. Sterling and Rock Island	52.00	52.00	1,300,000
23. Syracuse and Cortlandt	5.00	5.00	100,000
24. Toledo, Peoria and Warsaw	111.00	111.00	
Mississippi and Wabash	116.00	18.00	5,000,000
25. Toledo, Wabash and Western (part)	175.00	175.00	
Meredosia Branch	7.00	7.00	
Meredosia-Quincy	34.00	34.00	6,000,000
Clayton-Warsaw	26.00	26.00	
26. Western Union (part)	108.00	108.00	3,000,000
Total in Illinois	3,705.15	3,250.05	$139,084,414

18. State of Wisconsin.

1. Beloit and Madison	47.00	47.00	$1,000,000
2. Chicago and Milwaukee (part)	40.00	40.00	1,750,000
3. Chicago and Northwestern (part)	176.00	176.00	11,220,160
Kenosha-Rockford Line (part)	28.00	28.00	
4. Manitouwoc and Mississippi	220.00	7.50	200,000
5. Milwaukee and Beloit	43.50	.....	435,000
6. Milwaukee and Minnesota	95.00	95.00	3,500,000
7. Milwaukee and Prairie du Chien	192.00	192.00	7,726,200
Southern Line	42.41	42.41	
8. Milwaukee and St. Paul	161.80	161.80	
Horicon Branch	42.00	42.00	9,650,000
Madison Branch	57.20	57.20	
9. Mineral Point	32.00	32.00	1,000,000
10. Sheboygan and Fond du Lac	43.00	20.00	600,000
11. Sugar River Valley	35.50	35.50	1,000,000
12. Western Union (part)	69.00	69.00	2,000,000
Total in Wisconsin	1,324.41	1,045.41	$40,081,360

19. State of Minnesota.

1. Great Western Pacific	220.00	40.00	$1,200,000
2. Minnesota Central	115.00	71.00	$2,000,000
St. Paul Branch	4.00	4.00	
3. Minnesota Valley	180.00	22.00	750,000
4. St. Paul and Lake Superior	145.00	80.00	2,000,000
5. St. Paul and Pacific	375.00	80.00	3,000,000
Winona Branch	10.00	10.00	
6. Southern Minnesota	300.00	20.00	500,000
7. Winona and St. Peter	150.00	85.00	3,000,000
Total in Minnesota	1,499.00	392.00	$12,450,000

20. State of Iowa.

1. Burlington and Missouri	276.50	131.00	$3,500,000
2. Cedar Rapids and Cedar Falls	56.00	....	280,000
3. Cedar Valley and Minnesota	76.00	18.00	500,000
4. Cedar Rapids and Missouri	270.00	270.00	10,000,000
5. Chicago, Iowa and Nebraska	82.10	82.10	2,800,000
6. Des Moines Valley	156.00	156.00	6,000,000
7. Dubuque and Sioux City	320.00	156.00	6,000,000
8. Dubuque, Marion and Western	90.00	54.00	1,600,000
9. Iowa Northern Central (Mt. Pleasant to Cedar Rapids)	83.00	....	.....
10. Iowa and Missouri State Line	208.00	11.00	300,000
11. Keokuk and St. Paul	61.50	18.00	1,250,000
Fort Madison Branch	7.00	7.00	
12. McGregor Western	165.00	66.00	2,500,000
13. Mississippi and Missouri (C.,R.I. & Pac)	312.00	135.00	10,750,000
Oskaloosa Line	113.00	50.00	
14. Sioux City and Pacific (part)	68.00	....	.....
Total in Iowa	2,344.10	1,154.10	$45,480,000

21. State of Missouri.

1. Cairo and Fulton	76.79	37.00	$1,500,000
2. Chariton and Randolph	40.00	.....	400,000
3. Cameron and Kansas City	36.00	.....	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,983,740
5. Missouri River Valley	160.00	.....	160,000
6. North Missouri	168.80	168.80	7,638,195
Iowa Line Extension	67.95	.....	67,950
Western Extension	130.00	.....	.....
7. Pacific of Missouri	282.00	282.00	15,000,000
8. Platte County	150.40	52.00	2,000,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis and Iron Mountain	86.50	86.50	5,797,192
Potosi Branch	3.65	3.65	
11. Southwest Pacific	283.00	90.50	5,200,000
Total in Missouri	1,702.39	937.75	$51,357,077

22. State of Kansas.

1. Atchison and Pike's Peak (Cen'l Pacific	235.00	60.00	$3,000,000
2. Missouri River	10.50	10.50	250,000
3. Union Pacific (E. D.)	360.00	140.00	6,500,000
Leavenworth Branch	30.00	30.00	
Total in Kansas	635.50	240.50	$9,750,000

23. State of Nebraska.

1. Sioux City and Pacific (part)	46.50	.....	$.....
2. Union Pacific	600.00	275.00	12,500,000
Total in Nebraska	646.50	275.00	$12,500,000

24. State of California.

1. California Central	43.80	43.80	$2,500,000
2. California and Oregon	400.00	.....	.....
3. Central Pacific	156.00	93.00	12,000,000
4. Freeport	9.00	9.00	270,000
5. North Beach and Mission	3.50	3.50	200,000
6. Northern California	29.00	29.00	1,200,000
7. Omnibus (San Francisco)	3.80	2.80	150,000
8. Placerville and Sacramento City	34.90	34.90	2,000,000
9. Sacramento Valley	22.50	22.50	1,750,000
10. San Francisco and Alameda	22.00	5.00	250,000
11. San Francisco and Oakland	4.00	4.00	200,000
12. San Francisco and Sacramento	54.50	.....	580,000
13. San Francisco and San Jose	50.00	50.00	2,000,000
14. San Francisco and Washoe	92.00	.....	.....
15. South San Francisco	4.00	4.00	100,000
16. Western Pacific	120.00	20.00	1,000,000
Total in California	1,048.00	321.50	$24,200,000

25. State of Oregon.

1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	300,000
3. Oregon Central	240.00	.....	.....
Total in Oregon	269.50	19.50	$500,000

26. State of Virginia.

1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Fredericksburg	38.00	38.00	1,600,000
3. Alexandria and Washington	6.00	6.00	200,000
4. Blue Ridge (State Road)	16.81	16.81	1,604,761
5. Clover Hill (coal)	18.50	18.50	185,000
6. Covington and Ohio	224.00	....	1,905,644
7. Fredericksburg and Gordonsville	45.00	....	221,572
8. Manassas Gap	139.30	77.77	
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.96	7.96	3,153,228
Harper's Ferry Branch	44.12	.....	
9. Norfolk and Petersburg	80.00	80.00	2,129,029
10. Orange and Alexandria	88.30	88.30	
Warrenton Branch	8.90	8.90	6,421,798
Lynchburg Extension	59.50	59.50	
11. Petersburg (part)	53.78	53.78	
Gaston Branch (part)	9.03	9.03	959,370
12. Richmond and Danville	140.50	140.50	
Midlothian Branch	1.14	1.14	6,392,659
Manchester Branch	1.55	1.55	
13. Richmond, Frederick and Potomac	75.00	75.00	
Springfield Branch	3.50	3.50	1,945,579
14. Richmond and Petersburg	22.14	22.14	
Port Walthall Branch	2.75	2.75	1,222,523
15. Richmond and York River	38.30	23.66	725,394
16. Roanoke Valley (part)	8.12	8.12	158,871
17. Seaboard and Roanoke (part)	63.23	63.23	1,169,246
18. South Side	123.00	123.00	
City Point Branch	9.00	9.00	4,239,537
19. Virginia Central	189.19	189.19	5,964,942
20. Virginia and Kentucky	130.00	.....	105,601
21. Virginia and Tennessee	204.24	204.24	
Salt Works Branch	9.42	9.42	7,430,835
Other Branches	1.20	1.20	
22. Winchester and Potomac	32.00	32.00	575,831
Total in Virginia	2,054.48	1,416.70	$49,974,457

27. State of North Carolina.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,947,374
3. Piedmont (Greensboro' to Danville)	32.00	32.00	1,000,000
4. Petersburg (part)	8.22	8.22	300,484
Gaston Branch (part)	8.97	8.97	
5. Raleigh and Gaston	97.00	97.00	1,240,241
6. Roanoke Valley (part)	13.88	13.88	317,741
7. Seaboard and Roanoke	16.77	16.77	300,000
8. Western Coal	41.50	41.50	830,000
9. Western North Carolina	273.12	81.00	2,000,000
Newton Branch	3.00	3.00	
10. Wilmington, Charlotte and Rutherfordton	262.60	112.00	2,500,000
11. Wilmington and Manchester (part)	62.50	62.50	741,166
12. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
13. Charlotte and South Carolina	6.04	6.04	100,000
Total in North Carolina	1,352.42	977.30	$20,020,310

28. State of South Carolina.

1. Blue Ridge	53.50	31.50	$2,989,165
Branch	1.50	1.50	
2. Charlotte and South Carolina (part)	103.56	103.56	1,619,045
3. Cheraw and Darlington	40.30	40.30	612,000
4. Cheraw and Coal Fields	57.00	.....	.....
5. Greenville and Columbia	143.25	143.25	2,762,930
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
6. King's Mountain	22.50	22.50	225,000
7. Laurens	32.00	32.00	543,403
8. Northeastern	102.00	102.00	2,054,315
9. Savannah and Charleston (part)	88.32	88.32	1,986,784
10. South Carolina	136.00	136.00	9,287,393
Columbia Branch	68.00	68.00	
Camden Branch	38.00	38.00	
11. Spartanburg and Union	67.00	30.00	897,391
12. Wilmington and Manchester (part)	99.00	99.00	1,758,834
Total in South Carolina	1,072.93	988.93	$25,207,997

29. State of Georgia.*

1. Atlanta and West Point	86.74	86.74	$1,200,079
2. Augusta and Savannah	53.00	53.00	1,032,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190.72	3,700,000
6. East Tennessee and Georgia (part)	15.00	15.00	520,000
7. Etowah	8.87	8.87	112,526
8. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
9. Macon and Brunswick	174.00	37.50	1,000,000
10. Macon and Western	102.00	102.00	1,501,964
11. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817
Florida Extension (part in Flo.)	16.00	16.00	400,000
12. Milledgeville and Eatonton	22.00	22.00	275,901
13. Milledgeville and Gordon	17.00	17.00	213,500
14. Muscogee	50.00	50.00	1,000,000
15. Rome and Kingston	20.00	20.00	250,000
16. Savannah, Albany and Gulf	68.13	68.13	1,386,634
17. Savannah and Charleston (part)	15.00	15.00	333,000
18. Southwestern	106.10	106.10	4,000,000
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	
Fort Gaines Branch	21.89	21.89	
19. Western and Atlantic (part)	125.00	125.00	5,345,565
Total in Georgia	1,651.23	1,437.22	$29,177,663

30. State of Florida.*

1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000
4. Main Trunk Florida Extension (part)	6.00	6.00	240,000
5. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
6. Perdido and Junction	6.00	6.00	60,000
7. Tallahassee	21.00	21.00	420,000
Total in Florida	592.50	407.50	$8,868,000

31. State of Alabama.

1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000
5. Memphis and Charleston (part)	157.00	157.00	3,901,377
Florence Branch	4.00	4.00	
6. Mobile and Girard	228.30	57.30	2,000,000
7. Mobile and Great Northern	67.30	49.16	1,094,200
8. Mobile and Ohio (part)	63.00	63.00	1,788,373
9. Montgomery and West Point	88.50	88.50	2,265,983
Opelika Branch	28.40	28.40	
10. North and South Alabama	209.50	....	619,000
11. Selma and Gulf	58.80	....	588,000
12. Tennessee and Alabama Central	26.10	26.10	781,500
13. Tennessee and Coosa	36.50	....	365,000
14. Wills' Valley	82.00	....	410,000
Total in Alabama	1,434.70	891.16	$21,520,982

32. State of Mississippi.

1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Memphis and Charleston (part)	28.00	28.00	732,279
3. Mississippi Central (part)	188.60	188.60	5,055,034
4. Mississippi and Tennessee	89.42	89.42	2,720,244
5. Mobile and Ohio (part)	270.00	270.00	6,731,927
Columbus Branch	14.50	14.50	
6. New Orleans, Jackson and G. Northern	323.00	118.00	3,789,110
7. Raymond Branch	7.00	7.00	100,000
8. Southern Mississippi	143.60	143.60	4,308,000
Total in Mississippi	1,072.12	867.12	$25,416,394

33. State of Tennessee.

1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30.00	30.00	867,210
3. East Tennessee and Georgia (part)	95.80	95.80	3,117,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	....	630,000
7. Louisville and Nashville	45.00	45.00	1,576,829
8. Memphis and Charleston (part)	86.56	86.56	2,398,682
Somerville Branch	15.40	15.40	
Florence Branch (in Ala.)	....	....	
9. Memphis and Ohio	130.60	130.60	6,612,219
10. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
11. McMinnville and Manchester	34.20	34.20	590,623
12. Mississippi Central	47.40	47.40	1,263,758
13. Mississippi and Tennessee	9.78	9.78	294,863
14. Mobile and Ohio (part)	118.50	118.50	2,957,599
15. Nashville and Chattanooga	149.75	149.75	3,632,882
Shelbyville Branch	9.00	9.00	
16. Nashville and Northwestern (part)	167.50	167.50	5,044,879
17. Tennessee and Alabama	57.52	45.81	1,185,053
18. Western and Atlantic (part)	13.00	13.00	555,932
19. Winchester and Alabama	38.12	38.12	629,662
Total in Tennessee	1,392.49	1,317.78	$34,185,215

34. State of Arkansas.

1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	200,000
3. Little Rock and Napoleon	99.33	....	400,000
4. Memphis and Little Rock	146.00	101.00	2,500,000
Total in Arkansas	701.33	101.00	$4,400,000

35. State of Louisiana.

1. Baton Rouge, Grosse-Tete & Opelousas	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,610
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,938
5. New Orleans and Carrollton	6.50	6.50	500,000
Branches	8.50	8.50	
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	....	1,610,000
7. N. Orleans, Jackson and Gt. Northern	89.00	89.00	2,822,070
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total in Louisiana	838.00	335.75	$13,627,664

36. State of Texas.

1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	96.00	5,600,000
Austin Branch	120.00	20.00	
7. Memphis, El Paso and Pacific	225.00	....	.....
8. Sabine and Rio Grande	452.00	....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Total in Texas	2,787.00	479.50	$17,280,000

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed and equipped in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	—	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	—	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	—	—
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss.	—	—	—
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	—	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	—	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	38.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,602	loss.	3	—	56½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	—	47
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	708,341	loss.	—	—	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	—	—
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	M(iddlesex)		5	—	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	—	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	—	—
30 Nov.'65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	—	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	—	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,867	loss.	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	156,970	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	—
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,02472	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	operby T. & L. R. R.			—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	—	150	22	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	51
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	31
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	29
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3 562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39.179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct.'66	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	3.80	—	166	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	90½
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Ph.il. & Gr'sF.)	249,411	217,697	15,000	19,000	84,900	20,545	4½	50	33½
31 Oct.'66	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	19½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	131,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose:					
1st Mortgage gua antied	64,452	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	—	—	—
Middlesex:					
1st Mortgage	32,000	—	—	—	—
Malden & Melrose bonds	59,851	—	—	—	—
Real Estate	10,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	15¾	20,000	10½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	1
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	4
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	49½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	40
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	11½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	36
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	25	----	200,000	----
Isle Royal ..... L. S.	50	38	20,000	8
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	16
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ... "	25	11	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	3½
Pewabic ..... "	25	3½	20,000	26½
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	5½	20,000	46
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	39
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	8½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	8	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior .... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	5	2½	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay .... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1.45
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	64
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. ... Md.	----	----	----	90c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	664
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	25
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	52
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	17½
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth ... Md.	20	20	25,000	44
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	21
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	3½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	10	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	15½
Shamokin ..... "	----	----	----	----
Somerset I. & C. ... "	----	----	----	70
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	60
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	38

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	1.80
Benton ..... "	5	----	100,000	1.35
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	15½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	4.10
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.15
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1.00
Holman ..... "	2	----	150,000	0.20
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	1.00
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	12½
Do. preferred .. "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.30
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	2.30
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.60
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4.50
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	3.00
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8.00
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Taecher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California .... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	43½
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba N. H.	50	----	2,000	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,498	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,498	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,335
1866	476,036	433,649	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,260	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,494
1865	280,503	275 283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,940,092
1866	210,171	207,913	304,885	270,889	333,432	368,278	326,870	381,559	318,549	347,087	324,749	------	------
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,432
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,895	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 683	2,811,544
1864	273,876	317,939	390,365	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716.378	568,409	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,661	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,234	989,053	1,210,654	1,005,680	------	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,329	33,304	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	------	------
Erie:													
1861	404,507	391,932	468,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,187,188	983,856	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290 330	1 411,347	1,480,251	1,417,327	------	------
Illinois Central:													
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,606	460,573	617,682	576,403	747,469	739,736	641,589	643,887	518,083	7,181,206
1866	582,828	512,028	516,822	406,773	507,330	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,604	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,219
1863	58,203	53,776	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	96,458	1,038,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,056
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	176,555	228,020	310,595	226,840	110,664	1,995,712
1866	121,776	84,997	72,135	109,082	267,488	262,172	170,795	116,224	150,989	245,701	244,564	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	161,983	180,915	228,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	368,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	361,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	------	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.666	151,902	175.696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,940
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	336,083	324,986	359,645	429,160	493,640	414,604	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,991
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	189,223	275,906	304,257	327,926	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	641,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,266	1,117,858	14,575,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,136,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	223,242	268,176	302,696	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	258,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,206	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,637
1863	385,685	361,884	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	689,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,293	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	296,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	387,350	366,598	461,965	462,987	427,094	396,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	660,144	678,504	857,583	738,886	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	3,489,062
1866	555,489	474,738	654,390	606,078	672,628	644,573	554,828	641,849	661 608	741,968	681,552	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,915
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	244,834	212,228	------	------
Toledo, Wabash and Western:													
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	108,056	132,111	134,272	162,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,790
1864	79,735	95,843	132,896	128,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,763	144,001	138,733	194,525	271,799	374,024	377,941	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,493	325,091	304,917	396,248	349,117	436,065	354.830	------	------
Western Union:													
1865	43,716	37 265	52,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	669,231
1866	45,102	36,005	39,301	43,332	86,918	102,918	85,276	60,698	84,462	100,313	76,248	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1856	1,086,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage convertible	868,000	7	Jan. & July.	New York.	1866	101
1st Mortgage extended	422,000	7	" "	" "	'70-'90	
2d Mortgage	116,000	7	" "	" "	1870	
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100
"	200,000	6			1879	99
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	92
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,700,000	7	May & Nov.	" "	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	70
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	61,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	85
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	6	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,000		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	114
2d Mortgage	2,622,000	7	" "	" "	1881	103
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	84,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	26
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	84
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,968,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	83¾
Land Security	3,344,600	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,640,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	82,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			117
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	92
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,900	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	400,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	96
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	85½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	80
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	6		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	518,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	460,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	97
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	101½
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	666,000	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	106½
" " ["]B & N. F.	77,000	6	" "	" "	1883	91
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	87
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	86
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	93
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and G. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	119
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100½
2d Mortgage (now stock)						74
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	95
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	98
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	116½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	690,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	33
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	604,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	171½
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1858	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	90
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	162,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	106,255	1,515,704	54.0	------	101,102	37,886	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	------	------	------	------	----	------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----		23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,606	116.9	------	505,166	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	------	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,594	—	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	------	------	23.8	58,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	------	------	122.4	319,433	644,725	166,186	—	----
31 Aug '66	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,287	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	495,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	------	------	62.0	------	67,143	loss.	—	----
30 Nov. '65	76.2	5.5	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	------	85.0	48,662	172,590	74,758	2	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,988	2,363,600	580,000	9,261	2,952,961	66.4	329,934	714,068	268,396	9	115
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	13,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	------	------	------	------	------	----	------	------	------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	------	------	------	------	------	------	------	----	------	------	------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	------	------	------	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	------	415,411	54,648	4	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	------	------	------	------	------	30.0	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	------	------	53.0	------	168,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	21.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	----	----	-----	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	------	8,123,343	232.0	------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	------	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	------	138.0	------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	109½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,555	2,799,435	31	131½
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,396	39,680,452	930.0	------	6,820,750	1,802,272	—	46½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	------	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	104
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	------	4,214,542	180.0	------	------	377,476	—	----
31 Dec. '65	454.8	252.6	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	------	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	121½
31 Dec. '65	118.0	—	----	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	41
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,240,744	488,558	—	----
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	------	------	------	4,390,000	5,600,000	------	------	224.0	------	------	------	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,689	3,458,108	110.0	------	448,858	230,834	9	97
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,852	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	------	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	------	1,538,763	132 0	------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,40	—	86½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,216,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	----
31 Dec. '65	144.0	—	----	176.0	18	9	151	Dubuque and Sioux City	5.091,8-1	*	151,455	3,860,922	960,000	433,415	5,243,816	144.0	282,584	618,205	180,962	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	8,452,300	7,145,252	118,000	10,715,552	230.0	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,408	227,534	—	----
30 Jun. '66	29.0	—	3.1	— }	14	18	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	----
30 Jun. '66	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	80
30 Jun. '66	135.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,348	334 0	959,947	3,143,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	------	1,160,717	------	----	------	1,232,624	555 434	—	----
31 Aug '60	58.7	—	----	135.3	---	---	-----	*Vicksurgh. Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	------	------	------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	------	----	------	------	------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	------	------	----	------	------	------	—	----
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	108½
31 Mar. '66	240.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	83
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	------	1,550,000	------	------	----	------	------	------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	------	------	------	------	575,000	------	------	----	------	------	------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	------	------	------	------	600,000	------	------	----	------	------	------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	------	------	------	------	800,000	------	------	----	------	------	------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,599	236.0	------	584,342	323,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	------	------	83.2	------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	18.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	------	------	206.8	579,324	1,047,567	420,026	—	----
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,028,361	182.0	------	1,020,089	237,804	—	57½
31 Dec. '62	152 0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	------	------	52.0	------	------	------	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,636,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,628,186	263.0	831,453	1,794,356	400,826	—	----
-- ----	77.0	—	3.9	206.0	---	---	-----	*South-Western Pacific*	4,819,490	119,738	—	------	2,000,000	------	2,000,000	114.0	------	------	------	—	----
28 Sep '64	86.5	3.6	8 2	—	16	18	219	*St. Louis and on Mountain*	5,487,063	260,029	—	1,971,222	3,501,000	40 559	6,352,109	90.1	236,189	399,291	229	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0		.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,115	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	580,816	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	460,222	236,767	6	99½
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,883	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,948	4,544,097	3	114
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,610	1,328,793	8	47
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	.....	—	11
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,218	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,358	5,386,291	104.3	747,272	1,521,159	393,812	9	128
30 Nov. '65	47.0	7.0	32.5	—	28	39	869	Boston and Providence	3,392,660	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	140
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	146½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	16,000	1,098,092	47.1	88,000	167,031	57,695	6¾	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	105½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	782,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	107
30 Nov. '65	51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,255	8	114½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,888	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,163	92,870	101,968	300,000	—	91,748	814,991	71.0	185,647	300,964	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	93½
30 Nov. '65	18.6	—	0 7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	460,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	462	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	248,305	226,900	522	470,727	(Op	er. by B.	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	54½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	116
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	98.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,022	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	(Op	er. by B.	& L Co.)	151,863	5	65
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	121.4	527,354	867,957	101,242	8	108½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	107
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,667	1,702,359	10	130
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,688	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10 685,940	1,509,000	838,636	13,361,735	86.0	1,187,978	3,036,390	1,287,956	10	124
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,632,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	6,000 000	305,000	—	6,434,399	33.8	654,192	1,876,981	803,323	10	130½
31 Dec. '65	21.8	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec. '65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	.....	.....	.....	Warren	2,608,300	*	—	1,408,300	600,000	—	2,608,300	18.2	.....	272,695	118.133	5½	91
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,676	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,851	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,339,028	15,434,775	5,066,511	4	66½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,880	994,668	8	130
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,405	353,606	8	60
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,524	5,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,496,786	3,291,112	6	112½
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,811	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	2,860,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	73½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '66	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g.	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	90
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	120,000	148,500	13.0	47,093	274,988	111,021	8	—	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	200,660	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep.	'60	161.5	16.0	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep.	'59	161.9	—	.....	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	481	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,848,260	191.2	967,820	2 386,132	663,205	10	111
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	85	—
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,874,307	208.5	1,429,741	2,696,377	736,794	5	90
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	121½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,560	494,464	75,697	2,884,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,660	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	829,932	119,032	—	.....
31 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	595 400	391,992	3,382,162	1,218,972	109,813	4,972,748	205.9	346,671	.....	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	35.934	893,204	1,291,800	38,820	2,223,824	125.0	241,240	382,807	166,133	—	.....
31 Dec 64	142.4	—	—	—	48	18	689	Toledo & Wabash	9,080 918	*	—	3,427,060	6 663,368	—	10,248,015	260.0	1,244,358	2,050,322	945,492	2½	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '66	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,223	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	29½
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	86.0	1.7	7.7	—	9	6	83	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	86.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,373	Lehigh Valley	7,804,068	2,037,528	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	67½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper.	by Re	ading	R. R.)	3	35
31 Oct. '65	130.5	—	68.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	58½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	666,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,064	412,353	—	38
31 Dec. '65	364.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459,169	4,189,111	10	56
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	283,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	*	—	5,069,450	13,000,000	2,000	18,071,450	(oper.	by Penn.	R.R. Co.)	—	—	31
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608,075	471.8	3,688,309	11,142,519	4,812,271	10	52½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	*	245,695	999,200	200,000	—	1,199,200	28.2	177,483	1,030,432	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,466	3,884,609	1,046,804	10	56
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	488.3	4,623,073	8,489 062	3,283.547	10	105½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	96
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	13	9	176	Charlotte and South Carolina	1,719.045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	—	44	28	252	South Carolina	8,529,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,038	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,003,891	291.0	406,061	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	854,949	519,518	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
29 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175.993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.6	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	*	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	703,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	83,862	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,406,018	36,188	88,181	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,258	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,233,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.6	1,068,054	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,514	280,926	3,353,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,235,271	214.9	480,193	740,439	347,957	—	—
								WISCONSIN.													
31 Dec. '64	198.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,128,571	2,113,118	508 555	—	49
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	235.9	915,288	1,985.511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,006	137.0	.....	78.0	204	130	2,899	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,865	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,999,980	768,959	5,678,989	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,458,706	.....	.....	4,458,706	108.0	100,421	107,640	20,005	—	—
1 July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,348	—	1,280,000	13,100	136,000	1,709,232	60 0	.....	132 556	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,151	—	—
								NEW GRANADA.													
1 Dec 63	8,..		—	—	11	22	120	Pan ma	8,900,000	9	649	5,000,000	75,000	—	10 767,728	48.7	.....	1 927,438	1,328,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	62
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	82½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	7	44
Erie (preferred)	8,535,700	7	7	85
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	36
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	98½
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	70½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	90
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	-------	-------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	-------	-------	90
Boat Loan	99,852	6	-------	-------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89½
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	56½
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,091,700	10	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	88
" (preferred)	100	1,175,000	10	125
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	25½
" " (preferred)	50	2,888,983	---	36½
Susquehanna and Tide Water	50	2,048,260	---	14
Union	----	----	---	2
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 43 — @ 50 —
Pig, American, No. 1 43 — @ 50 —
Bar, Refined, English 96 — @105 —
Bar, Swedes, assorted sizes (in gold) 95 — @100 —

	Store Prices.
Bar, Swedes, assorted sizes	— — @170 —
Bar, English & American, Refined	115 — @ — —
Bar, English & American, common	105 — @ — —
Scroll, English	145 — @195 —
Ovals and Half round	140 — @150 —
Band, English	— — @145 —
Horse Shoe	140 — @150 —
Rods, English	120 — @175 —
Hoop, English	150 — @215 —
Nail Rod per lb.	— 9½ @ — 10½
Sheet, Russia per lb.	— 20 @ — 22
Sheet, English, Single, Double and Treble	— 6½ @ — 8
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18 @ — 22½
English Spring (1st & 2d qlty.) — 10½ @ — 12
English Blister (1st & 2d qlty.) — 11 @ — 19
English Machinery — 13 @ — 14
German — 13½ @ — 14½
American, Blister — 11½ @ — 17
American, Cast, Hammered — 19 @ — —
American, Cast, Rolled — 12 @ — 15
American Spring — 15 @ — —
American Machinery — 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — 40 @ — 43
Sheathing, Yellow — 30 @ — —
Pig, Chile — — @ — —
Bolts — — @ — 43
Braziers' — 43 @ — —
American Ingot (cash) — 26 @ — 27

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 6 75 @ 6 81½
German Refined — 6 75 @ 6 81½
English — 6 62½ @ 7 12½
Bar per lb. — — @ 10 —
Pipe and Sheet — — @ 10 —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb. — 23 @ — 23½
Straits (gold) — 21½ @ — —
English (gold) — 21½ @ — —

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 — @ 9 25	12 — @ 12 50
Plates, I. C. Coke	7 50 @ 9 —	10 25 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 75 @ 10 —
Plates, Charcoal Terne	— — @ 9 25	12 50 @ — —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash) per 100 lb. 6 50 @ 7 —
Clinch (cash) 8 25 @ 8 50
Copper — — @ — 48
Ausable Horse, Norway Iron, Forged — — @ — 32
Zinc Nails (6 mos.) — — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 19 @ — —
Refined, free L. S. to White — 40 @ — 45
Refi'd, in bond, prime L. S. to White — — @ — 29
Refi'd, in bond, Standard White — 32 @ — 33
Naphtha, Refined (60@63 gravity) — 25 @ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	Th 27.	F. 28	Sat. 29.	M 31.	Tu. 1	W. 2
Atlantic M. S. S. Co.	106	111½	118	110½	----	110
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	46	48½	50½	----	----	49½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	109½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	90	----	90	----	----	----
Chicago, Burl. & Q.	----	----	151½	----	----	----
" " " 8 p.c.	114	----	----	----	----	----
Chic. & Northwest'n.	43½	45	44½	45½	----	46
" " pref.	80	79½	79½	82	----	82½
" " 1st M.	87½	----	87½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	84	----	85
Chicago & Rock Isl.	102½	103½	103½	103½	----	104½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	110	----	----	----	----	----
Clev. and Pittsburg	86½	87½	88½	91	----	91½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	124	124½	125	125½	----	125½
" " S. F. 7 p.c.	100	----	----	----	----	----
Cumberland Coal, pref	71½	76	90	90	----	88
Del. & Hudson Canal	----	----	----	----	----	166
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-6	----	----	101	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	66½	67½	68½	67½	----	67½
" pref.	82	82½	----	83½	----	83½
" 1 M. 7 p.c. '67	102	----	102	----	----	----
" 2 M. 7 p.c. '79	----	----	----	99	----	----
" 3 M. 7 p.c. '83	96	----	----	96	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	119½	----	127	137	----	134
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	103	----	----	----	----	----
" 2 M. S. F.	102	100½	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	117½	118	118½	119½	----	120½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	105	105	----	----	----	----
Marietta & Cin. 1st pref.	36	----	----	----	----	----
" " 2d	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12½	----	----	12½	----	12
Michigan Central	107	108	104	108½	----	103½
" S F. 8p.c. '82	----	----	111	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82	82½	82½	82½	----	83½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	95½	----	95½	96	----	----
" " 2 M.	----	92	----	91	----	91½
Mil. and P. du Chien	63	63	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	49	50½	----	----	----	----
" " pref.	67	70	71	70½	----	70½
" " 1st mort.	----	----	----	----	----	87
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	92½	----	----	94	----	95
" iss. to H. & St. J. R.	83½	----	----	----	----	----
" " Pacific	92½	----	92½	----	----	----
New York Central	109	110½	110½	111	----	113
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	94	----	----	----	----	----
" 6s, S. F. '87	93	----	----	----	----	94
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	100½	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52	52	53	----	----	----
" new	51½	51½	53	54	----	----
Ohio & Miss. cer.	25½	28½	28½	28½	----	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	165	162½	166½	170	----	173½
Panama	----	----	----	----	----	----
Phila. and Reading	105	105½	106	105½	----	106½
Pitts. Ft. W. & Chicago	106½	106½	107	105½	----	106½
" 1M. 103	----	----	103	----	----	----
" 2M.	97½	----	----	----	----	----
" " 3M.	88	----	----	----	----	----
Quicksilver Mining Co.	43½	44½	44½	45	----	45½
St. L., Alton & T. H.	40	----	43	41	----	----
" " pref.	----	----	65	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	81½	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	69½	----	----	----	----	----
" new	69½	----	69	70	----	68
Tol. Wab. & Western	41	42½	43½	43½	----	44½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	Th 27.	F.28	Sat.29.	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.	105	105	105¼			
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s, coup..	99¼		99¾			
U. S 6s, 10-40s, reg.—	99	99¼				
U. S. 6s, 1881, reg.	106¾					
U. S. 6s, 1881, cou.	110¼	110	110¾			106¼
U. S. 6s, '81, O.W.Ly.						
U. S. 6s, 1881, " 1y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup. —128						
U. S. 6s, 5-20s, c. 1862.	105¼	106¼		106¼		
U. S. 6s, 5-20s, c. 1864.	104¾	104¾				105¼
U. S. 6s, 5-20s, c. 1865.	104¾	104	105	105¾		105¾
U. S. 6s, " reg.				105¼		105¾
7.30 Notes, 1st series.	104¼	104		105¼		105
" " 2d series.	103¾	104	104¾	105		105
" " 3d series.	104¼	104		104¾		104¾
American Gold						

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	W.26	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Cattawissa						
" preferred	27	29¼	29¾			
Camden & Amboy		129¾	130	130	130	
" " 6s,'67						
" " 6s,'70						
" " 6s,'75						
" " 6s,'83				92		
" " 6s,'89						
" mort. 6s,'89.	94¾			95¼	95¾	
Ches. & Del. Canal 6s '86						
Del. Div. Canal			55¼	56¼		
Elmira & W'msport						
" " pref.						
" " 7s						
Lehigh Navigation	55		55	55		
" " 6s, '84		91¾			91¾	
Lehigh Valley R. R.			67¼			
" " 6s	95					
Little Schuylkill R. R.						
" " 7s						
Long Island						
" " 6s						
Minehill						
Morris Canal	88					
" " pref.						
" " 6s '76						
North Pennsylvania	38					
" " 6s						
" " 10s						
Northern Central				47¼		
Pennsylvania R. R.	56¼	56¼	56	56	55¾	
" 1st m.	102¾					
" 2d m.						
Penn. State, 5s	95			95¼	95	
" " 5s, coupon						
" " 6s. W. L.					103	
Philadelphia City, 6s	96			95¼		
" " new	99¾	99¾	99¾	99¾	99¼	
" " munc	99¾	99¾			99¾	
Philad., Germ. & Nor.						
Phila. & Reading	53	52	52¼	54	52¾	
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie		30¼	30¼	30¼	30¾	
" " 6s	93					
Philad. & Sunbury, 7s						
Schuylkill Navigation			25¼		25¼	
" " pref.	35¼	35¼	35¼			
" " 6s '82					80	
" " 6s '76						
" " 6s '72					89¾	
Susq. Canal		13		14		
" " 6s '78	65¼		65	65		
Union Canal, pref.						
" " 6s '88						
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse)	14¾			14¾		
Chestnut & Wal. "	51		51	51	51	
Green & Coates, "			93			
2d and 3d streets, "						
Spruce & Pine, "	33¾					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	W 26.	Th.27	F.28.	Sat.29.	M 31.	Tu.1
Baltimore City 6s, 1875.	97¼					
" " 1886.						
" " 1870.						
" " 1890.	98¼	98¼	93			
Balt. and Ohio						
" " b'ds, '62.						
" " " '67.						
" " " '75.						
" " " '80.						
" " " '85.						
Northern Central						
" " b'ds, 1885.					88¼	
" " " 1900.				18		
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	Th. 27.	F.28.	Sat.29.	M.31.	Tu.1.	W2
Boston and Lowell		112				
Boston and Maine	128					
Boston and Providence						
Boston and Worcest.						
Cheshire, pref.	63	61	60¼	60¼		62
Concord						
Connecticut River						
Eastern, Mass.		107	107			107
Eastern, N. H.						
Fitchburg	113		113¼	114		114¼
Manchester & Lawr'ce						
Michigan Central						
Northern, N. H.	108	108	108¾			
Old Colony & Newport	97¼	97	96¾			96¼
Ph., Wil. & Baltimore	56	56				56
Portl'd, Saco & Ports.	99¼		100			99¾
Vermont & Canada	100¼	100		100		
Vermont & Mass.	55		54¼			
Western			140¾			140
Broadway (Horse)						
Cambridge "						93¼
Metropolitan "						54
Middlesex "						47
Central Mining Co.						
Copper Falls "	50	48¼		46		46¼
Franklin "	40¼	40	37¾	38		
Huron "		34	33	32		
Isle Royale "						
National "						
Minnesota "	12¾			12¼		
Pewabic "	26		25¾	26		
Pittsburg "				44		46
Quincy "						38
Rockland	8¼	9¼	9¼	8¾		8¾

London Stock Exchange.

The following were the closing prices for American Securities on the 14th of December.

United States 5-20 yrs., 1882, 6 per cent	71 @ 71¼
Virginia State, 6 per cent	48 @ 50
Do., 6 per cent	41 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70
Do. do., 2d mort., 1881	66 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 70
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	42 @ 43
Erie shares, $100 (all paid), 8 p. c	47 @ 48
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	68 @ 70
Do. $100 shares (all paid)	77¼@ 78
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	84 @ 86
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, January 5, 1867.

Stock Exchange and Money Market.

As usual at the closing of one year and the opening of another, there has been a very meagre movement in all financial and commercial interests. The available supply of Money has been largely increased by interest and dividend disbursements, and confidence in an early reduction of rates has been correspondingly augmented. Lenders have been more eager to place their balances, and, in some instances, have been offering more favorable terms to the best class of borrowers, namely six per cent. to the dealers in the public funds, and six to seven generally seven per cent. to the leading Stock Exchange firms. At these rates, the demand for call loans has been fair, but not urgent. Discount applications at bank and through private channels have been comparatively limited in number and magnitude. Strictly prime short date commercial paper has been in request at 6@7 per cent., and for very good do., at 7@8 per cent. per annum. There has been no regular market for lower grades. The active Cotton movements at the South continue to call for remittances of currency from this centre, chiefly in the legal tender form, and this drain shows again in the last city bank return, which indicated a decrease of $1,816,275 in the legal tender reserve, $1,218,587 in the deposits, and $28,749 in the specie line, with an increase of $1,099,547 in loans, and $231,097 in circulation. These changes had been more than anticipated, and consequently occasioned no special comment, on being officially made known. The specie reserve of the banks is now $13,185,222, against $15,331,769 the same time last year. The city bank deposits are now $200,811,290, against $228,484,370 week ending Oct. 6, 1866, and $189,224,861 week ending Dec. 23, 1865. Their legal tender reserve amounts to $63,000,687, against $71,134,696 same time last year. Their circulation now stands at $32,664,526, against $17,990,689 same time last year. The loans are now $259,354,761, against $279,135,790 eight weeks ago, and $229,445,730 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $279,135,790 a day, against a daily average of $103,183,599 the preceding week; and $92,855,139 the week ending with Dec. 16. The current week's exchanges average about $102,000,000 a day.

A table of the weekly averages of the city banks for 1866, has been published, which shows that the loans increased from 233 millions on the 1st January 1866 to 279 millions on the 20th October, the contraction taking place several weeks later than usual. The deposits declined 15 millions during January, February and March, and afterwards rising 48 millions to the culminating point on the 6th October. The circulation steadily increased from 18 to 32 millions. The reserve legal tenders gradually increased from 71 millions to 92 millions, subsequently falling as low as 61 millions at the beginning of December.

National Bank notes to the amount of $305,950, were issued last week, making the total issue to 1,663 banks thus far $300,736,951, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,123,432, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,613,519. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,363,150; and for the public deposits, $38,933,950—making a total of $379,297,100. The Treasury Department, last week, redeemed and destroyed $228,974 of worn and mutilated fractional currency, and issued $348,100 worth of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 29, were $12,814,763, including $1,332,920 from customs duties; payments, $29,541,684; balance at the close of the week, $97,352,206, against $114,079,126 at the close of the preceding week. The business of the Office during the opening day of the current week, was as follows: Receipts, $6,154,526, and payments, $5,421,226. The balance at the close of business on Monday stood at $98,085,507, against $111,015,481 a week ago. Tuesday was, as usual, observed as a close holiday.

Government revenues increased a little last week, and are on a rising scale, this week. Excises last week, yielded, about $4,000,000, against $2,936,214, the preceding week; customs at the port of New York, (in five business days) $1,332,920, and at the outports, about $320,000 (in coin)

more, making the grand total income for the week equal about $6,181,854 in currency, against disbursements of $1,790,158 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $168,000,000.

Gold has been gradually advancing in price, since our last. The demand has been more active, chiefly from speculative sources, though, in part, from export buyers, and for custom house purposes. The most marked improvement occurred before the close of the year, when there was a sharp rally from 131⅛, to 134⅜, followed by a rather variable and less buoyant market. The fluctuations on Monday were not important, and on Wednesday, the premium was again depressed to 132½@132⅝, by the more favorable telegraphic advices from England, relative to American financial and commercial interests. The closing quotation was 132⅜, on a steady, though not brisk market. Government is now disbursing about ten millions of coin interest, due on Jan. 1. The total imports of specie from Europe, and other ports since January 1, have been $9,614,432. The customs demand for Gold last week, averaged $266,584 a day; thus far, this week, it has been equal to $224,750 a day, or equal to a weekly aggregate of $1,348,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week, reached $45,042, and from California, $630,117. The total customs revenue of the Government, in coin, at this port, in 1866 was $130,227,601, against $102,794,945 same time last year. The total receipts of California gold at this port since Jan. 1, have been $42,741,513, against $20,680,164 same time last year, showing an increase, in 1866, of $22,061,349. The exports of specie from this port, last week, were $1,072,190, making the total outflow of specie from the port, since Jan. 1, 1866 $62,520,700, against $29,953,746 in 1865, $50,804,921 in 1864, and $69,648,528 in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, $221,800, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, $48,429,171, against $40,405,279 same time last year. The specie exports from San Francisco from Jan. 1, to Dec. 4, reached $41,834,169, against $42,240,601 same time in 1865.

Business in foreign exchange has been rather more active than usual at this season, and prior to the closing of the mails on Monday for the outward bound steamers of Wednesday, there was somewhat more firmness in the market. On Wednesday, there were no transactions of moment reported, and the closing quotations were more or less nominal. Bankers' 60 day bills on London closed at 109⅛@109⅜, and on Paris to 5.17½@5.15; sight bills on London to 110@110¼; and on Paris to 5.15@5.15½. The offerings of produce bills have been moderate since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,875,002, making the exports since January 1, 1866, $188,690,622, against $179,759,594 in 1865.

Government securities have been in decidedly better request, chiefly for investment purposes, and a much more confident feeling has been developed among holders. The inquiry has been mainly for the six per cent. gold bearing bonds, and the Seven-thirty notes. The six per cents of 1881, and the consolidated Five-Twenties of 1865 have been quoted ex the January coupon, since the 1st inst. The sales of Government securities have recently been far more extensive through the great dealers of Wall and Nassau streets, than at the Stock Boards. At the latter, National bonds and notes to the amount of $6,856,000 were sold in December. The transactions at the regular Stock Exchange in United States bonds and notes in each month of the year 1866, have been as follows:

1866.	Bonds.	Notes.
January	$4,827,200	$3,340,100
February	3,846,500	2,591,900
March	3,931,300	3,006,700
April	5,798,300	3,739,650
May	8,902,700	2,258,250
June	7,463,800	2,485,250
July	10,476,250	2,198,750
August	10,987,850	2,577,000
September	6,451,300	2,425,350
October	10,282,300	2,703,250
November	8,337,550	2,973,550
December	5,338,500	1,228,950

U. S. sixes of 1867 closed here on Wednesday nominally at 127; U. S. sixes of 1868, at 128; U. S. sixes of 1881, 106¾@107; U. S. Five-twenties of 1862 at 106@106¼; U. S. Five-twenties of 1865 at 105½@105⅝; U. S. Five-twenties of 1865, consolidated, 103¾@104; U. S. Ten-forties at 99⅝@99⅞, and U. S. Seven-thirties at 104¾@105⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116¼	May, 1865	111¼
July, 1864	115¾	August, 1865	110¼
August, 1864	115¼	September, 1865	109¾
October, 1864	114¼	October, 1865	109¼
December, 1864	113¼		

Railway and miscellaneous share property has been in good demand, partly for investment, and more largely for speculative purposes, since our last, at on the whole, rather better prices, though there have been daily fluctuations against the market, resulting mainly from realizations on account of speculative holders. The new year opened on a pretty brisk market, but prices were irregular, closing late on Wednesday rather heavily. The sales of strict railroad bonds and mortgages at all the Stock Boards in December reached an aggregate value of $4,148,000; and of railway and miscellaneous shares, the aggregate number of 2,208,020. The monthly transactions at the regular Stock Board in State stock and bonds, and in railroad bonds for the year, are shown in the following statement:

1866.	State Stocks. and Bonds.	Railroad Bonds.
January	$952,900	$3,085,500
February	1,691,500	1,692,100
March	2,903,600	781,240
April	1,679,500	838,700
May	1,236,600	781,900
June	1,614,000	515,700
July	1,633,000	455,500
August	1,986,990	993,000
September	2,984,000	879,200
October	2,792,800	1,234,700
November	2,576,400	1,865,600
December	2,672,000	709,900

The total sales of Government, State, railroad and miscellaneous bonds, during the month of December, at all the Stock Boards, amounted in value to $13,825,000, against $25,308,000 in November.

General business has been without animation, since our last, but holders of domestic produce, especially of cotton, breadstuffs and provisions, have been very firm in their views, and since the opening of the new year, there has been more buoyancy in the market, on an improving demand, partly for export. Cotton closed quite briskly and firmly. Middling grades closed buoyantly at 35@36½ per lb. The stock of cotton now here is estimated at about 165,000 bales. The receipts at the port this week, have averaged 4,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 278,000 bales, against exports of 107,454 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 681,000 bales against 755,000 bales same time last year; exports, 262,000 bales, against 401,000 bales same time last year, estimated stock at latest dates, 525,000 bales, against 465,000 bales same time last year. In foreign meachandise, no important changes have been noted. Transactions have been quite light, and prices about stationary for the leading articles. The total imports of foreign dry goods, last week, were $901,162, and the total amount marketed $783,249. The value of foreign merchandise imported last week, was $1,525,052—making the grand total specie value of last week's imports of dry goods and merchandise, $2,426,214, and since January 1, $292,247,972. against $212,090,149 same time last year. The ocean freight market is more active and steady with 573 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d.@2s. per bbl.; grain at 3½@4d. per bushel; cotton at ¼@9.32d. per lb.; and heavy goods at 10s.@12s. 6d. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 19.	Dec. 22.	Dec. 31.
Consols	—89⅝	89¾	—
U. S. 5-20's of 1862	—71½	72¼	72¾
U. S. 5-20's of 1865	—70¼	71	71¾
Erie	—46¾	46	46
Ill. Central	—77½	79	80¼

The New York exports, exclusive of specie, for the week ending Dec. 31, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	$3,076,078	$2,875,002
Prev. reported	176,683,521	185,815,620
Since January 1	$179,759,594	$188,690,622

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods	$2,507,784	$901,142
Gen. merchandise	3,220,444	1,525,052
Total for the week	$5,728,178	$2,426,194
Prev. reported	212,080,149	289,791,758
Since January 1	$217,808,327	$292,217,952

Included in the preceding statements are the following dry goods imports for the same week:

	1865.	1866.
Entered at the port	$2,507,784	$901,142
Thrown on market	1,775,730	793,229
Since Jan. 1.		
Entered at the port	$91,965,188	$121,532,550
Thrown on market	91,862,968	117,605,714

The balance in the Sub-Treasury on Wednesday was $98,429,627 88.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 1st mort., ex. int., 89; Morris and Essex 1st mort., 97; Great Western 2d mort., 69½; Chicago and Great Eastern, 44; do., 1st mort., 70½; Chicago, Rock Island and Pacific 7s, 91¾; Galena and Chicago 1st mort., 100; Lackawanna and Western 1st mort., ex. int., 96; New York and New Haven, 115; Long Island R. R., 60; Stonington, 96; Warren, 91; New Jersey Central, 124; Hannibal and St. Joseph, 57½; Louisiana 6s, 90; N. Y. State 7s, Bounty Loan, coupon, 105½; Indiana 6s, 94⅞; Spring Mt. Coal, 75; Maryland Coal, 7½; Ashburton Coal, 11; American Coal, 68; Wilkesbarre Coal, 55; South Am. Nav. and Marine R. R. Co., 114; Union Navigation, 107½; Mariposa pref., 32½; do., 1st mort., 40; Brunswick Land, 8; Adams' Exp. Co., 72½; U. S. Exp., 70½; Am. Express, 75; Western Union Telegraph, 46¾; do., Russian Extension, 96; Central Bank, 110; Bank of Commerce, 115; Am. Ex. Bank, 115; Ocean Bank, 105; Alban Gold, 1.50; American Flag, 1.75; Benton, 1.40; Boscobel Silver, 1.50; Bates and Baxter, 1.75; Corydon, 4.25; Consol. Gregory, 15.75; Gunnel, 1.25; Hope, 1.05; Holman, 0.22; Iron Tank Storage, 31; Keystone Silver, 0.08; La Crosse, 1.20; Long Island Peat, 3.65; Liberty, 0.08; Montana, 0.30; New York, 2.50; Ohio and Col., 0.60; Oak Hill, 0.25; People's Gold and Silver, 1.60; Pah Ranegat Central, 2.70; Quartz Hill, 4.30; Rocky Mt., 3.10; Rockland Copper, 9.25; Smith and Parmalee, 2.65; Tudor Lead, 3.10; Walkill Lead, 1.50; Yellow Jacket, 0.50.

Philadelphia.—West Jersey R. R. 6s, 85; 13th and 15th streets, R. R., 19½; Germantown Pass., R. R., 30½; Ridge Avenue R. R., 12; Green St. R. R. 7s, 93; Allegheny County 5s, 76; Big Mt. Coal, 4; St. Nicholas Coal, 1½; Farmers' and Mechanics' Bank, 135¼; Philadelphia Bank, 151; Egbert Oil, ⅜; Hyde Farm, ¾. The latest quotations are: City 6s, 95@95¾; do., free of tax, 99⅝@99¾; State 5s, 95@96; do., coupon, 94½@95; do., 6s, W. L., 103@104; Phila., Wil. and Balt., 56; Reading, 52½@52⅝; do., 6s, 1870, 95@97; do., bonds, 93@95; do., con., 112@117; Camden and Amboy, 130¼@130½; Penn. R. R., 56@56⅛; do., 1st mort., 102½@103; do., 2d mort., 97@97¾; Little Schuylkill R. R., 33@35; Morris Canal, 86@88; do., pref., 123@124; do., bonds, 91@95; Wyoming Valley Canal, 54@55; do., 6s, 85@89; Susquehanna Canal, 13@14; do., 6s, 62½@66; Sch. Nav., 25@25¾; do., pref., 34¼@35½; do., 6s, 1882, 80@82; Union Canal bonds, 21@23; Delaware Div. Canal, 56@57; do., bonds, 90@93; Elmira and Williamsport, 29@30; do., pref., 40@45; do., 7s, 1878, 94@100; do., 5s, 64@67; Lehigh Coal and Navigation, 55@55¼; do., bonds, 1884, 91½91¾; North Pennsylvania, 38@40; do., 6s, 89¾@90¼; Philadelphia and Erie, 30⅞@31; do., 6s, 90@93; Minehill, 58@59; Catawissa, —@—; do., pref., 29½@29⅝; Lehigh Valley, 66@67; do., bonds, 95¼@96; Fifth and Sixth streets, (horse,) —@50; Second and Third, 90@91; West Philadelphia, 73@75; Spruce and Pine, 32@33; Green and Coates, 30@—; Chestnut and Walnut, 50⅞@51; Thirteenth and Fifteenth, 19@19¾; Girard College, 28½@29; Tenth and Eleventh, 60@70; Union, 39@40; Hestonville, 14¼@14⅜.

Boston.—South Shore R. R., 6s, 93; Vermont Central old, 1⅞; do., 1s mort., 7s, consolidated, 75; do., 2d mort., 41½: Vermont Central, and Vermont and Canada 8s, 103; Old Colony and Newport 6s, 1875, 97¼; Sandusky, Dayton and Cincinnati 6s, 1900, 76¾; Ogdensburg and Lake Champlain R. R., 73½; Boston, Hartford and Erie, 11; do., 7s, 40; Worcester and Nashua ex-div., 116; Middleboro' and Taunton, 25; Harleigh Coal, 49; Glenville Coal, 0.10; Collins Coal, 20; Gilberton Coal, 20; Short Mt. Coal, 15; Boston Water Power Co., 31; Cary Imp., 11¾; Adams' Exp., 75; Beebe Farm Oil, 2.50; Pepper Well Pet., 0.40; Crescent, 0.06; Massachusetts and Oil Creek, 0.10; St. Nicholas Lead, 0.50; Vermont Iron, 0.09; Montezuma Gold, 0.80; Peck Gold, 0.25; Connecticut 6s, 1894, 99¾; New Hampshire 6s, 100; Massachusetts 5s, 1894, gold, 99½; Portland 6s, 1871, 96; Hartford 6s, 1876, 99; St. Louis 6s, 1886, 86; Roxbury 5s, 1874, 90½; Bath 6s, 1891, 95¼; Chicago 7s, municipal, 99¾; Everett Bank, 101¼; Bank of Commerce, 116¾; State Bank, 108¼; Merchants Bank, 117; Market Bank, 109; Shoe and Leather Dealers' Bank, 123; Boston Bank, 108¼; Howard Bank, 104; Columbian Bank, 116; Revere Bank, 130; Bank of North America, 107; Bay State Mining Co., 10; Canada, 55c.; Calumet, 75c.; Dana, 1½; Eagle River, 3¼; Hancock, 8; Petherick, 3; Phœnix, 6; South Pewabic, 11; Superior, 3.

Baltimore.—Virginia 6s, reg., ex-int., 33½; Maryland 6s, 1890, 100¾; Marietta and Cincinnati 1st mort., 85½; Central Ohio R. R., 24; do., pref., 25; Maryland Anthracite Coal, 7; Union Bank, 64. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1867, 98@100⅜; do., 1875, 96@100; do., 1880, 98@98; do., 1885, 97@98; Northern Central, 48@48; do., bonds, 1885, 88@88½; N. W. Va. 1st mort., 1873, 95@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 86@86½; Central Ohio, 24@—; do., 1st mort., 89@90; Western Md. bonds, 74¾@74½; do., guar., 97½@98; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95@96; do., 1875, 97¼@97½; do., 1886, —@96; do., 1890, 98@98¼; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17¾@18; Canton Co., 34@50; Gardner, 0.65@0.95; Am. Gas Coal, 0.50@0.90; Maryland, 0.05@0.15; Springfield, 0.05@0.11; George's Creek, 100@102; Santa Clara, 3@4; Balt. Chrome, 0.25@0.40; Bare Hill, 0.30@0.50; Atlantic Coal, 0.40@0.80; Mineral Hill, 0.35@0.45; Baltimore Coal, 150@190.

South Shore (Mass.) Railroad.

The receipts of this company for the fiscal year ending November 30, 1866, were $84,859, of which charged to expense account $58,303, and invested in sinking fund, rolling stock, &c., $26,556; capital stock paid in $259,685; mortgage debt, $150,000; paid from earnings, $101,908. Total cost of road $501,593; assets of company in addition to cost of road $84,995. Length of road 11½ miles; rolling stock consists of 3 locomotives, 29 passenger and other cars, all in excellent condition. 223,126 passengers have been carried in the cars during the year, without injury to any.

New Bedford and Taunton Railroad.

The gross earnings of this road during the year ending November 30, 1866, (including $65,230 84 from the Fairhaven Railroad) were $242,795 20; and the expenses, (including $62,497 15 on the Fairhaven road, and $11,265 for interest on bonds) were $185,461 20—leaving net income $57,334. The number of miles run by trains during the year was 102,402, of which 30,910 were run on the Fairhaven road. Number of passengers carried, 243,132. Tons of merchandise, 82,024. (70,979 passengers, and 13,742 tons, included in the above, were carried on the Fairhaven road.) A dividend of five per cent. was declared, payable on the 31st ult., making nine per cent. for the year. In the expenditures of the Fairhaven road is included the sum of $14,926, charged for depreciation of iron, buildings, locomotives, ferry boat, &c. The Fairhaven road was purchased in 1861, the N. B. and T. Corporation issuing its bonds for $300,000 in payment. Of these bonds there are now outstanding $184,000. The company has a surplus of $99,505 38.

Taunton Branch Railroad.

The income of this company for the year ending November 30, 1866, (after deducting $114,190 03 paid to the Boston and Providence Railroad company in tolls for passengers and freight carried over its roads,) was $99,485 86; and the expenses $69,310 91—leaving as net earnings the sum of $30,174 95. During the year 208,466 passengers have been carried in the cars, and 81,347 tons of merchandize. Two dividends of four per cent. each have been declared and paid since the last report. The amount of share capital is $250,000, which represents the cost of road and equipment. The company has no bonded debt.

Boston and Maine Railroad.

From the report of this company made to the Secretary of the Commonwealth, we learn that the earnings of the road for the year ending November 30, 1866, were $1,575,826 16; and the net earnings, after deducting expenses, $498,498 67. The capital stock is stated at $4,155,700. The number of passengers carried in the cars was 2,935,327; and the number of tons of merchandise carried was 321,798. The total cost for the maintenance of the road has been $229,102 63. The rolling stock of the road consists of 38 engines, 63 passenger cars, 17 baggage cars, and 744 merchandise cars.

Grain Trade of Buffalo.

The total receipts of grain, including flour, estimated at its equivalent in wheat, were 57,809,768 bushels in 1866, against 51,415,188 bushels for the previous year. The receipts of corn were 27,994,612 bushels, against 19,840,901 bushels last year. The receipts of wheat were 10,386,342 bushels, against 12,437,888 bushels last year. The grain exports of the year by canal, including flour, were 44,517,608 bushels, against 37,568,028 bushels last year.

The shipments of lumber by canal for the year amount to 120,031,761 feet, against 70,836,766 feet in 1865.

☞ The first train of cars passed over the Junction Railroad, running from Hamilton, Ohio, to Rushville, Indiana, on the 25th ult. This road opens up to travel and commerce one of the richest agricultural districts in the West.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 22d, 1866, were $124,948 00
Corresponding week of previous year.. 123,915 00

Increase..... $1,033 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Dec., 1866, were..... $62,124 00
Corresponding week of previous year.. 60,877 00

Increase..... $1,247 00

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1866, were... $73,303 25
Corresponding week of previous year.. 70,838 74

Increase..... $2,464 51

The earnings of the Marietta and Cincinnati Railroad the 3d week in Dec., 1866 ...$28,758 00
Corresponding week previous year.... 22,921 85

Increase..... $5,836 15

Journal of Railroad Law.

ACTION FOR DEATH OF CHILD KILLED BY RAILWAY COMPANY.—LOUISIANA STATUTES.

The case of Thomas J. Earhart against The New Orleans and Carrolton Railroad Company, a case just decided in Louisiana was an action for damages brought by the father of a child, killed at the Carrolton Railroad depot, on the 31st of January, 1860, from being knocked down by a locomotive engine and run over. Both legs of the boy were crushed; and amputation ineffectually resorted to to save his life.

The defendants filed an exception, that the petition set forth no cause of action; and in this case was overruled.

The plaintiff on the appeal urged the correctness of the judgment of the lower Court on the exceptions. (Act of 15th March, 1865, pp. 270 and 271.) The case was tried before a jury, who gave a verdict for one thousand dollars; and defendants appealed.

The plaintiff's counsel offered to prove by a witness, Thomas Gleary, who had charge of the engine when the event occurred, that he, the said Gleary, while in the defendants' employ, had run over other persons and inflicted other injuries. This testimony the Court rejected; and in so ruling the Court erred, for the testimony was admissible to show the character of the witness, that he was a reckless and unskilful man, and that knowing him to be such, the defendants kept him in their employ.

The plaintiff put upon the stand the brother of the deceased boy, and his own son, who being objected to by the defendants, was rejected as a witness by the Court. In this the Court erred. The suit is not really that of the father, but of the deceased child. The statutes says, (Act of 1855, p. 270.) "The right of this action shall survive." What action? That which the injured party had. The right of action not being in the parent, those who are deemed incompetent by reason of their relation to the latter, in his own case, cannot be deemed incompetent in this. The tendency is to admit, not to exclude witnesses; and this is sustained by reason. Suppose the action commenced during the life time of the child, the brother would then be a competent witness. Suppose the child to die while the trial was going on before or after the brother was sworn, how could the death render him incompetent? The witness was not offered "with respect to his father," as prohibited by L. C. Article 2260, but with respect to his deceased brother.

The defendant urged upon appeal that no action could be maintained by the father for the death of his minor child, unless he sets forth and claims specific actual damages. The present is simply an action sounding in damages for an alleged tort. He avers that by reason of this heavy calamity, he himself, his wife, the mother of the said Osborne, and the whole of petitioner's family, were and remain plunged in the deepest grief and affliction, and your petitioner has suffered damages from the illegal and wrongful conduct of the company, as above set forth, to the extent of twenty-five thousand dollars.

It seems clear that the plaintiff's action thus brought for damages sustained by himself can derive no support from the act of the 15th March, 1855, (See Revised Statutes, p. 271,) for that law merely provides that, "in case of the party in whose favor the right to claim damages for a tort has arisen should die before exercising it, the action for enforcing it shall survive in favor of the minor children and widow of the deceased, or either of them, for the space of one year from the death."

There is no obscurity nor ambiguity in this language. It has a clear obvious meaning, and that is, that the surviving relatives here spoken of, may bring an action for the recovery of the damages suffered by the deceased by reason of the tort committed by the defendants.

If there existed any right of action resulting from facts alleged, it clearly belonged to the sufferer, and not to his father, except by transmission at his death, under the statute above referred to. Amendatory of the 2294th article of the code. It is therefore respectfully submitted that the exception to the petition should have been sustained, and the suit dismissed.

But even if the action in its present form can be maintained, it is confidently submitted that under the evidence in the record, the verdict should be set aside and the judgment reversed.

There cannot be any doubt that the unfortunate young boy met with this sad misfortune through his own imprudence. Every care and precaution was taken by the servants of the defendants to avoid this accident. Under such a state of facts, he could not recover any damages if he were living, nor can his father recover after his death. 17 L. R. p. 361; 18 L. R. p. 339; 6 A. R. p. 496; 9 A. R. p. 441; 11 A. R. p. 292; 1 A. R. p. 374; 3 A. R. p. 48; 3 A. R. p. 441.

The following opinion was delivered by

LABAUVE, J.—The plaintiff alleges, in substance, that the New Orleans and Carrollton Railroad Co. is legally indebted unto him in the sum of $25,000; that, on the 31st January, 1860, petitioner's son, Osborne C. Earhart, was thrown down and run over by a locomotive steam engine, driven on the track of said company by persons in its employ; that petitioner's son was between ten and eleven years old, and standing then and there quietly, looking at the cars and train, when suddenly and without giving any warning, one of the locomotives and trains backed and struck the said Osborne, who was standing with his back to the said locomotive and train, crushing both his legs, which were amputated in the hope of saving his life, but that the operation was ineffectual; and soon after, on the 5th day of February, after having endured the most intense suffering, the said Osborne died; that the servants of said company, then in charge of said locomotive and train, managed them in a careless and unskilful manner, and that by reason of this carelessness of said servants, his son Osborne suffered a cruel and painful death.

Your petitioner further shows that, by reason of this heavy calamity, he himself, his wife, the mother of the said Osborne, and the whole of petitioner's family, were and remain plunged in the deepest grief and affliction; and your petitioner has suffered damages from the illegal and wrongful conduct of the company, above set forth, to the extent of $25,000.

He prayed accordingly.

The defendant filed the following exception:

The defendant herein, the New Orleans and Carrollton Railroad Company, except to plaintiff's petition, and for cause of exception represents to this honorable Court that said petition sets forth no lawful or valid cause of action; prays that said exception be sustained, and plaintiff's demand rejected.

The District Judge overruled the exception; verdict and judgment having been rendered on the merits, in favor of plaintiff, the defendant took this appeal.

Before the passage of the act of 15th March, 1855, amending Art. 2294 of C. C., it was considered as settled that actions like the one at bar were purely personal, and not transmissible with the succession of the party sufferer, but died with him. The Supreme Court had said that it required a special statute to give this right, it is supposed, that the act above referred to was passed, reading as follows:

"Every act whatever of man that causes damage to another, obliges him by whose fault it happened to repair it; the right of this action shall survive in cases of death, in favor of the minor children and widow of the deceased, or in default of them in favor of the surviving father or mother, or either of them, for the space of one year from the death."

The plaintiff, to bring his case within the provisions of the statute, should have alleged the cause of action in, and the damages suffered by his deceased child, and survived under the statute, in himself, plaintiff. But on the contrary, he alleges the cause of action in himself as the sufferer of damages, to wit: "He avers that, by reason of this heavy calamity, he himself, his wife, the mother of said Osborne, and the whole of petitioner's family, were and remain plunged in the deepest grief and affliction, and your petitioner has suffered damages from the illegal and wrongful conduct of the company, as above set forth, to the extent of $25,000."

In the words of the statute, it is a legal subrogation in favor of the persons designated to the right of action of the deceased sufferer; and in case of a suit under that subrogation, the plaintiff should allege his cause of action as derived from the deceased, under the statute.

It is therefore ordered and decreed, that the judgment of the District Court be annulled and avoided; it is further ordered and decreed that

the exception be sustained and the petition dismissed, as in a case of non-suit; the plaintiff and appellee to pay costs in both Courts.

East Tennessee and Georgia Railroad.

This road is 112 miles in length, commencing at Knoxville, the western terminus of the East Tennessee and Virginia Railroad, and running thence, *via* London, Athens, and Cleveland, to Chattanooga, at which point it connects with the Nashville and Chattanooga Railroad, and through that road with the Memphis and Charleston Railroad. Its eastern connections are the East Tennessee and Virginia Railroad—from Knoxville to Bristol, 130 miles; the Virginia and Tennessee, thence to Lynchburg, 204 miles; and the Orange and Alexandria Railroad, thence to Washington, 178 miles. By which it will be seen that this road is an important link in the great through route from Memphis to Washington, Baltimore, Philadelphia, New York, etc. Its southern connection is made at Chattanooga, at which point it connects with the Western and Atlantic Railroad, running thence to Atlanta, 138 miles, and through that road with the Atlanta and West Point, Macon and Western, and Georgia Railroads, for Augusta and Savannah, West Point, Montgomery, etc.

The financial year of this company closed on the 30th of June last. The annual meeting of the stockholders was held at the office of the company in Knoxville on the 5th of September, at which the reports of the President, Superintendent, Treasurer, etc., were presented. From these reports we gather the following particulars:

At a called meeting of the stockholders on the 12th of July, 1865, a new Board of Directors was chosen—being up to that time without an organization. On the 25th of the same month the new board organized by the election of a President. As the road was then in the possession of the U. S. Government, it was not deemed necessary to elect any other officers, but the President was empowered to appoint such agents as he considered necessary to carry on the business of the road. The first requirements were the restoration of the road to the company, and the recovery of the old rolling which was then at Social Circle, Georgia, and consisted of 10 locomotives, 7 passenger, 8 second class, 1 baggage, and 48 freight cars. These were collected and returned to Knoxville on the 11th of August following, but in so dilapidated a condition as to require a large amount of repairs. In the meantime negotiations were opened with the military authorities at Nashville for the return of the road to the company. This was effected on the 28th of August, under the general order of the Secretary of war; and from this date the financial year of company commenced. The period covered by the report is, therefore, only 10 months and 3 days.

Still acting under the authority delegated to him, the President proceeded to purchase from the Government such articles as were deemed necessary for the working of the road, viz: 7 engines, 101 box, 39 flat, 4 passenger and baggage, and 1 wrecking car, the cost of which amounted to $371,000. The property destroyed and appropriated by the U. S. Government during the war is estimated at $341,862 72—an amount nearly equal to the purchases, aside from the use and occupation of the road from September 1, 1863, to the date of its transfer to its owners, for which there was awarded to the company the sum of $290,203 66, which added to the above amount due for articles used and destroyed by the Government, will amount to the sum of $632,066 38, leaving a balance in favor of the company of $261,066 38. The company were, nevertheless, required to give a bond to the Government in double the amount purchased, by which they were obligated to pay in 24 monthly instalments, with 7.30 per interest. About $40,000 had been paid at the date of the report in transportation and mail service, reducing by that amount the debt due the Government for the purchases made.

The following statement, from the Report of the Superintendent, will show the earnings of the road during the period it was in possession of the company, viz: from August 28, 1865, to June 30, 1866:

From freight		$118,918 19
" passengers		207,836 79
" express		50,910 62
" U. S. transportation		30,889 21
" mails		10,460 93
" other sources		22,013 26
		$441,029 00
Expenses, viz:		
Transportation	$43,240 91	
Motive power	77,868 46	
Maintenance of way	81,103 14	
" cars	34,682 55	
General expenses	16,825 75	
Depot buildings	6,978 01	
Real estate purchased	7,500 00	
Extraordinary expenses	18,748 91	
		286,947 73
Leaving as net earnings		$154,081 27

This is the result of ten months and three days' operations; and, all things considered, gives much encouragement for the future prosperity of the company.

In addition to the items charged to real estate, depot buildings and extraordinary expenses, in the above statement, a large amount of work was done on shops, depot grounds, bridges, rolling stock, etc., and charged to ordinary expenses, as was also the expenses incurred in the return of the old rolling stock from Georgia, and also some of those purchased from the U. S. Government.

At the date of the report, the equipment consisted of 17 locomotives, 8 first class and 3 second class passenger and express cars; 8 mail and baggage, 1 pay, 1 wrecking, 145 box, and 50 platform cars, besides 1 locomotive and 16 box cars in North and South Carolina, which had not been returned for want of railroad connections beyond Augusta, but which have since been opened.

The company sustained heavy damages during the war, in the destruction of its track, bridges and buildings. The Hiawassee and Loudon bridges which were rebuilt by the U. S. Government, have since been covered and repaired. Depots have been built at several points on the line, and more or less repairs on all the depots on the road.

The amount of cash received by the Treasurer from August 28, 1865, to June 30, 1866, was $416,923 56; and the amount disbursed, $409,061 55—leaving on hand a balance of $7,862 01.

Owing to the fact that the accounts on the old books of the company are not yet all closed, and that there is a large unsettled account with the U. S. Government, the Treasurer cannot give a satisfactory statement of the general accounts of the company, which he trusts will be adjusted in time for the next annual report.

Nearly all the old floating debt of the company, consisting of notes, old pay rolls, etc., has been compromised and paid during the year. The road bed has never, since its completion, been in better condition than at present. Its passenger equipment is also sufficient for all ordinary purposes.

When the war ended, the company owed the State of Tennessee $1,037,000, in six per cent. bonds, and company bonds endorsed by the State, $115,000, upon which a large interest had accrued, and which interest has been funded by the State of Tennessee, thus increasing the indebtedness to the State $211,140, which may be stated as follows, viz:

Old debt to the State	$1,037,000
Interest unpaid to Jan. 1, 1866	186,000
Endorsed bonds	115,000
Accrued interest to Jan. 1, 1866	24,480
Making the sum due the State	$1,362,480
To which must be added straight company bonds	643,000
Accrued interest to July 1, 1866	137,490
Total	$2,141,970

—which is being funded by issuing new bonds of the company having ten years to run. This will make the bonded debt of the company amount to $2,141,970, and will cover nearly the entire indebtedness of the company, the old floating debt having been almost paid off during the year.

The following gentlemen were elected directors at the annual meeting held September 5, 1866: Thomas H. Callaway, A. G. Jackson, Wm. Heiskell, John Baxter, Daniel Heiskell, Robert Sneath, James Parkison, John P. King and M. Burns. President, T. H. Callaway; Saperintendent, Isaac Benson, Resident Engineer, R. C. Morris; Secretary and Treasurer, R. M. Fisher.

☞ The bridge spanning the American River, California, has been condemned. It was built by the California Central Railroad Company in 1858. It is a single span of 250 feet, 96 feet above the river. The bridge never was covered, and very little care has been taken of it. It has settled in the centre at least 3½ feet. The architect was a Mr. Kingsbury, who nearly finished the bridge when he was discharged, and it was completed under the superintendence of a Mr. Leet.

☞ The number of vessels that arrived at the port of Philadelphia during the year 1866 was 36,586; of which 722 were foreign, and 35,865 coastwise. In 1865 the number of arrivals was 32,246, viz: foreign 541, coastwise, 31,705—an increase in foreign vessels of 181; and in coastwise vessels of 4,159.

☞ Engineers are now engaged in examining a route for a railroad from the Connecticut and Passumpsic Rivers railroad terminus to or near the village of Stanstead. If a satisfactory route can be found, a strong effort will be made to build the road.

☞ Efforts are being made to secure the construction of a branch railroad from Houlton, Me., to connect with the New Brunswick and Canada railroad at Woodstock.

☞ The number of vessels reported lost during the year 1866, was 554, valued at $13,976,000.

Losses by Fires.

The number of fires in the United States in 1866 is stated at 501; and the losses thereby, $66,410,000. In 1865, the number of fires was 354; and the losses $43,139,000—an increase in fires of 147; and in losses incurred thereby of $23,271,000.

The following table gives the losses by fire in the United States from 1855 to 1866 inclusive:

Year.	Losses.	Year.	Losses.
1855	$13,040,000	1861	$18,020,000
1856	21,159,000	1862	17,640,000
1857	15,792,000	1863	14,060,000
1858	11,561,000	1864	28,522,000
1859	16,058,000	1865	43,139,000
1860	15,597,000	1866	66,410,000
Total in twelve years			$280,998,000

Exports of Specie.

The exports of specie from the Port of New York for the past fifteen years have been as follows:

1852	$24,912,345	1860	$42,161,909
1853	26,753,356	1861	4,216,250
1854	37,157,288	1862	59,437,021
1855	27,571,813	1863	49,754,066
1856	37,326,297	1864	50,113,809
1857	44,360,174	1865	29,953,746
1858	25,973,006	1866	61,834,718
1859	69,648,528		
Total			$591,174,326

☞ The receipts of Breadstuffs at the port of Boston for the years 1866 and 1865, have been as follows:

	1866.	1865.
Flour, bbls.	1,496,385	1,426,373
Rye flour, bbls	2,053	1,778
Corn meal, bbls.	25,601	8,330
Wheat, bushels	15,637	21,307
Corn, bushels.	2,157,292	1,738,817
Oats, bushels	1,219,717	2,123,356
Rye, bushels	37,864	82,803
Barley, bushels	190,658	194,409
Shorts, bushels	525,688	442,828

☞ The new railroad of the Lehigh Coal and Navigation Co., between Penn Haven and White Haven, was opened on the 31st ult.; also the road from South Wilkesbarre to the new depot at Market Street. The whole road between Wilkesbarre and the head of navigation on the Lehigh, above Mauch Chunk, a distance of over fifty miles, is now completed.

☞ A dam is to be thrown across the Connecticut river at Montague, Mass., furnishing a fall of about 80 feet, and making it one of the most valuable water powers in the interior of New England. The New London and Amherst Railroad is to be extended to the new dam.

☞ A railroad between Monument and Woods' Hole is contemplated, and a survey for its location is now being made. Monument is a point on the Cape Cod Railroad, 20 miles from its intersection with the Old Colony and Newport Railroad at Middleboro. The Cape Cod Railroad Co., as well as several heavy capitalists are interested in the enterprise.

☞ The Memphis and Little Rock Railroad Company has been consolidated with the Little Rock and Fort Smith Railroad, under the name of the Central Pacific Railroad Company.

☞ The tonnage of the Schuylkill Navigation during the season just closed, has been 1,292,656, against 1,022,740 last season—showing an increase of 269,916 tons.

Pennsylvania Railroad.

The following statement of the action of the Board of Directors of this company at their meeting on the 26th ult., is from an official source:

"To provide funds to meet the annual demands upon the Treasury of the Company for new tracks, additional equipment, enlargement of depots, extensions of sidings, and to meet the legitimate demands of the traffic of the country drained by the Pennsylvania Railroad and its branches, for increased railroad accommodations, dividends will hereafter be made semi-annually of not exceeding four per cent. from the nett profits of the company, payable in cash, free of United States and State taxes, and that a stock dividend of five per cent. based upon profits already earned, be declared at the regular dividend term in May next, and thereafter, in addition to the regular cash dividend, a stock dividend of five per cent. per annum will be declared annually if the earnings of the company will warrant the same."

The annual meeting of the stockholders occurs in February next, when the subject will be referred to in the report then submitted by the Board of Directors.

"The Board did not contemplate the issue of scrip or paper promises in any form, nor do they propose to make a stock dividend upon amounts yet to be earned. Their whole policy is to pay the stockholders such extra dividends after they are earned, and the proceeds invested in equipment and permanent works needful to provide for the increasing traffic of the line. On careful investigation we think you will find the financial programme adopted by the Board to be well adapted to the best interests of every shareholder, as well as to the city of Philadelphia."

Interest and Dividends.

The New York, Providence and Boston Railroad Company have declared a dividend of 3 per cent., payable, free of U. S. Tax, Jan. 2.

The Vermont and Massachusetts Railroad Company have declared a dividend of $1.50 per share, payable, free of U. S. Tax, Jan. 2.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of 4 per cent.

The New Castle and Wilmington (Del.) Railroad has declared a dividend of 3½ per cent. for the last six months.

The George's Creek Coal and Iron Company has declared a semi-annual dividend of 4 per cent., payable on and after 7th January. State and City taxes paid by the company.

☞ The Brockville and Ottawa (Ca.) Railway has been taken possession of by the preferential bondholders, the effect of which will be to cut off entirely the claims of all the other bondholders, shareholders and judgment creditors. The claims of the municipalities are, however, still intact, and a first lien on the road.

☞ The Connecticut River Railroad Company contemplate the construction of a branch road, three and a half miles long, from Greenfield to Truner's Falls, Mass., where the new dam across the Connecticut for factory purposes is expected to produce another Holyoke.

☞ The Shanghai Chamber of Commerce advocates the construction of a railroad to connect the important cities of Soochow and Hangchow. This road is regarded as the first link in a railway system to be introduced throughout the empire.

☞ The Placerville and Sacramento Railroad has been mortgaged for two hundred thousand dollars to Charles E. McLane for Wells, Fargo & Co.

Western Maryland Railroad.

The Hagerstown, Md., *Mail* says: "From a letter east of the mountain we learn that the location of this road is perfected from Union Bridge to the Monocacy, a distance of six miles, and that the contractors are at work thereon at four different points. It also alludes to efforts being made to secure funds to justify the county commissioners in making available the subscriptions of the county to the work, but further of this we are not expected to speak."

Leeds and Farmington Railroad.

This road has been leased to the Androscoggin Railroad Company for fifty years, at the following rental, viz: for the first five years $32,000 per year, for the second five $34,000, for the third $36,000, for the next ten $38,000, and for the remaining twenty-five years $40,000 per year.

☞ A despatch from the Government Commissioners to the Secretary of the Interior, dated at Grand Island Station, Nebraska, states that the Commissioners had examined the ninth section of thirty-five miles of the Union Pacific Railroad west from Omaha, and report the same in acceptable condition. The road is now in excellent running order from Omaha to a point fourteen miles west of the forks of the Platte river, or for a distance of three hundred and five miles.

☞ The amount of salt annually manufactured in the Saginaw Valley, Michigan, since 1860, in which year the product was only 4,000 barrels, has been as follows:

	Bbls.		Bbls.
1861	125,000	1864	229,073
1862	243,000	1865	428,515
1863	466,356	1866	416,144

☞ The report of the Fifth Auditor of the Treasury shows that the consular system of the United States is now self-supporting. The receipts from consular fees last year were $442,477; expenses, including salaries and loss by exchange, $346,070.

☞ We learn from St. Louis, that ten car loads of iron are being carried forward daily by the Pacific Railroad for use on the Eastern division of the Union Pacific Railroad beyond Fort Riley.

☞ C. Colket, Esq., has been elected President of the Philadelphia, Germantown and Norristown Railroad Company, *vice* E. C. Dale, deceased.

☞ Mr. N. L. Wilson has retired from the Presidency of the Marietta and Cincinnati Railway Company, in consequence of protracted illness.

☞ Hon. J. D. Colt, of Pittsfield, has been appointed Vice-President of the Western Railroad Corporation.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON RAILROAD OFFICE,
LOUISVILLE, KY., December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st January, 1867, for the Graduation and Masonry of over seventy (70) miles, (in mile sections), of the Cincinnati Branch of this railroad.

The work is of an unusually desirable character for good contractors, the line accessible by steamboat and turnpike, and the country full of supplies.

Profiles will be ready for examination on and after 10th January.

Payments for work done will be made monthly in cash and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bids not deemed to their interest.

I. M. ST. JOHN,
411 Chief Engineer.

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway,

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POST, McCALLUM & CO.,

Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

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INVENTORS who wish to take out

LETTERS PATENT

are advised to counsel with Messrs. MUNN & Co., Editors of THE SCIENTIFIC AMERICAN who have prosecuted claims before the Patent Office for nearly TWENTY YEARS. Their American and European Patent Agency is the most extensive in the world. A pamphlet, containing full instructions to inventors, is sent gratis.

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The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

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EDW. F. DAVISON, 128 Pearl St.

AN ARCHITECT AND CIVIL ENGINEER, especially experienced in all Railroad Constructions, seeks an engagement either professional or as agent for some Company. Address Engineer, Box 3,369, Boston, Mass. 1m50

Kuebler & Seelhorst,

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INSTRUMENT MAKERS,

No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn

BARSTOW, EDEY & CO.,

BANKERS and BROKERS

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

THE UNITED STATES

STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

Steel Pen Manufacturing

COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

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Sole Agents.

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BRIDGE AND ROOF BUILDERS,

Are prepared to build in any part of America, their superior plan of **Railroad** and **Highway Bridges,** either wholly of **iron,** or of **iron** and **wood** combined, and of any desired span.

These Bridges possess **greater strength** and **stiffness** in proportion to the quantity of material, than can be obtained by any other plan in use, and therefore are the most economical.

Roofs of any length and width erected on this plan, combining great strength with lightness and economy of construction.

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Small Second Hand Locomotive

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Outside Connections—Cylinder 13½ in. diameter and 20 in. stroke. Four Driving Wheels 4 ft. 6 in. diameter. Length of Fire Box outside, 3 ft. 2 in. Inside, 2 ft. 6 in. Eighty-eight 2 in. Copper Flues. Weight 30,000 lbs. Apply to.

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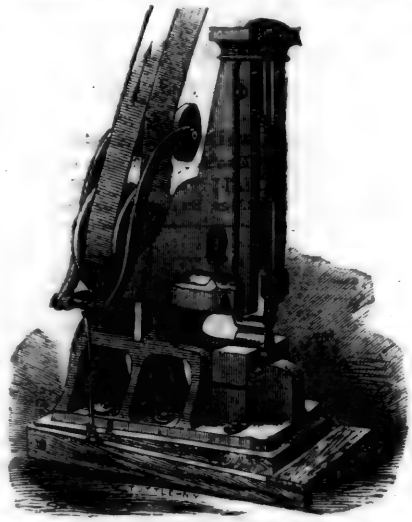
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This Hammer has been in practical use for 2 years, during which time over 100 have been sold and given satisfaction.

It is simple in construction, not liable to get out of order, strikes a square Elastic Blow, and for the amount of work it will do requires less power than any other Hammer.

They are in use in a number of Railroad and large Machine Shops.

Send for Circulars giving full particulars and the names of parties using them.

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A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent.

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THE ANTI-INCRUSTATOR,

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

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GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it.

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MANUFACTURERS OF

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CUMBERLAND COAL.

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Atlantic and Great Western Railway Co.

(CONSOLIDATED.)

SECRETARY'S OFFICE,
MEADVILLE, PA., DEC. 1, 1866.

NOTICE is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding election, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 P. M. and close at 4 P. M.

The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

J. C. CALHOUN, Secretary.

6t49

THE
Sterling Iron and Railway Co,
Office No. 42 Pine St., New York,
Offer for sale at lowest market rates, in quantities to suit purchasers,
THEIR SUPERIOR
MAGNETIC IRON ORE,
for Blast and Pudding Furnaces; also
"STERLING"
CHARCOAL PIG IRON
AND
ANTHRACITE PIG IRON.
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Baltimore Rivet & Spike Works,
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RAILROAD SPIKES,
BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,
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Caleb H. Malin & Co.,
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FOR THE SALE OF
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IRON,
RAILROAD SPIKES AND CHAIRS.
T Rails from 16 to 64 lbs. per yard. Street Rails, 33, 45 and 63 lbs. per yard.
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PHILADELPHIA

20,000
Pheonix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
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THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:
Dec. 1st—OCEAN QUEEN, Capt. Jeff Maury, to connect with GOLDEN AGE, Capt. Lavidge.
Dec. 11th—HENRY CHAUNCEY, Capt. A. G. Gray, to connect with GOLDEN CITY, Capt. Watkins.
Dec. 21st—RISING STAR, Capt. T. A. Harris to connect with MONTANA, Capt. ——
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.
Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.
Steamer of Dec. 1, 1866, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1867, for Hong Kong.
100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.
3m35 S. K. HOLMAN, Agent.

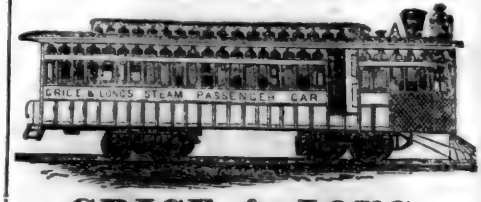
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Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Swedes, Russia or Norway Irons.
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TENSILE STRENGTH,
As Compared with other Irons.
FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,105
" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " **C. R. Lake Superior**	**89,583**

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.
OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1855.
* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.
(Signed,) D. B. MARTIN,
Engineer-in-Chief.
YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE.
Secretary and General Agent.

C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.
C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.
SMITH & LATROBE,
Civil Engineers and Bridge Builders,
WITH
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RAILROAD IRON.
Steel Rails, Tyres & Axles.
The undersigned, Agents for Manufacturers in England and Wales, are prepared to contract for Rails, Erie or Street pattern, to be shipped from British ports, or delivered ex ship in New York or other ports in the U. S.
ORDERS EXECUTED FOR
MERCHANT IRON, STEEL,
and all descriptions of metals.
2,000 TONS GUEST'S G. L. RAILS
In port and to arrive.
CHAS. CONGREVE & SON,
104 and 106 John Street,
Opposite Cliff, New York.

American, Welch and Belgian Rails,
OF BEST QUALITY AND VARIOUS WEIGHTS
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT.
For Sale by
HEYERDAHL, KETTELL & CO.,
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RAILROAD IRON, &c.
THE SUBSCRIBERS, Sole Agents in the United States and Canada, for Messrs. GUEST & CO., of London, are always prepared to contract for their celebrated make of G. L. Rails, and Merchant Bar Iron, at current market rates. The Undersigned are also prepared to supply Guest & Co.'s well known manufacture of Steel headed, and Solid Steel Rails, Angles, Plates, &c.
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RAILROAD IRON.
ENGLISH and American Iron for DELIVERY IN NEW YORK. Chairs Phœnix Pattern, Chairs Old Pattern. Spikes, 5½x9-16. Spikes, 5x1-2.
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RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by
S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

RAILROAD IRON.
1,500 TONS RAILS ERIE PATTERN, 50 lbs. per yard, GUEST & CO'S make. Also 56 and 58 lb. Rails now ready for delivery.
PERKINS, LIVINGSTON & POST,
54 Exchange Place.

RAILROAD IRON.
2,500 TONS RAILROAD IRON, 50 lbs. per yard.
5,000 Tons Railroad Iron, 56 lbs. per yard.
In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by
DEHON, CLARK & BRIDGES,
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
PERKINS, LIVINGSTON & POST,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
84 Broadway.
New York, 1st January, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 2.] SATURDAY, JANUARY 12, 1867. [WHOLE No. 1,604, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 12, 1867.

The American (Waltham) Watch.

The success of this company shows what can be done when genius, energy and capital are made to work together in the application of correct principles. The American Watch Co., of Waltham, Mass., commenced business ten years ago, with the assumption that the cheap European hand-made watches could not be uniform in their parts, and therefore could not be correct time-keepers. The company further assumed that if machinery could be constructed sufficiently delicate to fashion all the curious mechanism of the watch, this machinery would necessarily reproduce every spring, pinion, and wheel of *exactly* the same proportions; and if one perfect watch was made in this way, all others of the same kind would be like it. This was the principle—the only difficulty was in the application; and at this, invention, genius, skill and capital worked patiently, and expended liberally for months and years, until the principle was not only demonstrated to be correct, but the application a great success. The original modest workshops on the Charles River, at Waltham, have been enlarged, until the buildings now cover three acres; and instead of fifty operatives, nearly one thousand have constant employment in guiding the taper steel fingers of the curious machines, and in assorting, arranging and putting together the hundreds of parts, that finally make the watch. We know of no instance in the history of American manufacture where a *correct idea* has been more thoroughly elaborated, or produced a more satisfactory result. Instead of the comparatively worthless lepines, anchors, and patent levers we once imported from Europe in such great quantities, the Waltham Company have given us a reliable time-keeper at a moderate price, which they *warrant* to keep time; and their warrantee is worth all it calls for, not only at the company's office, but with any watch dealer.

At least, one of the leading railroad companies, (the Pennsylvania,) furnishes all its engineers with these watches, as a part of their equipment; and we have no doubt that an important reason why it has suffered so few accidents from collisions, is to be found in this fact.

[NOTE.—It is estimated that the American Watch Co., of Waltham, make nearly one-half of all the watches now sold in the U. S.]

The Ericsson Caloric Pump.

Upon the first experiment of propelling an Ocean Packet by *heated atmospheric air*, instead of *steam*; its manifest and great advantages in entire safety, economy of fuel and attendance, the comfort of passengers and increase of carrying capacity, by larger available space and better ventilation, caused thousands to hope that a new era in ocean navigation was at hand. Some of our readers will vividly remember how that noble Caloric Ship the "Ericsson" coming up our bay from an eminently successful trial trip, and making at the time over 12 revolutions per minute; was struck by a sudden squall, careened, taking in water through ports carelessly left open, and *sunk* in the *hour* of *her triumph*. *Doubtless* this was a "*failure!*" for men reputed "Scientific" called it so, and the public were not supposed to *care* why her caloric machinery greatly injured by salt water, was not replaced by new of the same kind; nor for the wrecking with this ship of her heroic indomitable owner's fortune. But this principle of Capt. Ericsson's Caloric Engine was not abandoned because Mr. Kitching's ship was wrecked. It was successfully developed in small engines, the first of which was put in the market sometime in 1857.

These have had an extensive sale for a great variety of purposes, employing numerous foundry and machine shops in their construction. During the ten years many improvements have been addod to the original engine, and whatever may have been the "Scientific" result of the experiment ship, it is certain that these engines are *no failure*, but amply justify the manufacturer's claim that their economy, facility of management, safety, durability, and reliable power are demonstrated beyond cavil.

One purpose to which they have been applied with great success, is pumping. In private houses, public buildings, in city and country for irrigation, and at railway water stations. We deem their successful use for this last purpose sufficient apology, if any were needed, for calling the attention of railway managers to this pumping engine. For such use, the 18, 24 and 32 inch cylinder engines are employed. We append a number of certificates from different roads, which speak for themselves. No parties needing power pumps can afford to ignore the claims of these pumps, and railroads requiring pumpers at water stations will do well to examine them before employing any other engines.

ENGINEER AND GENERAL SUP'TS OFFICE,
New York and Harlem R. R. Co.,
New York, Oct. 18, 1866.

JAS. A. ROBINSON, ESQ.

Dear Sir:—We have one of your engines for pumping water. It has been in use seven years; and has done, and is still doing well. The cost of running and maintaining it is very small—it receives the attention of a switchman only. As a power machine it has no equal except water itself.

Yours truly,
J. C. BUCKHOUT,
Engineer and Gen'l Sup't.

SUPERINTENDENT'S DEPARTMENT,
West Jersey, Cape May & Millville, & Salem R. R. Co.'s Office, *Camden, N. J., Nov.* 17, '66.

MR. JAS. A. ROBINSON.

Dear Sir:—We have eight Caloric Engines which have been in use from three to five years pumping water to supply as many stations for the use of our locomotives. Some of the engines

were purchased in Philadelphia, and some of yon, we prefer those on a solid cast iron bed plate as now made by you. Their performance has given entire satisfaction; the consumption of fuel, either wood or coal, very little, and attended by switchmen.

The cost of repairs has been small. We consider them the best appliance for the purpose above named, in use.

Very respectfully yours,
J. VAN RENSSELAER, Sup't.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER AND MACHINERY,
Erie Railway,
New York, Nov. 23, 1866.

JAMES A. ROBINSON, ESQ.

My Dear Sir:—In reply to your inquiries concerning the Caloric Engine, I will say that we have five of these engines in use at different points upon the line of the road, and they have given the best of satisfaction. They are exceedingly economical, and are subject to but a slight depreciation under long service. In each case a common station laborer attends to these engines, and in fact they are as easily attended as a common stove. I do not hesitate to heartily recommend them to Railroad Companies for water station purposes.

Truly yours,
H. G. BROOKS,
Sup. M. P. and M.

FITCHBURG RAILROAD,
Superintendents Office,
Boston, Oct. 10, 1866.

MR. J. A. ROBINSON.

Dear Sir:—In answer to your inquiries respecting the Caloric Engines we have had in use, for the past eight years, on this road for pumping water, I am most happy to say, that they have proved perfectly successful. They are readily worked by an ordinary laborer, and do not require much more time or attention than a common coal stove. They are perfectly safe, and burn but comparatively little fuel.

Our engine at Waltham has now been in operation since Oct. 1, 1858. The water at this station is drawn from the river through a three-inch pipe, 500 feet in length, to a height of about 21 feet, and is then forced up about 20 feet over the top of the tank. The saving in fuel at this station is over eighty per cent.

At Groton Junction we use about 30,000 gallons of water per day, and in pumping this quantity of water, use less than a hundred pounds of coal.

Respectfully yours,
C. L. HEYWOOD, Sup't.

ATLANTIC AND GREAT WESTERN RAILWAY,
Office No. 12 Pine street.
New York, Oct. 11, 1866.

JAS. A. ROBINSON, ESQ.,
164 Duane street.

Dear Sir:—I have pleasure in giving you the experience of our road with the twenty Ericsson Caloric Pumping Engines sold us, by you and Mr. Kitching, in the year 1864.

Without exception, they have done the work required of them faithfully and well. They are admirably adapted to railroad pumping, in fact superior to any other engine known, being vastly more economical of fuel, requiring no water, or skilled attendance, and their simplicity and absolute safety enabling any employee of the road to take charge of them.

The cost of repairs has been insignificant. Your account against the company for the past twenty-four months has been hardly $2.00 per engine. Our experience, if different in this respect from that of roads employing such engines at an earlier date, proves the superior merit of your—"Improved Caloric Engine."

I unhesitatingly recommend them to any parties who need pumping engines, and am

Yours truly,
T. W. KENNARD,
Constructing Engineer,
A. & G. W. Railway.

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$355,024 48	$393,318 39
" freight	381,971 83	567,070 91
" mails	6,263 42	5,630 59
" expresses	9,345 19	13,002 19
Totals	$752,605 63	$979,022 08
Expenses, viz:		
Repairs of road	$115,567 74	$111,986 15
" equipment	84,938 77	131,417 88
" bridges	5,332 58	24,482 49
" houses, gates, etc.	32,807 83	46,587 09
" depots	9,256 87	11,997 64
Merchandise expenses	51,345 43	66,812 75
Fuel	85,335 30	97,153 86
Wages	71,750 23	81,436 57
Taxes and insurance	35,706 37	52,339 43
Rents to all other roads	42,798 17	43,597 80
Oil and waste	12,083 20	14,350 85
All other expenses	33,451 19	53,381 02
	$580,373 68	$735,493 03
Net receipts	$172,231 95	$243,529 05

The income of this company from all sources during the years named has been as follows:

	1865.	1866.
Receipts, as above	$752,605 63	$979,022 08
Rents	1,166 29	1,141 29
Premium on bonds	768 50	.....
Trustees of sinking fund	9,734 82	16,145 31
	$764,875 24	$996,308 68
Expenses, as above	$580,373 68	$735,493 03
Interest	41,072 76	42,995 00
Dividends	105,947 36	146,400 00
Stockhold'rs local taxes	16,320 11	21,066 96
Carried to reserve fund.	20,561 33	50,353 69
	$764,275 24	$996,308 68

The Reserved Fund Account at the commencement and close of each year was as follows:

	1865.	1866.
Balance from previous year	$482,920 80	$503,482 13
Transportation account.	172,231 95	244,248 92
Rents account	1,166 29	1,141 29
Bond account	768 50	.....
Accumulation of sinking fund	9,734 82	16,145 31
	$666,822 36	$765,017 65
Less dividends and int.	$163,340 23	$211,181 83
Reserve Sept. 30	$503,482 13	$553,835 82

The sinking fund for the redemption of the bonds of the company, which will be payable in 1873, amounts to $250,127 13. This fund has been increased during the past year by cash payments to the Trustee $18,300, and by its own accumulation $16,145 31. Two dividends of four per cent. each were declared during the year, one payable in January, and the other in July, 1866, amounting free of tax, to the sum of $146,000.

By reference to the annexed statement it will be seen that the whole cost of the construction and equipment of the road, including cost of other assets held by the company, is $3,099,132 87; being $553,835 82 more than the sum of the capital stock and debts of the corporation, as therein stated.

In addition to the dividends above noted, another dividend of four per cent, and taxes, was declared, payable January 1, 1867, to stockholders of record on the 6th of December. Also, a dividend of 20 per cent, payable in stock or in money at the option of the company to stockholders of record on the 5th ultimo; in settlement of which the Treasurer has been directed to call in the outstanding certificates of shares, and to issue to the holders thereof new certificates, with the following indorsement, signed by him:

"There will be due and payable on the first day of October, 1873, to the then holders of these shares, twenty per cent. on the par value thereof, payable either in the stock of the company at par or in money at the option of the Corporation, on the surrender of this certificate by the holder thereof, at the office of the Treasurer; and, until said first day of October, interest from January 1st, 1867, at the rate of three per cent. per annum on said twenty per cent. dividend will be payable on the first day of January, annually, at the office of the Treasurer, to the Stockholders of such shares as recorded on the fifteenth day of December previous."

The condition of the company at the close of each year was as follows:

Assets:	1865.	1866.
Cost of road	$2,446,494 54	$2,456,140 73
Cost of equipment	192,638 25	192,638 25
Notes receivable	154 38	154 38
Trustees of sinking fund	215,681 82	250,127 13
East Cambridge Flats	6,796 33	6,796 33
Fuel, materials on hand, etc.	135,161 13	171,786 59
Cash	23,673 59	21,489 46
	$3,020,600 04	$3,099,132 87
Liabilities:		
Capital stock	$1,830,000 00	$1,830,000 00
Bonds due in 1873	440,000 00	440,000 00
" 1879	200,000 00	200,000 00
Unclaimed dividends	9,980 41	3,109 55
Notes payable	35,000 00	70,000 00
Balances of accounts	2,187 50	2,187 50
Reserve account	503,482 13	553,835 82
	$3,020,600 04	$3,099,132 87

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott, William Minot, Jr., and Hocum Hosford.

Treasurer.—J. THOS. STEVENSON.

Superintendent.—J. B. WINSLOW.

☞ The Legislature of Arkansas has passed an act, which was approved by the Governor on the 20th of December, incorporating a company to build the Little Rock and Fort Towson Railroad, which is to go by the way of the Hot Springs, thence in a southwestern direction to Fort Towson, passing through the State of Arkansas. It is proposed by the company, who have a capital of $5,000,000, to extend the road on through this country and Mexico until it touches the Pacific shore. It is also proposed that the road shall

connect with the Little Rock and Memphis Railroad.

Southwestern (Ga.) Railroad.

This road is 106.10 miles in length, commencing at the city of Macon, and running thence, *via* Fort Valley, Americus and Smithville, to Albany. At Fort Valley commences the branch to Butler, 22 miles in length; at Smithville, the branch to the Chattahooche, opposite Eufaula, 59.08 miles; and at Cuthbert, on the line of the latter road, the Cuthbert and Fort Gaines Extension, thence to Fort Gaines, 21.89 miles—making the total length of road and branches 209.07 miles. The following is a comparative statement of the earnings of this road during the fiscal years ending July 31, 1860 and 1866:

	1860.	1866.
From up freight	$203,818 75	$328,045 62
" down freight	214,270 07	178,343 86
" up passage	113,570 01	47,322 05
" down passenger	115 627 29	260,732 45
" U. S. mail	23,082 55	.....
" miscel. sources	6,527 20	41,501 62
	$676,895 87	$856,845 60

The expenses for operating the road in 1865-'66, were:

Repairs of road	$223,276 78	
" buildings	4,479 17	
Fuel and water	24,276 84	
Maintenance of motive power	72,583 77	
Maintenance of cars	70,809 25	
Transportation expenses	111,575 73	
Incidental expenses	6,042 59	
		513,044 13
Showing net earnings for the year of		$343,811 47
To which add new bonds issued for construction		58,000 00
Making the total sum of		$401,801 47
From which deduct—		
February div. of 4 per ct.	$127,936 00	
Interest on bonds to date	73,513 34	
Revenue tax	26,934 85	
Bonds paid to date	60,500 00	
Annuity three years to city of Macon	3,750 00	
Paid for construction	40,804 20	
" 47 freight cars	36,598 00	
Macon depot	60 00	
		370,096 39
Leaving a surplus of		$31,705 08

The number of miles of road in use during the year was only 187½—the iron from the Fort Gaines branch having been removed during the war. The total earnings per mile were therefore $4,569 84; the expenses, $2,736 24—and the net earnings, $1,833 60. There were transported during the year 87,250 bales of cotton, of which 77,972 bales were from the Southwestern Railroad proper, and 9,278 bales from the Columbus and Muscogee Railroad. The number transported in 1860 was 206,307—a decrease of 119,057. By the Southwestern Railroad to Macon there were 27,478; from Columbus and Muscogee Railroad to Macon 1,660 bales, total 29,133—a decrease to Macon the past year of 3,508 bales. Number of through passengers for the year 10,867; way do., 104,920—total, 115,787; being an average per day of 317, against 353 in 1860, and 1,162 in 1865. Total number of passengers carried over the road since it was opened, July 1, 1851, 2,018,287.

The company had 22 locomotives, of which 10 were in good order, 3 were in shop for repairs, 7 wanting repairs, and 2 were out of use; 13 first class, 7 second class and baggage, 8 mail and express, 12 conductor's, and 210 box, platform, stock and provision cars.

Number of miles run by passenger and mail trains, 122,660; by freight and other trains, 141,864—total, 264,524. The President, in his report, says:

As remarked in a former report, there fell due in 1862, 1863, 1864, and in the spring of 1865, bonds of this company, amounting to $60,500 00, which were not presented for payment as they respectively fell due, but have been presented and paid during the past fiscal year, as will be seen above.

In addition to the bonds, the interest coupons were retained in the hands of the holders, and we have paid during the same time upwards of $50,000 00 interest, which had accrued prior to 1865. We have also purchased forty-seven freight cars, at a cost of $36,598 00. This purchase was made from the United States Government, at Nashville, and became necessary as our old rolling stock was not only much reduced in quantity, but its usefulness much impaired for want of proper materials to keep it in running order.

Your attention is also directed to the item of construction, which amounts to $40,804 20. Of this sum $35,744 20 have been expended on the bridge over the Chattahoochee River and the depot grounds at Eufaula. The remainder has been spent in reconstructing the branch road from Cuthbert to Fort Gaines. You are aware that an order was issued by General Beauregard, during the war, to take up the iron on the above branch road; which was done, and distributed as follows: a portion to the Central, the balance to the Macon and Western and Atlanta and West Point Railroads. These roads are now returning part of said iron, and have agreed to purchase the balance from this company.

We have purchased during the past Spring 500 tons of T rail of the Chattanooga Rolling Mills, weighing fifty-one pounds to the yard, and paid for the same out of the receipts and earnings of the road. We will need and expect to buy between 600 and 700 tons more of iron, which we hope to be able to pay for from the sale of the iron mentioned above, taken from our branch road; likewise from sales of our old and worn rails now on hand.

There is another item of expense connected with our past year's operations, which your road has not been subjected to heretofore, and to which we would call your attention. We allude to revenue tax; amount paid since our last report, $26,934 85. The greater portion of this amount has been assessed on our gross earnings monthly, which are subject to a tax of two and one-half per cent.

The Board has been particular in directing your attention to these more than ordinary expenditures, because the net earnings of the road have been more than sufficient to have paid its stockholders a dividend of $4 00 per share, for the past six months, and would have done so, had the holders of the bonds and interest coupons presented them for payment at maturity. But as they became due during the existence of the war, and Confederate Treasury notes being the only circulating medium at the time, parties holding these securities preferred retaining them rather than receive the then existing currency. For the future, the Board sees no reason why regular dividends should not be declared and paid to the stockholders, of at least eight per centum per annum. As your road is mainly dependent upon the agricultural products of the section of country through which it penetrates, for its maintenance and support, the Board feels that, notwithstanding the reports which reach them of the shortness of the cotton crop, that the area or breadth of land seeded is greater than usual, in some of the counties contiguous to your line of road, and that, although the yield per acre may not be so large as formerly, the increased number of acres will go far in making up the deficiency.

The Board, knowing the importance of keeping not only the line of road in good running order, but the rolling stock, and everything else connected with it, so as to insure a safe transit of passage and freight, and believing at the same time that the stockholders are entitled and should receive a reasonable interest upon their investment, have been compelled, from the necessity of existing circumstances, to increase the rates of passage and freight from what it was in 1860, to an average of about fifty per cent. It is needless to say, as it is patent to every one, that this increase does not correspond with the increased price of labor and materials of every kind necessary to carry on the operations of your road. These have increased from one hundred to three hundred per cent. more than they were in 1860; and whilst the Board would be gratified, were it consistent with your interest, to still lessen the tariff of passage and freight, it cannot at the present time do so without doing you both an injury and an injustice. But should circumstances intervene so as to cause a diminution of prices of material, labor, etc., the Board will take great pleasure in arranging a corresponding tariff of freight and passage.

The receipts and disbursements of the funds of the company to August 1, 1866, have been as follows:

Capital stock	$3,203,400 00
Funds for extension of road	66 00
Bond account issued for 20 years	328,000 00
" " 10 "	58,500 00
" " 20 " endorsed	51,000 00
Fare tickets issued	21,020 00
Freight earnings	513,178 64
Passenger "	323,182 32
Due other roads	5,105 63
Unclaimed dividends, Macon list	74,365 00
" Savannah list.	37,185 00
Premium and discount	1,098 57
Bills payable	12,532 04
Profit and loss	179,919 79
	$4,808,552 99
Construction	$3,350,605 67
Locomotives and cars	266,258 14
Macon depot	51,629 63
Tools and machinery	10,300 00
Land and negroes	82,185 00
Interest on bonds	73,513 34
Internal revenue tax	26,934 85
Annuity to city of Macon	3,750 00
Stock in other companies	23,173 66
New York Steamship Navigation Co.	10,000 00
City of Columbus bond	5,000 00
Montgomery and West Point R. R. bond	1,000 00
Transfer agent	4,162 13
Macon and Western Railroad	5,307 39
Suspense account	99,761 42
Dividend No. 25, paid	101.908 00
Balance	179,019 63
	$4,808,552 99

President.—WILLIAM S. HOLT.

Directors.—John W. Anderson, Wm. A. Black, T. M. Furlow, John McNab, John E. Jones, W. M. Wadley, and Virgil Powers.

Treasurer.—JOHN T. BOIFEUILLET.

Engineer and Sup't.—VIRGIL POWERS.

Cleveland and Pittsburg Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: James H. Banker, C. W. Durant, David Dows, Thos. Slocomb and John Steward, of New York; J. H. Tracy of Chicago; J. N. McCulloch, of Wellsville, Ohio; W. W. Holloway, of Bridgeport, Ohio; B. F. Jones and J. H. Shoenberger, of Pittsburg, and J. F. Clark and T. P. Handy of Cleveland.

Dry Goods Trade.

The imports of foreign dry goods at the port of New York for each month of the years 1865 and 1866, are officially stated as follows:

	1865.	1866.
January	$2,350,635	$15,769,091
February	3,723,690	16,701,578
March	5,324,599	15.833,273
April	3,869,706	7,336,564
May	3,913,468	7,299,112
June	5,442,068	6,775,244
July	7,226,233	10,727,463
August	13,462,212	14,870,338
September	11,198,257	9,175,675
October	12,187,332	8,485,550
November	12,687,947	7,259,236
December	10,578,991	5,989,731
Total	$91,965,138	$126,222,855

The following table shows the classification of these imports in comparison with the preceding year:

	1865.	1866.
Manufactures of wool	$36,074,585	$50,405,179
" cotton	15,350,064	21,287,490
" silk	20,556,261	24,837,734
" flax	15,402,602	20,456,870
Miscellan's dry goods	4,581,626	9,235,582
Total imports	$91,965,138	$126,222,855

The value of foreign dry goods entered directly for consumption at the port of New York during the past two years is as follows:

	1865.	1866.
January	$1,320,669	$10,738,030
February	2,478,793	11,979,918
March	3,838,535	10 548,433
April	2,509,347	4,966,626
May	2,667,469	4,850,893
June	4,260,661	3,873,573
July	4,924,089	7,862,548
August	11,511,752	9,096,521
September	10,087,555	6,348,181
October	10,293,995	5,462,752
November	9,836,557	3,788,539
December	6,960,983	2,417,692
Total	$70,690,405	$81,933,706

The value of foreign dry goods entered for warehousing during the same time was:

	1865.	1866.
January	$1,029,966	$5,031,061
February	1,244,897	4.721,660
March	1,486,064	5,284,840
April	1,360,359	2,369,038
May	1,245,999	2,448,219
June	1,181,407	2,901,671
July	2,302,144	2,864,915
August	1,950,460	5,773,817
September	1,110,702	2,827,494
October	1,893,337	3,022,798
November	2,851,390	3,470,697
December	3,618,008	3,572,039
Total	$21,274,733	$44,289,149

The value of foreign dry goods withdrawn from warehouse was:

	1865.	1866.
January	$1,393,534	$3,775,612
February	1,682,311	3,238,900
March	2,424,097	3,943,181
April	1,457,029	3,569,177
May	3,698,800	2,351,454
June	1,369,108	3,104,174
July	2,106,366	2,229,508
August	2,987,070	5,512,279
September	1,489,600	3,708,415
October	833,970	1,983,305
November	853,601	1,945,666
December	877,167	1,289,565
Total	$21,172,563	$36,653,236

The total imports of foreign dry goods at this port since the year 1849, compare as follows:

Year.	Invoiced Value.	Year.	Invoiced Value.
1849	$44,435,571	1858	$60,154,504
1850	60,106,375	1859	113,152,624
1851	62,846,731	1860	103,927,100
1852	61,654,144	1861	43,636,689
1853	93,704,211	1862	56,121,227
1854	80,842,936	1863	67,274,547
1855	64,974,062	1864	71,589,752
1856	93,362,893	1865	91,965,138
1857	90,534,129	1866	126,222,855

Grain Trade of Chicago.

The receipts and shipments of flour at Chicago during 1866, and the four preceding years have been as follows:

	Receipts. bbls.		Shipments. bbls.
1862	1,663,391	1862	1,739,849
1863	1,474,284	1863	1,536,691
1864	1,141,791	1864	1,153,486
1865	1,186,561	1865	1,022,527
1866	1,857,200	1866	1,797,100

This shows an increase in receipts of flour in 1866 over 1865 of 670,639 bbls.; and in shipments of 774,573 bbls.

The receipts and shipments of corn during the same years were:

	Receipts. bush.		Shipments. bush.
1862	29,449,328	1862	29,452,610
1863	26,450,568	1863	24,444,147
1864	13,623,087	1864	12,657,925
1865	25,125,638	1865	24,648,153
1866	33,035,031	1866	33,400,354

The increase in receipts is here shown to be 7,909,393 bushels; and in shipments 8,752,201 bushels. It will be noted also that the receipts and shipments of 1865 were nearly double those of 1864. This gain is entirely owing to the large and excellent crop of 1865, which in quantity and quality has never before been excelled in the west.

The receipts and shipments of wheat at Chicago during the years named were as follows:

	Receipts. bush.		Shipments. bush.
1862	13,978,116	1862	15,808,898
1863	11,180,344	1863	9,341,881
1864	11,257,196	1864	10,545,389
1865	9,465,618	1865	6,777,818
1866	11,960,991	1866	9,670,000

The receipts of wheat in 1866 exceed those of 1865 by 2,495,393 bushels; and the shipments by 2,892,182 bushels. It will be noticed that the business of 1865 was exceedingly small. In 1862 it was much larger even than in 1866. The average receipts for the five years given were 11,568,453; and the average shipments 10,428,797.

The receipts of barley during the year 1866 were 1,505,590 bushels; in 1865 they were 1,595,754—a decrease of 90,164.

The receipts of rye were 1,935,818 bushels, against 1,116,109 in 1865, and 969,116 in 1864.

The receipts of oats were 10,048,320 bushels against 10,337,899 in 1865, and 13,653,941 in 1864.

The total receipts of all Grain—Flour into Wheat—aggregate 67,771,750 bushels, against 53,622,823 bushels received in 1865—showing an increase of 14,148,927, or a little over twenty-six per cent.

Had it not been for the partial destruction of the Wheat, Rye and Barley crops, in 1865 and 1866, the receipts for the year just closed would have shown a much greater increase. Next year a large gain in receipts is not expected, owing to the damages inflicted on the crops by the rains, in August and September. The early frosts in the middle of September and the late rains, greatly retarded the growth of the Corn crop, and in many sections it never reached its full development.

Railroad from Greenfield to Turner's Falls.

The engineer of the Hartford and New Haven Railroad, it is stated, is preparing plans and specifications at the office of the Connecticut River Railroad in Springfield, for the proposed branch line from Greenfield to Turner's Falls. The line will be about three and a half miles in length, and the largest part of the work of construction will be required in excavating several hundred feet through a rocky ledge near the river, and in building the bridge over the Connecticut. The junction with the Connecticut River Railroad will be made about a half mile above the present passenger depot at Greenfield. The Legislature will be petitioned at its next session for an act authorizing its construction. The Connecticut River Railroad will probably build the road next season, and also begin the grading for the extension of their double track from Chicopee to Holyoke.

Debts of Massachussetts Cities.

From the different messages we gather the following items in regard to the debts of the several cities of this State:

Cities.	Debts.
Boston	$13,020,375 91
Charleston	1,387,150 00
Cambridge	871,092 00
Lynn	450,500 00
Lowell	293,560 81
Lawrence	326,900 00
Fall River, about	280,000 00
Springfield	334,692 99
Newburyport	214,723 61

☞ The construction of the Cincinnati Branch of the Louisville and Frankfort Railroad is now regarded as certain. The Lexington *Observer* states that subscriptions to the bonds amounting to $1,500,000 have been closed, and that as much more could have been obtained if necessary.

Finances of Indiana.

The condition of the State Treasury on the 1st of November, 1866, according to the report of the Auditor was as follows:

Balance from previous year	$86,051 34
Total receipts	3,957,035 23
Total	$4,043,086 57
Warrants drawn	3,661,564 68
Balance in Treasury Nov. 1, 1866	$381,521 89
Being a difference in favor of the present year, as against last, of	$275,470 55

The receipts have been made up from the following sources:

Revenue	$1,764,653 59
Common school	1,114,345 02
State debt sinking fund	540,212 55
Relief of soldiers' families	82,428 33
Miscellaneous	455,895 74
Total as above	$4,043,086 57

The disbursements have been for the following:

Ordinary expenditures	$242,281 71
Office expenditures	27,100 86
Public institutions	426,359 44
Military expenditures	306,394 01
Public indebtedness	1,048,087 89
College fund	24,217 08
Common school fund	1,164,114 27
Miscellaneous	423,009 42
Total as above	$3,661,564 68

It will be seen that the disbursements for the common school fund have been fifty thousand dollars more than the receipts, which sum has been paid by the Treasury upon the amount due that fund from the State. The receipts last year were $2,742,989 19, showing an increase of $1,214,046 04. Last year the disbursements were $3,901,826 52, a decrease this year of $240,261 84. The increase of receipts have arisen principally from the large increase of valuation, and the increase from ten to sixteen cents tax on the school fund.

The levy for taxes for the year 1866 is as follows:

State tax	$1,602,657 80
School tax	1,030,063 26
Sinking fund tax	1,118,600 56
County tax	3,214,729 33
Road tax	562,702 51
Township tax	290,690 25
Special school tax	902,877 28
Township library tax	44,492 79
Dog tax	154,840 00
Bounty tax	874,167 30
Other tax	275,647 41
Total for 1866	$10,167,834 39
Delinquencies for 1865 and previous year	1,389,786 05
Total	$11,574,218 69

The valuation of real and personal property in 1865 and 1866 is as follows:

	1865.	1866.
Number of acres	22,186,088	22,380,504
Value, without improvements	$247,686,046	$257,746,560
Value of improvements.	60,309,071	60,758,441
Value of lands and improvements	311,133,724	243,304,658
Value of town lots	28,319,072	29,388,021
Value of improvements on town lots	30,209,730	33,993,888
Value of lots and improvements	62,257,337	66,488,688
Valuation personal property	197,067,339	194,814,483
Total valuation	$567,381,553	$578,484,109
Number of Polls	198,271	228,878

This shows an increase for the year of 30,607 polls, and $11,102,556 in the valuation of taxable property, and an increase over the valuation of 1864, of $61,678,110, of which $44,877,933 is the increase of the valuation of personal property, and about six millions increase in the valuation of improvements in town property.

There are due the different funds the following amounts, Nov. 1, 1866:

College fund	$597 43
Saline fund	34,323 89
Bank tax fund	24,636 38
Surplus revenue tax	786 61
Three per cent. fund	32 13
Fund from estates without heirs	8,911 28
Common school fund	40,513 56
State debt sinking fund	324,585 28
Swamp land fund	58,736 16
	$493,182 72
On hand in treasury	381,521 89
Showing a deficit of	$111,660 83

On the first of November, 1865, the amount due these funds was $563,800, a reduction during the year of $70,617 38, fifty thousand dollars of which has been paid to the common school fund.

The excess of receipts over expenditures during the past year is $275,470 55. During 1865, the receipts were $2,742,989 19, and the expenditures $3,901,866 52, an excess of expenditures amounting to $1,198,837 33.

The expenses contrasted for the two years are:

1865	$3,901,826 52
1866	3,661,564 68
Balance in favor of 1866	$240,261 84

The amount of free bank circulation outstanding on the 1st of April, 1865, was $1,293,750; on the 31st of October, 1866, there was but $73,770, showing a reduction during eighteen months of $1,219,980.

Interest and Dividends.

The Terre Haute and Indianapolis Railroad Company have declared a semi-annual dividend of five per cent., free of United States Tax, payable January 7.

The Columbus and Indianapolis Central Railroad Company have declared a quarterly dividend of two and a half per cent., free of Government tax, payable at the company's office at Columbus, Ohio, on and after the 15th inst.

The Lehigh Valley Railroad Company have declared a quarterly dividend of two and a half per cent., payable January 17, 1867.

The Ogdensburg and Lake Champlain Railroad Company have declared a dividend of $3 per share on the common stock, payable Feb. 1, free of U. S. Tax.

The Milwaukee and St. Paul Railway Company have declared a dividend of ten per cent., payable in Common Stock or, at the option of the company, of five per cent. cash to the Preferred Shareholders as shown by their books, January 1st 1867. The transfer books will be re-opened January 20, 1867, and the dividend will be due to those in whose names the stock stands on that day. Dividend payable on or before June 1st, 1867.

The Erie Railway Company have declared a dividend on the preferred stock out of the earnings of the year ending Dec. 31, 1866, of 7 per cent., less Government tax, payable on the 21st inst.

The Winnisimmet Railroad Company have declared a dividend of $1 per share, payable Jan. 15. The Berkshire, 1¾ per cent.; Concord and Portsmouth, 3½; Pittsfield and North Adams, 3; Taunton Branch, 4; Cape Cod, 5; Worcester and Nashua, $4 per share; Cheshire, $2 50; Ogdensburg and Lake Champlain, $3 per share.

Northern Pacific Railroad.

The communication from the Secretary of War, transmitting facts and estimates concerning the Northern Pacific Railroad, recently sent to the Senate in response to a resolution, covers a statement from the Quartermaster-General, who estimates that transportation will be required for fifteen hundred men and $15,330,000 worth of military supplies, basing the calculation upon the supply of fifteen military posts, each named, with one hundred and forty foot and seventy mounted men, ten of them from the eastern terminus, and five from the western.

The estimates of the cost of the road, prepared by Brevet Brigadier-General Simpson, are as follows: For construction of 2,044 miles of road, $149,488,665; for rolling stock and fixtures, at $112,000 per mile, $228,994 86; for steamers on the Missouri and Columbia rivers, $3,000,000; for engineering and contingencies, $10,000,000; for tunnelling, beyond the estimated average per mile, $11,078,398. These and other items make a total of $206,600,340, or an average per mile of $101,040.

Lewisburg, Centre and Spruce Creek R. R.

At a meeting of the stockholders of this company, held at Lewisburg, Pa., on the 26th ult., it was voted to transfer the franchises of the company to the "Philadelphia and Erie Company, or any other company that will guarantee to commence the road and complete it without delay from the eastern terminus of the Philadelphia and Erie road, at least as far westward as Lewisburg." The following is the text of the preamble and resolution which was adopted by a vote of 318 to 3:

Whereas, By a vote of the stockholders of the Lewisburg, Centre and Spruce Creek Railroad Company, held this 26th day of December, 1866, at the Riviere House in the borough of Lewisburg, Union County, Pennsylvania, it was decided in favor of transferring the charter of said company to the Philadelphia and Erie Railroad Company, or to any other railroad company that will without delay commence said road at the eastern terminus, or at the Philadelphia and Erie Railroad, and complete it at least as far as Lewisburg; therefore

Resolved, That Colonel Eli Slifer, Hon. John Walls, Hon. George F. Miller, James P. Coburn, and Robert H. Duncan, Esqs., be and are hereby appointed a committee, by said stockholders of the Lewisburg, Centre and Spruce Creek Railroad Company, to carry out the arrangements voted for this day, with full power and authority to make the transfer on obtaining a sufficient guarantee for the commencement of the road at the eastern terminus, or at the Philadelphia and Erie Railroad, and complete it without delay at least as far as Lewisburg, and to report to the next meeting of the board of directors or meeting of the stockholders.

Terre Haute and Indianapolis Railroad.

A despatch from Indianapolis, dated January 6, says: The Indianapolis and Cincinnati Railroad Company have purchased the Indianapolis and Terre Haute Railroad, as an addition to their own line. The Terre Haute road will be run in the interest of the Bellefontaine and Lake Shore Railroad. The stockholders of the Terre Haute road receive over fifty per cent. premium for their stock. The Terre Haute road has the best road bed and equipment in the State or the West, and has paid well. One reason for selling was probably in consequence of the Cincinnati road threatening to construct a competing parallel line from Martinsville westward, at which point it has a branch road.

☞ The Chicago and Michigan Grand Trunk Railroad which proposes to connect with the Port Huron road at Lansing, and reach Chicago by way of Hastings and Pawpaw, St. Joseph and Michigan City, has now about $375,000 worth of stock subscribed. Extensive surveys of the route have been made, and it is believed the right of way will in most instances be granted. Hon. A. H. Morrison is President; J. P. Thresher, Secretary; and B. C. Hoyt, Treasurer.

☞ During the past year the following loans of the City of Philadelphia have been purchased and cancelled: Plain 5 per cent. loan, $59,750 35; Plain 6 per cent., $441,113 35; Pennsylvania Railroad, $315,600; North Pennsylvania Railroad, $144,800; Hempfield Railroad, $47,900; making a total of $1,000,163 70.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. .... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	10½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	½	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	5	1½	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	4
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	47
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	36
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	11½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	½	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	4
Huron ..... "	25	19	20,000	33
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	9½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2½
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	2
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	1½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	160,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	½
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	¾
Pewabic ..... "	25	3½	20,000	23½
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	5½	20,000	1½
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	35
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	4½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	2
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	—

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1.45
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	64
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. .. Md.	----	----	----	65c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N.S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	90½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	20
Hamp. & Balt. .... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	58½
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	6½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq .... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth .... Md.	20	20	25,000	7½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	18
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fda. Pa.	----	----	----	3½
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	145
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain.... "	50	50	16,000	14½
Shamokin ..... "	----	----	----	----
Somerset I. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	70
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia .W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	57
Wolf Creek	----	----	----	----
Wyoming Valley .. "	50	----	25,000	80

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	2.30
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	3.40
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	2.25
Benton ..... "	5	----	100,000	1.20
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory .... Col.	100	----	50,000	16.8
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5.80
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock .... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.30
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	1.00
Holman ..... "	2	----	150,000	0.23
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor .... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	1.10
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	56,976	13½
Do. preferred .. "	100	100	57,744	30½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.65
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	2.85
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2.45
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4.05
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	2.10
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	8.00
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham .... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star .... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	43½
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin .... N.H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6	—	41
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5	—	43
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	—	—
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss.	—	—	—
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	—	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	—	25
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	38.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	—	53
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	—	47
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	708.34	loss.	—	—	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	—	—
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	M(iddlesex)		5	—	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,691	3	—	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	—	—
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,788	loss.	—	—	90
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3	—	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	100	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,666	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	223,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	178,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,600	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	45	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,400	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	153,400	100,000	—	80,028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,219,127	650,000	520,000	136,970	388,288	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	—	139,604	482,224	loss.	—	100
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	—	operby T. & L. R. R.			—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,090	—	—	—	—	—
31 Dec.'62	5.03	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	—	150	22	Orange and Newark	599,414	281,550	300,000	20,950	105 358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	51
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct.'65	12.33	—	262	46	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,782	8,227	—	—	—
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,805	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,551	—	—	31
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	29
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3 562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39,179	—	50	13
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	142,978	59,722	7	50	—
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	90
31 Oct.'65	5.62	—	87	9	7	17th & 18th st. (Phila.)	114,368	120 000	—	—	51,685	9,187	—	50	15
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Ph. il. & Gr'nF.)	249,411	217,697	15,000	10,000	84,900	20,545	4	50	30
31 Oct.'65	7.00	—	210	35	2	10th & 11th st (Citizens')	176,04	192,750	—	—	210,143	87,810	9	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	19
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	61
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	109,000	10,000	309,261	81 385	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,540	239,059	21,058	—	—	17
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
Dec.'62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	60,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg): 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,900	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	71–72	91
Malden and Melrose: 1st Mortgage sus antied	64,452	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.)	10,000	6	—	—	—
Middlesex: 1st Mortgage	32,000	—	—	—	—
Maldon & Melrose bonds	49,451	—	—	—	—
Real Estate	10,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D	1868	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N	1877	—
West Philadelphia: 1st Mortgage	100,000	7	J & J	1880	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,070,900	6	Jan. & July.	1867	150
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	127
" " " ..... coupon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000		" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108½
" " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	108
Loan of July 17, & Aug. 5, 1861 ..registered	294,309,850	6	" "	1881	108½
" " " ..... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	107
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	106
" " " (5-20s) ..... coupon		6	" "	1884	106
Loan of March 3, 1865 (5-20s) ...registered	294,344,600	6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	106½
Loan of March 3, 1864, (10-40s) ...registered	171,089,350	5	Mar. & Sept.	1904	100
" " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ...registered	10,622,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	376,856,600	7.3	Feb. & Aug.	1868	104½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	104½
" 1865 ..... 3d series		7.2	Jan. & July.		104½
Matured Debt not presented	15,967,249	6	At maturity.	----	----
Gold Certificates of Deposit	16,442,680	---	.....	----	----
Compound Interest Notes of 1864	144,900,840	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	380,497,842	---	.....	----	----
Fractional currency	28,732,812	---	.....	----	----
Navy Pension Fund	11,750,000	---	.....	----	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ... "	.....	.....	.....	.....	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in defanit.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	115
" —War bonds ..... "		7	" "	1872	...
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	98½
" — " " (free.) .... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	109
" — " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	97½
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	100
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan	1,167,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" — " ..... "	2,058,178	2½	" "	1886	...
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	94½
owa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	...
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	417,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	96½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Funded Coupons	.....	6	.....	.....	----
Maine—State Certificates	532,600	6	Mar. & Sept.	1893	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1893	99½
Maryland—State Bonds ..... coupon	2,171,904	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	101½
" — " " ..... coupon	8,192,763	6	"	1890	100
" — " " ..... inscribed		6	"	1890	...
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	575,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	95
" — " " (H. & St. R. R.).	3,000,000	6	" "	'72-'85	80
" — " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	95
" —New Sinking Fund Bonds	.....	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	99½
" — " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	102½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	...
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	----
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	6	"	1866	----
" — " " ..... "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " " ..... "	4,500,000	5	"	1874	94
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	74½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	66
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,095,309	6	" "	1881	100
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	92½
" — " " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	98½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) ... "	.....	6	" "	.....	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	66
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	33½
" — " " ..... coupon	11,108,000	6	" "	'86-'95	60
" — " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	.....	6	" "	'76-'06	31
" — " " ..... coupon	.....	6	" "	'76-'96	45½
West Virginia—State Bonds ..... coupon	.....	6	.....	.....	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ...	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — "		6	"	1870	97
" — "		6	Jan. & July.	1873	97½
" — "	19,024,523	6	May & Nov.	1875	97½
" — "		6	Jan. & July.	1886	97½
" — " ..... coupon		6	quarterly.	1890	98½
		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" — "		5	Various.	'68-'70	138½
" — "		5	"	'71-'78	105½
" — "	7,846,026	5	"	'76-'80	101½
" — "		5	"	'81-'86	101
" — "		6	"	'67-'76	102½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'75	----
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'96	----
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" — "	4,714,000	6	" "	'76-'78	----
" — "	1,800,000	6	" "	1883	100
" — "	5,149,271	6	" "	1887	100
" — "	275,000	6	" "	1898	----
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" — "	3,125,200	5	" "	1870	94
" — "	319,000	5	" "	1873	----
" — "	1,000,000	5	" "	1874	----
" — "	334,700	5	" "	1875	----
" — "	2,016,000	5	" "	1876	----
" — "	2,375,000	5	" "	79-'80	----
" — "	900,000	5	" "	1890	----
" — "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" — " (new)	739,242	5	" "	'67-'82	----
" — " (old)	2,232,500	6	" "	'66-'93	96
" — " (new)	7,898,717	6	" "	'66-'99	10 ½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	97
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	98
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86
" —Water Loan	484,000	6	" "	'71-'83	94
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	86
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,406	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	476,036	435 549	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122.487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119.409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170.910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,985	270,880	333,432	368,278	326,870	381,559	318,549	347,087	322,749	285,413	3,677,795
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	163,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,460	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	251,234	296,169	473,188	551,122	435.945	407,683	2,811,544
1864	278,876	317,839	390,365	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	441,005	482,164	499,296	468,358	585,623	747,947	702,681	767,508	946,707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,786	735,082	922,892	776,990	778,294	989,053	1,210,654	1,005,680	698,679	------
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,298	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	102,957	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	628,842	696,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	1,290,330	1 411,347	1,480,251	1,417,327	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,329	189,290	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	516,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	582,823	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,637	46,452	81,329	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,496	116,146	105,768	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,665	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,498	282,172	170,795	116,224	150,989	245,701	244,854	------	------
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,161	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	228,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,506	557,227	288,613	284,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	287,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	512,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	------
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,452	164,710	221,638	193,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,536,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	327,926	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,182,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,851	14,575,123
1866	1,036,320	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,353	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,839
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,085
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,435	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,360	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,082	7,128,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	3,489,062
1866	555,488	474,788	654,390	606,078	672,628	644,573	554,828	641,843	661 608	741,968	681,552	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,788	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,094	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	244,834	212,228	------	------
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,874	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,343	132,896	123,987	127,010	146,338	139,626	244,114	243,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	426,065	356,830	264,741	------
Western Union:													
1865	43,716	37 265	32,376	33,072	63,862	82,147	68,180	50,862	75,677	92,715	61,770	37,830	699,361
1866	45,102	36,095	39,301	43,332	86,913	102,918	85,279	60,693	84,462	100,313	75,248	54,468	814,034

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	99
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju.Oc.	London.	1938	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	4 3,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1880	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1870	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	92
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,100	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,024,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug.	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1886	
2d Mortgage	800,000	7	June & Dec	New York.	1886	101
3 d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	" "	1877	102
Income Bonds	1,700,000	7	May & Nov.	" "	1883	98

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	70½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	945,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	82
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,087,000	7	Jan. & July.	" "	1885	
Columbus and Xenia:						
Dividend	36,660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161.000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,022,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	" "	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	92
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '84	425,000	5	Ja. Ap. Ju.Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970.000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1909	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. 'var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May. & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	80
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60–'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. &] July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1963	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	95
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508.070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	8				
N Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94½
Div'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	105½
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,562			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73–'78	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1857	119
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	95
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch.	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	95
" 1844, "	804,000	6	" "	"	1880	95
" 1848, "	101,000	6	" "	"	1880	95
" 1849, "	67,000	6	" "	"	1880	95
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122½
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	* 73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " Income (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	98
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley:†						
1st Mortgage	388,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,684	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July	London.	1883	
Sterling, issued in 1858	144,500	6			1880	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	307,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
'9 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	606,156	280,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	—	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	----
31 Aug '66	61.4	10 2	66.8	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132.497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192.989	478,096	65,463	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	----
30 Nov. '65	76.2	5.9	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	----
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871.742	66.0	202,567	306,766	53,204	3	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000.000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	0	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	76,894	619,112	32.0	.....	7,857	3,536	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	155 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 000	36,500	22,721	1,296,541	86.7	.....	415,411	84,648	4	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	398,500	19,913	3,822,913	228.8	.....	.....	388,853	15	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	110
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130½
31 May, '65	242.0	688.0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	43
31 Mar. '66	181.8	—	----	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	102½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	----
31 Dec. '65	454.8	252.5	----	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231.500	—	40,668.060	708.3	3,507,466	7,181,208	2,174,924	10	118½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	880,338	250,159	—	39½
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	----
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25.689	1,639,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	238,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	----
31 Dec. '65	144.0	—	----	176.0	13	9	151	Dubuque and Sioux City	5,091,841	*	151,455	3,660,992	960,000	438,415	5,243,316	144.0	282,384	618,305	180,962	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	451,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	108½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	834,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	63.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	63.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '65	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	—	206.8	579,324	1,047,587	420,026	—	57½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	286,715	2,469,540	4,400,000	106,236	8,025,361	182.0	.....	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,156	283.0	831,433	1.794,356	400,828	—	----
.....	77.0	—	3.9	206.0	—	—	—	*South-West Pacific*	4,819,490	119,738	—	.....	2,000,000	—	2,000,000	114.0	.....	.....	.....	—	----
28 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	281,189	309,291	372	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*		2,494,900	3,471,580	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*		1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000			1,690,904	51.3	161,056	460,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,511,376	286.8	2,938,010	6,509,945	4,544,097	3	116½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	47
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	.....	—	11
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,218	752,605	172,232	6	112
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	.....	328,388	5,386,291	164.3	747,272	1,521,159	393,612	9	150
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,660	207,400	.....	3,600,000	21,600	.....	4,218,927	61.8	450,096	1,221,104	366,332	10	135
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	.....	765,740	5,918,789	83.6	669,234	1,897,164	537,067	10	142
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,560	123,364	.....	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,818,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	107½
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	108
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	.....	6,507	3,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	.....	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	.....	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	.....	91,748	814,991	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	.....	500,000	195,500	.....	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,435,317	*	2,609,822	4,619,760	551,500	1,467,341	7,043,139	145.0	.....	1,296,643	526,448	8	93½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	.....	450,000	.....	.....	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	186,507	1,700,000	.....	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	147	Salem and Lowell	382,470	81,543	.....	243,305	226,900	522	470,727	(Op	er. by B	& L Co.)	.....	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	.....	250,000	.....	.....	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	923,942	979,308	.....	(Surrend	ered	to the C	ommon	wealth.)	.....	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	558,955	.....	3,635,667	77.3	151,327	390,086	122,397	2	56½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	6,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 85½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	114½
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	98.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	.....	2,967,749	76.6	417,001	629,622	101.259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	.....	.....	1,671,775	121.4	527,354	867,957	151,863	8	66
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	.....	.....	1,052,327	.....	.....	.....	101,242	8	108½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	.....	595,588	568,000	.....	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,978	9	107½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	.....	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	5,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,559	10	1 1
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	.....	1,064,743	1,034,775	143,362	2,240,871	60.2	.....	283,638	94,087	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	638,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	124
31 Dec. '65	52.0	—	—	45.5	24	43	274	Morris and Essex	6,587,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,466	166,670	7	80
31 Dec. '65	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,798,064	5,000,000	806,000	.....	6,434,399	33.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,621	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	3,975,489	*	.....	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	.....	Warren	2,008,300	*	.....	1,408,300	600,000	.....	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	88.5	—	.....	47.	—	—	—	West Jersey	1,558,483	*	.....	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	.....	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,098	*	.....	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	.....	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,336	Erie	17,646,351	*	5,665,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,639,028	15,434,775	5,066,511	4	64
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	.....	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	130
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	.....	1,862,716	932,000	.....	2,928,474	107.0	366,319	688,406	353,606	8	60
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,092	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,496,786	3,201,112	6	110½
30 Sep. '65	130.8	2.1	45.0	—	43	83	857	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	.....	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	.....	3,077,000	1,494,900	.....	4,681,624	122.0	309,920	707,521	44,810	—	75
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	.....	.....	206,800	222,000	157,080	585,880	.....	.....	.....	.....	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	.....	482,400	311,500	19,875	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	.....	800,000	478,750	.....	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	.....	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,642	368,304	.....	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	.....	.....	.....	1,020,000	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	.....	.....	300,000	45,000	Leased	to Rensselaer		and	Saratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	.....	.....	500,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	.....	1,260,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	.....	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	.....	.....	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,735	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	.....	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	.....	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	.....	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,183	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.8	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	.....	1,555,112	1,300,000	.....	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,890	2 386,132	663,205	10	111
31 Oct. '65	95.5	—	23.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,837	.....	5,000,000	1,500,000	.....	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	89
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,748,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	126
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	*	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,680	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	14.0	.....	—	26	17	423	Sandusky and Cincinnati	3,984,354	595 400	391,992	3,382,163	1,218,972	109,813	4,972,740	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	228	Sandusky, Mansfield & Now'k	2,189,890	*	38,934	898,204	1,291,800	38,520	2,228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec 64	242.4	—	—	—	48	16	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,018	250.0	1,244,358	2,060,322	945,492	8½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies 0. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,242	44.0	134,201	856,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,000,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,235	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	.....
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,115	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,783,320	88,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	389,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,975	loss.	5	30
31 Oct '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	58,829	1,195	—	.....
31 Oct. '66	44.0	14.5	11.7	6 0	16	2	135	Huntingdon and Broad Top	2,089,228	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	76,702	—	16
31 Oct. '65	80.0	2 0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,801,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,046,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	35
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	"	"	"	"	8	59
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,861	875,064	412,563	—	58½
31 Dec. '65	354.8	38.7	173.4	—	252	141	5,999	Pennsylvania	28,424,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	359.2	6,604,300	17,459 169	4,189,111	10	64
31 Oct. '65	17.0	3.0	22.3	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	—	1,476,300	183,000	.....	1,659,300	24.0	311 491	656,738	336,376	8	61½
31 Oct '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,669 450	13,000,000	2 000	18,071,450	(oper. by Penn. R.R.			Co.)	—	31½
30 Nov '65	93 0	59 5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,761,353	20,240,673	6,900,663	.....	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	91½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,458	345,891	10	120
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,975,300	516,000	452,896	10,669,742	197.9	981,486	3,884,609	1,046 804	10	56
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,520	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	894,362	130 361	—	P
31 Dec '65	468.3	15.0	128.0	—	199	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573 000	1,597,020	26,545,652	483.3	4,623,073	8,489 062	3 283,547	10	102½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased t	o Northu	Cen.	144,066	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	143,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '66	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62 0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	500,000	.....	.....	62.0	340,600	625,641	169,323	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '65	109.6	—	.....	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,526	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	.....	.....	Greenville and Columbia	2,429,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	—	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,283	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.3	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,206	814,284	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	405,051	1,274,207	624,142	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54.175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.6	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	126,003	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477.782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90.278	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	—	7½
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	.....	183,136	81,692	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,641,880	643,960	96,825	.....	78.6	159,981	279,945	146,886	7	.....
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,868	28,853	.....	43.5	1,058,054	163,756	79,586	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	55,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	801,785	6,245,808	195.0	.....	487,449	120,136	—	.....
30 Jun. '66	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 855	—	44
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	1a
31 Dec. 62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	90.1	402,670	467,286	191,132	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	.....	.....	.....	108.6	.....	148,339	55,777	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,743	102,338	—	1,380,000	12,100	136,000	1,709,232	60 0	.....	134 455	28,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	.....	.....	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
1 Dec 63	5			—	—	11	22	120	Panama	8,000,000	*	889	5,000,000	75,000	—	19 763,728	43.7	.....	7 237,438	1,338,921	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	32
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	58½
Chicago & Alton (preferred)	2,425,400	7	7	112
Chicago & Northwestern (pref.)	12,994,720	7	7	80½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,478,500	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	77½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	36
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	60⅝
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,243	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1854	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89½
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M. & N.	1876	75
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds	227,569	6	" "	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86½
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	55
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	87½
" (preferred)	100	1,175,000	10	124
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	22
" " (preferred)	50	2,888,988	---	33½
Susquehanna and Tide Water	50	2,048,260	---	13½
Union	----	----------	---	2
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	47 — @ 50 —
Pig, American, No. 1	— @ 48 —
Bar, Refined, English	91 — @100 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	162 50 @ — —
Bar, English & American, Refined	112 50 @117 50
Bar, English & American, common	102 50 @107 50
Scroll, English	142 50 @170 —
Ovals and Half-round	137 50 @147 50
Band, English	142 50 @ — —
Horse Shoe	137 50 @142 50
Rods, English	117 50 @172 50
Hoop, English	147 50 @210 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia per lb.	— 20 @ — 22
Sheet, English, Single, Double and Treble	— 6½@ — 8
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 22½
English Spring (1st & 2d qlty.)	— 10½@ — 12
English Blister (1st & 2d qlty.)	— 11 @ — 19
English Machinery	— 13 @ — 14
German	— 13½@ — 14½
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ — —
American Machinery	— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— @ — 40
Sheathing, Yellow	— 30 @ — —
Pig, Chile	— — @ — —
Bolts	— — @ — 40
Braziers'	— — @ — 40
American Ingot (cash)	— 28 @ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 75 @ 6 87½
German Refined	6 75 @ 7 —
English	6 75 @ 7 12½
Bar per lb.	— @ 10 25
Pipe and Sheet	— @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— — @ — 24
Straits (gold)	— 22 @ — 22½
English (gold)	— — @ — 21½

	Gold.	Currency.
Plates, I. C. Charcoal, p. box	9 25 @ 9 50	12 50 @ 12 —
Plates, I. C. Coke	8 — @ 9 —	10 75 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 10 —
Plates, Charcoal Terne	9 — @ 9 25	12 — @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	— — @ 6 75
Clinch (cash)	8 25 @ 8 50
Copper	— — @ — 48
Ausable Horse, Norway Iron, Forged	— — @ — 32
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 19 @ — 19½
Regned, free L. S. to White	— — @ — 46½
Refi'd, in bond, prime L. S. to White	— — @ — 29
Refi'd, in bond, Standard White	— — @ — 30
Naptha, Refined (60@63 gravity)	— 25 @ — 26

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	Th 3.	F 4.	Sat 5.	M 7.	Tu 8.	W 9
Atlantic M. S. S. Co	109	----	108	107	107½	106
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	115	----	----	----	----	----
Canton Co.	49	49	----	49	48½	49½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	109	----	110½	110	----	----
" " pref.	111	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	152	132	131½	----
" " " 8 p.c.	----	----	111½	----	----	----
Chic. & Northwest'n	46½	46	46	46	46½	45½
" " pref.	83	82½	82½	82½	82½	82½
" " 1st M.	88	----	88½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	85	85	----	84½	----	----
Chicago & Rock Isl.	104	104	104½	104	103½	104
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	111	----	----	----	----	----
Clev. and Pittsburg	90	89½	89½	90½	89½	91
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	126½	125½	124½	126½	----	126
" " S. F. 7 p.c.	----	----	99	----	----	----
Cumberland Coal, pref	89½	----	----	90	92½	94
Del. & Hudson Canal	----	----	154	----	155	156
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	101
Erie	67½	68½	67½	67½	66½	67½
" pref.	85	85½	84½	77½	----	----
" 1 M. 7 p.c. '67	102	----	102	101	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	130	132	----	132	130	130
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	103	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121½	122	122	121½	120½	120
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	13	14	14	14
Michigan Central	108½	108½	----	----	----	108½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	83	83	82½	82½	81½	82
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	96	95½	95	----
" " 2 M.	92	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	100
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	90	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	49	49	48	47	----	----
" " pref.	69½	68½	----	----	----	----
" " 1st mort.	85½	----	----	86½	----	87
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95	94½	95	96	95½	95½
" iss. to H. & St. J. R.	----	----	----	----	80½	80
" " Pacific	95	----	95	----	----	----
New York Central	113	112	111½	112	111	111½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	94½
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	100½	101	101	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	55	57½	56	----	56	----
" new	57½	----	57	56½	56	----
Ohio & Miss. cer.	28	28½	----	28½	27½	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	174	171½	169	171	169½	170½
Panama	260	----	260	260	260	----
Phila. and Reading	105½	105½	105	105½	105	106½
Pitts. Ft. W. & Chicago	105½	104½	104½	105	104	103½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	45½	45	45	44½	43½	43½
St. L., Alton & T. H.	----	----	----	----	----	39½
" " pref.	----	----	----	----	65	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	76	----	75½	----
Tennessee 6s. 1890	88½	90	----	----	----	----
" ex-coupon	68	67½	67½	67½	66½	66½
" new	67½	67½	67½	67½	65½	66
Tol. Wab. & Western	45	45½	45	45½	44½	45
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	93	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	59½	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	Th 3.	F.4	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	102½	102	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.,	99⅞	99⅞	----	100	100	99⅞
U. S 5s, 10-40s, reg.	----	----	----	100	----	----
U. S. 6s, 1881, reg.	108½	----	----	----	----	108⅝
U. S. 6s, 1881, cou.	107⅞	108½	108½	108½	----	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	127
U. S. 6s, 1868, coup.	----	----	----	----	----	128
U. S. 6s, 5-20s, c. 1862.	106½	107½	107½	108	----	107⅝
U. S. 6s, 5-20s, c. 1864.	105⅝	105⅝	105⅝	106	----	----
U. S. 6s, 5-20s, c. 1865.	106⅜	----	----	106⅜	106½	----
U. S. 6s, " reg.	----	----	105⅞	----	106	106½
7.30 Notes, 1st series.	105	105	105	105	105	104⅝
" " 2d series.	104⅞	104⅞	104⅞	104⅞	104⅞	104½
" " 3d series.	104⅞	----	----	105	104½	104½
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	W.2.	Th.3	F.4.	Sat.5.	M.7.	Tu 8
Cattawissa	----	----	----	----	----	----
" preferred	----	29½	29½	29⅞	29⅞	30½
Camden & Amboy	130½	130½	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75.	91	----	----	----	----	----
" " 6s,'83	----	----	----	92	92	----
" " 6s,'89	----	----	90½	90	90	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	55½	56½	----	56½
Elmira & W'meport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	55	55½	----	55½	55	----
" " 6s, '84	----	----	91½	----	91½	----
Lehigh Valley R. R.	----	67½	----	67½	----	66
" " 6s	----	91½	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	90½	----	----	----
Minehill	----	----	----	----	59	----
Morris Canal	----	----	----	----	87½	87½
" " pref.	----	----	----	----	----	124
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	38	----	----	38½
" " 6s. 90	----	----	89½	----	----	90
" " 10s.	----	----	116	----	----	----
Northern Central	47	----	----	----	47½	47
Pennsylvania R. R.	55½	56½	56	56½	56⅝	56½
" 1st m.	----	----	----	----	----	99½
" 2d m.	----	----	----	97½	----	----
Penn. State. 5s	----	----	92	----	92½	92½
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	101	----	----	----	----	----
Philadelphia City, 6s	95	95½	95½	95½	95½	96
" " new	99½	99½	99½	99½	99½	100
" " muno	99½	99½	----	99½	99½	----
Philad., Germ. & Nor.	----	----	----	62	61½	62
Phila. & Reading	52	52⅜	52½	52⅜	52⅝	52½
" " 6s. '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	31	----	30½	----	31	31
" " 6s	----	----	92	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	23
" " pref.	35½	----	----	----	----	33½
" " 6s '82	80	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	89½	----
Susq. Canal	----	----	----	13	----	----
" " 6s '78	----	----	62½	62½	62½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14½	----	14½	14½	14½	13
Chestnut & Wal. "	51	51	----	51	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	90	----	----
Spruce & Pine, "	----	----	----	----	30	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M 7.	Tu.8
Baltimore City 6s, 1875.	97½	----	97½	97½	----	----
" " 1886.	----	----	----	----	----	97
" " 1870.	----	----	----	----	----	----
" " 1890.	98	97½	97½	97½	97½	97½
Balt. and Ohio	----	----	----	----	116	116½
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	95½	----	----	97½
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	47½	47½	----	----	----	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	89	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	Th. 3.	F.4.	Sat.5.	M.7.	Tu.8.	W9
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	128	----	----	----	----	130
Boston and Providence	135	135	135	----	----	----
Boston and Worcest.	----	142	142	----	142	----
Cheshire, pref.	61	----	5⅜	----	----	----
Concord	----	----	66	----	----	----
Connecticut River	107	----	105⅞	----	106	107⅜
Eastern, Mass.	107	107	107	107	107½	108
Eastern, N. H.	----	107	107	----	----	----
Fitchburg	----	----	116	----	----	116
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	107½	----	----	----	----	----
Old Colony & Newport.	97	----	98½	99	99	96½
Ph., Wil. & Baltimore	56	56	56	56	56	56
Portl'd, Saco & Ports.	----	----	----	----	----	100
Vermont & Canada	100	100	100	100¾	----	100
Vermont & Mass.	----	----	56	56½	57	56¾
Western	140½	140½	140½	----	----	140
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	94	94
Metropolitan "	54½	----	54	----	53½	53¾
Middlesex "	----	----	----	----	----	47
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	48½	----	46	47½	47	47
Franklin "	----	----	36	34	36	----
Huron "	32	31	32	32	33	----
Isle Royale "	8¾	----	----	----	11	9½
National "	----	----	----	----	----	----
Minnesota "	----	12	----	12	----	----
Pewabic "	25	----	24	24	23½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	37½	38	38	37	37	35
Rockland "	9	8⅞	9	8½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of December.

United States 5-20 yrs., 1882, 6 per cent	72 @ 72½
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	65 @ 70
Do., consolidated mortgage bonds, 1890	41½@ 41⅝
Erie shares, $100 (all paid), 8 p. c	48½@ 49
Do., convertible bonds, 6 p. c	68 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	69 @ 71
Do. $100 shares (all paid)	78½@ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	87 @ 89
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, January 12, 1867.

Stock Exchange and Money Market.

A livelier movement has been reported in money through the past week, resulting in part from private negotiations on Treasury account, in part from the efforts of the local banks to make a creditable exhibit in their quarterly statements to the Department, and in part from an increase of remittances to the South, to aid in the marketing of the cotton crop. All these circumstances have had a direct influence on the call loan market, modifying the amount of capital immediately available to other than the most unexceptionable borrowers, and keeping up the rate on railway and miscellaneous stock collaterals to fully seven per cent. The dealers in the public funds have had ample means furnished to them at six per cent. The discount market has been devoid of animation. The active inquiry from the Stock Exchanges and the Gold Room for temporary accommodation has operated against the calls of mercantile borrowers. The best short date commercial paper has been quoted at 7@7½, and very good do. at 8@8½ per cent. per annum with a limited volume of negotiations in either class, and no noticeable movements in inferior grades of paper. The last weekly statement of the City Banks has been interpreted favorably for an easy working of the loan market in the immediate future, and the current reports from the street are of a steady increase in the available supply of capital seeking controllable and lucrative employment, which tends to the benefit of borrowers. The local bank return for the past week showed an increase of $2,025,434 in legal tender-reserve, $1,722,274 in deposits, and $98,253 in circulation, with a decrease of $1,502,301 in the loan item, and $390,430 in specie. The specie reserve of the banks is now $12,794,792, against $15,778,471 the same time last year. The city bank deposits are now $202,533,564, against $228,-484,370 week ending Oct. 6, 1866, and $195,482,-254 week ending Jan. 6, 1866. Their legal tender reserve amounts to $65,026,121, against $71,-617,487 same time last year. Their circulation now stands at $32,762,779, against $18,588,428 same time last year. The loans are now $257,-852,460 against $279,135,790 nine weeks ago, and $233,185,059 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $97,395,557 a day, against a daily average of $101,183,599 the preceding week; and $103,183,599 the week ending with Dec. 23. The current week's exchanges average about $105,605,000 a day.

National Bank notes to the amount of $18,-000, were issued last week, making the total issue to 1,663 banks thus far $300,755,351, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,145,932, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,609,419. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,363,-150; and for the public deposits, $38,933,950—making a total of $379,297,100. The Treasury Department, last week, redeemed and destroyed $262,928 of worn and mutilated fractional currency, and issued $808,719 worth of new.

The official January exhibit of the National indebtedness has been published since our last. It showed a further liquidation in December of over six millions, making over $214,000,000 paid off in sixteen months. The most important changes in December were a reduction of $25,243,450 in the currency interest bearing debt, and an increase of $29,422,150 in the coin interest bearing bonds. The legal tender circulation was diminished during the month $4,944,007 in the plain greenback form, and $2,486,300 in the compound interest notes. The aggregate net indebtedness of the Government was on the 31st of August, 1865, $2,757,-681,571; on the 31st of the following October, $2,740,854,758; on the 31st of July, 1866, $2,633,-099,276; on the 30th of November, $82,549,631.-238; and on the 31st ult., $2,543,235,174. The net aggregate of public indebtedness of the country was reduced full $173,156,362 in the year 1866, or at the rate of nearly fourteen and a half millions a month. The liquidation of the debt has been attended by a progressive contraction of the outstanding volume of legal tender notes. The aggregate legal tender circulation is now $525,-368,862, against $532,828,989 on the 1st ult., showing a decrease of about seven and a half millions in a month. The plain greenback circu-

lation on June 1, was $402,128,318; Aug. 1, $480,-361,728; Sept. 1, $399,603,592; Oct. 1, $398,165,-292; Nov. 1, $390,495,785; Dec. 1, $385,441,849, and Jan. 1, 1867, $380,497,842, showing a contraction of about twenty-three millions in seven months.

The U. S. Sub-Treasury receipts, week ending with Jan. 5, were $17,565,951, including $1,584,-037 from customs duties; payments, $12,304,499; balance at the close of the week, $102,613,658; against $97,352,206 at the close of the preceding week. The business of the Office during the first two day of the current week, was as follows: Receipts on Monday, $5,172,712, and payments, $4,430,341; on Tuesday, receipts, $9,005,640; payments, $10,143,858. The balance at the close of business on Tuesday stood at $102,217,810, against $98,085,507 a week previous.

Government revenues are increasing again, quite encouragingly. Excises, last week, yielded about $6,955,298, against $4,000,000 the preceding week; customs at the port of New York, (in five business days) 1,584,037, and at the outports, about $500,-000 (in coin) more, making the grand total income for the week equal about $9,779,000 in currency, against disbursements of only about $2,800,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $175,000,000, or some thirty millions in excess of the Treasury estimates. In the calendar year ending with Dec. 31, 1866, the customs revenue of the Government (in coin,) at all the ports of the country was about $180,000,000, including $130,222,000 at the port of New York, against gold interest disbursements, through the year, of $70,680,377, including $48,680,377 through the port of New York. In the course of the year, of the surplus coin revenue, $66,216,424 were sold or otherwise disposed of, for the benefit of the Treasury, and the proceeds applied chiefly to the reduction of the public debt; while $42,951,878 were added to the Treasury coin reserve, the aggregate of which, Jan. 1, 1867, was $97,841,968, including the deposits on private account, which amounted to $16,462,680. Since Jan. 1, the Treasury Department has been disbursing January coin interest liberally, increasing the available supply of gold in the open market, and making a corresponding diminution of the coin reserve in the Treasury vaults. On Tuesday, the Treasury held $91,849,000 in coin, against $97,821,967 on the first of the current month of January.

Gold has been advancing in price, gradually, since the 1st inst. The week's fluctuations have been from 132 to 135½. There has been more steadiness in the market since Monday. The extremes on Wednesday were 134¾@135⅝, and the closing figures on that day 133¾. The demand for gold has been quite active, through the week, chiefly from speculative sources. The customs inquiry has been increasing, and is now up to an average rate, with the prospect of an improvement, as trade revives and the withdrawal of foreign goods from bonded warehouses progresses. The export demand is quite insignificant. The total imports of specie from Europe, and other foreign ports in 1866 were $9,678,432. The customs demand for Gold last week, averaged $316,805 a day; thus far, this week, it has been equal to $367,173 a day, or equal to a weekly aggregate of $2,203,038. The arrivals of specie from Europe, Havana and other foreign ports, during the week reached $12,-233, and from California, none. The total customs revenue of the Government, in coin, at this port, in 1866 was $130,222,092, against $102,794,-945 same time last year. The total receipts of California gold at this port in 1866 were $42,750,-965, against $20,680,164 same time last year, showing an increase, in 1866, of $22,070,801. The exports of specie from this port, last week, were $817,512. The total outflow of specie from the port, during the year 1866 was $62,553,700, against $30,003,683 in 1865, $50,804,921 in 1864, and $69,715,866 in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, $3,934,000. The total coin interest disbursements through the Government office, in 1866, were $48,680,377, against $40,405,279 same time last year. The specie exports from San Francisco from Jan. 1, to Dec. 4, reached $41,834,169, against $42,240,601 same time in 1865. A telegraphic dispatch from San Francisco reports the receipts of treasure at that port from all sources for the year 1866 at $53,647,519 and the exports therefrom at $44,865,668.

A moderate business has been reported in Foreign Exchange on a comparatively firm market. The supply of prime bills has been rather less extensive and leading drawers have been unwilling to sell at anything off full asking rates. Bankers' 60 day bills on London closed at 109⅛@109⅜, and on Paris to 5.18¾@5.15; sight bills on London to 110@110¼; and on Paris to 5.15@5.13½. The offerings of produce bills have been fair since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,-716,624. The exports in 1866, were to the value $191,703,602, against $178,626,298 in 1865.

Government securities have been in good demand, through the week, chiefly for home investment purposes opening at buoyant prices, and closing without any remarkable depression, despite the efforts which have been made to use the political discussions and excitement at Washington, to damage the public credit. The inquiry has been mainly for the favorite six per cent. gold bearing bonds of 1881, and the various issues of the Five-Twenties, especially the earliest and the latest. The outstanding Five-Twenties of all issues now amount to $891,125,100. The six per cents of 1881 now amount to $283,740,850, against $283,740 a month ago. These, with the $171,-069,350 of ten-forties constitute the bulk of the coin bearing portion of the debt. The Seven-Thirty notes have attracted less attention than the funded obligations and have been less buoyant in price. The three series of the seven-thirty currency loan now outstanding reach $676,856,600 against $699,933,750 a month ago, making the total reduction in the Seven-Thirty line (mainly of the first of August issue, maturing in about seven months) about $153,000,000 from the original aggregate issue of $830,000,000. There has been a better inquiry for the compound interest notes at firmer rates. U. S. sixes of 1867 closed here on Wednesday at 127@128; U. S. sixes of 1868, at 128@129; U. S. sixes of 1881, 108⅛@108⅜; U. S. Five-twenties of 1862 at 107⅝@107¾; U. S. Five-twenties of 1865 at 106@106¼; U. S. Five-twenties of 1865, consolidated, 104@104⅛; U. S. Ten-forties at 99¾@100, and U. S. Seven-thirties at 104½@104¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116½	May, 1865	111¼
July, 1864	116	August, 1865	110½
August, 1864	115½	September, 1865	110¼
October, 1864	114½	October, 1865	110
December, 1864	113½		

On the 1st inst. the coin balance in the National Treasury amounted to $97,841,967, including $81,-399,287 absolutely the property of the Treasury, as against $75,550,316 on the 1st of December; and $16,402,680 belonging to depositors holding gold certificates, as against $10,636,500 standing to the credit of the same parties on the 1st ult. The currency balance in the Treasury fell from $40,195,821 on the 1st of December, to $33,865,765 on the 1st inst.

A comparatively moderate movement has been reported in the railway and miscellaneous Stock line, through the week, at yielding prices, though there was no very decided pressure to realize until Wednesday, when there was some rather free unloading on the part of weak holders. The market closed up very heavily and without activity. Neither class of operators evinced much inclination to do anything like an extensive business, pending some definite congressional action on the vital political, financial, and industrial issues now under discussion in the national legislature. Should money work easy, however, this reluctance to move would probably give way to the temptations to speculate which cheap money almost invariably presents.

In general business, there has been no encouraging improvement since our last. Produce operations have been on a restricted scale and toward the close on the basis of drooping prices for breadstuffs, cotton, and most kinds of provisions, the exception having been barrelled pork, which left off in favor of sellers, on some speculative activity. The spiritless telegraphic advices from England have damaged the home market for Cotton, which closed heavily on Wednesday 35@36½ for middlings, per lb. The stock of cotton now here is estimated at about 170,000 bales. The receipts at the port this week, have averaged 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 292,-000 bales, against exports of 119,698 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 762,000 bales against 905,000 bales same time last year; exports, 290,000 bales, against 432,000 bales same time last year, estimated stock at latest dates, 560,000 bales, against 470,000 bales same time last year. In foreign merchandise, some increase of activity is reported in groceries, hides, skins, and metals, but thus far, the dry goods interest has exhibited no very decided symptoms of improvement. The current importations are quite moderate and are mainly bonded to await the revival of trade. The total imports of foreign dry goods, last week, were $1,690,285, and the total amount marketed $991,208. The value of foreign merchandise imported last week, was $2,449,789—making the grand total specie value of last week's imports of dry goods and merchandise, $4,140,074, and for the year 1866, $297,957 against

$222,619,138 in 1865. The ocean freight market is less active being quoted firmer with 581 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d.per bbl.; grain at 3½@4d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 22.	Dec. 31.	Jan. 9.
Consols .....—89¾	—	91
U. S. 5-20's of 1862..—72¼	72¾	72⅞
U.S. 5-20's of 1865..—71	71¾	71¾
Erie .....—46	46	45
Ill. Central.....—79	80¼	81

The New York exports, exclusive of specie, for the week ending Jan. 8, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$4,091,557	$3,716,624

We give elsewhere a statement of the National Debt—the only correct one yet published.

The balance in the Sub-Treasury on Wednesday was $101,592,334 61.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn Park Loan, 90; do., Water Loan, 96; N. Y. State 6s, 1873, 99; do., 5s, 1874, 94; do., Bounty Loan, reg., 105¾; do., 7s, 1870, 102½; Rhode Island 6s, 98⅓; Connecticut 6, 98½; Dubuque and Sioux City 1st mort., 82; Great Western 2d mort., 71; Chicago, Rock Island and Pacific 7s, 92; Galena and Chicago 1st mort., 100; Morris and Essex 1st mort., 96¾; New York and New Haven, 115; Rome, Watertown and Ogdensburg, 95; New Jersey Central, 124; Indianapolis and Cincinnati, 87; Stonington, 98; U. S. Exp., 68; Am. Express, 78; Adams' Exp. Co., 68; South Am. Nav. and Marine R. R. Co., 117; Union Navigation, 108½; Cary Imp., 11; Boston Water Power, 30; Butler Coal, 20; Maryland Anthracite Coal, 8¼; Wilkesbarre Coal, 57; Pennsylvania Coal, 145; American Coal, 65; Cameron Coal, 10; Mariposa pref., 30; do., 1st mort., 43; Brunswick City Land, 9; Western Union Telegraph, 45⅞; do., Russian Extension, 96¼; Shoe and Leather Bank, 111; Gallatin National Bank, 110; Central Bank, 112; 4th National Bank, 105¾; Continental Bank, 110; Bank of Commerce, 114; American Flag, 2.30; Atlantic and Pacific, 3.40; Benton, 1.20; Boscobel Silver, 1.60; Bates and Baxter, 2.25; Consol. Gregory, 16.85; Corydon, 5.80; Davidson Copper, 0.58; Gilpin, 3.50; Gold Hill, 4.29; Gunnel, 1.30; Grass Valley, 0.85; Holman, 0.23; Hope, 1.00; Hibbard G. and C., 85; Iron Tank Storage, 35; Keystone Silver, 0.09; La Crosse, 1.70; Long Island Peat, 4.35; Liberty, 0.12; Montana, 0.65; Mercantile, 0.85; Mill Creek, 0.12; New York, 2.35; Nye, 0.12; Ohio and Col., 0.65; Pah Ranegat Central, 2.00; Perry and People's, 0.08; People's Gold and Silver, 2.45; Quartz Hill, 4.85; Rocky Mt., 2.50; Rockland Copper, 9.50; Smith and Parmalee, 8.00; Superior Copper, 4.50. Tudor Lead, 3.00; Texas, 0.20; Walkill Lead, 1.45; Wells Fargo & Co., 75; Yellow Jacket, 0.50; Buchanan Farm Oil, 0.20; U. S., 3.90; Forrest County, 0.02; Central, 1.15; U. S. Pet., Farms, 0.10; Bergen Coal and Oil, 0.25.

Philadelphia.—Camden and Amboy scrip., 46½; 13th and 15th streets, R. R., 19; Union Passenger R. R., 19; Warren and Franklin 7s, 85; West Jersey 6s, 85; Cleveland and Mahoning bonds, 93; Belvidere Delaware 6s, 85½; Hazleton Coal, 58½; Locust Mt., 46; St. Nicholas Coal, 1½; Fulton Coal, 5½; Northern Liberties, 6s, 96; Spring Garden 6s, 96; Delaware Division Canal 6s, 87; Girard Bank, 56; Mechanics Bank, 32; Farmers' and Mechanics' Bank, 135; 1st National Bank, 140; McElheny Oil, ⅝; Hyde Farm, ¼; Keystone, ⅞; Maple Shade, 2¼; Ocean, 3¼; Egbert, ⅜. The latest quotations are: City 6s, 96@96½; do., free of tax, 100¼@9100⅜; State 5s, 92¾@93; do., coupon, 92@93; do., 6s, W. L., 101@—; Phila., Wil. and Balt., 56; Reading, 52½@52⅝; do., 6s, 1870, 95@97; do., bonds, 91@92; do., con., 112@117; Camden and Amboy, 130⅞@132½; Penn. R. R., 56⅝@56¾; do., 1st mort., 99½@109; do., 2d mort., 97@97½; Little Schuylkill R. R., 33@33; Morris Canal, 87@88; do., pref., 124@125; do., bonds, 92@95; Wyoming Valley Canal, 52@54; do., 6s, 85@89; Susquehanna Canal, 13½@14; do., 6s, 62@63; Sch. Nav., 23¼@24; do., pref., 33¼@34; do., 6s, 1882, 80@81; Union Canal bonds, 21½@28½; Delaware Div. Canal, 56⅜@56¾; do., bonds, 67@97½; Elmira and Williamsport, 29@31; do., pref., 42@45; do., 7s, 1873, 94@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54⅞@55; do., bonds, 1884, 91⅛91⅝; North Pennsylvania, 39@40; do., 6s, 90@90½; Philadelphia and Erie, 31¼@31½; do., 6s, 92½@93; Minehill, 58½@59; Catawissa, —@—; do., pref., 32½@32½; Lehigh Valley, 65½@66; do., bonds, 95@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 89@90; West Philadelphia, 73@75; Spruce and Pine, 30@30¼; Green and Coates, 29¼@—; Chestnut and Walnut, 45@49; Thirteenth and Fifteenth, 18¾@19¼; Girard College, 28@29½; Tenth and Eleventh, 60@70; Union, 40@41½; Hestonville, 14¼@14½.

Boston.—Salem and Lowell 6s, 83⅛; Ogdensburg 1st mort., 100; do., 2d mort., 71; Vermont Central 1st mort. 7s, consolidated, 76; do., 2d mort., 38½; N. Y. and Boston Air Line 6s, 39; Central Pacific 7s, 1875, Gold, 95¾; Old Colony and Newport 6s, 1875, 97½; Rutland and Burlington 1st mort., 122⅝; Sandusky, Dayton and Cincinnati old, 12⅛; do., 6s, 1900, 78¾; Worcester and Nashua, 114¾; Ogdensburg and Lake Champlain R. R., 74; do., pref., 102½; Boston, Hartford and Erie, 11⅝; do., 7s, 41¼; New England, Pet., 0.01; Indian Spring, 0.65; Massachusetts and Oil Creek, 0.10; Pepper Well, 0.45; Central Petroleum, 1.00; Beebe Farm, 2.60; Crescent Petroleum, 0.13; Roaring Brook Coal, 40; Summit Branch Coal, 10½; Mt. Pleasant Coal, 18; Short Mt. Coal, 14½; Newport Coal, 59½; Collins Coal, 9.00; Mammoth Vein Coal, 1.50; Lackawanna Coal, 7; Harleigh Coal, 35; Gilberton Coal, 20; Boston Water Power Co., 30; Cary Imp., 11½; Ophir, N. S., Gold, 2¾; Gilpin Gold, 3.50; Clarendon Gold, 0.03; Colorado Gold, 1.75; Montezuma Gold, 1.00; Quartz Hill Gold, 4.65; Victoria Lead, 1.05; Massachusetts 5s, 1883@1894, gold, 99½; Maine 6s, 1871, 100; New Hampshire 6s, 1878, 100; Bangor 6s, 1874, 96¾; St. Louis 6s, 1881, 86; Portland 6s, 1871, 98; Boston 5s, 1877, 100; do., 6s, 1876, currency, 102⅝; Charlestown 6s, 1874, 100; Lynn 6s, 1885, 100½; Adams' Exp., 69; Merchants' Bank, 118; Everett Bank, 101; Globe Bank, 129¾; State Bank, 110½; 3d National Bank, 110¾; Howard Bank, 108; Traders' Bank, 103¾; Old Boston Bank, 65¾; Shoe and Leather Dealers' Bank, 132; New England Bank, 124; Bank of Commerce, 117; Pawners' Bank, 97¾; Mt. Vernon Bank, 120; Market Bank, 107½; Eliot Bank, 117½; Bank of North America, 106; Allouez Mining Co., 3½; Albany and Boston, 7; Bay State, 9¾; Canada, 60c.; Concord, 2⅛; Calumet, 75c.; Dana, 1½; Eagle River, 2; Hancock, 12¼; Hanover, 1½; Hecla, 50; Humbolt, 1½; Mesnard, 1½; Pontiac, 51c.; Petherick, 3; St. Clair, 3⅞; South Side, 1½; Superior, 3⅞; Winthrop, 1½.

Baltimore.—Marietta and Cincinnati 1st mort., 87½; N. W. Va. 1st mort., 94; Virginia and Tennessee R. R. 8s, 80; Virginia 6s, old, reg., 31; Maryland 6s, 1890, 100; Georges' Creek, 101; Maryland Anthracite Coal, 7¼; Atlantic Coal, 0.65; Santa Clara, 2⅜; North State, 0.10; Balt. and Cuba Smelting and Mining Co., 53; Balt. Chrome, 0.30; Susquehanna Canal bonds, 60½; Bank of Baltimore, 102; Western Bank, 28; Merchants' Bank, 103; 3d National Bank, 101½; Franklin Bank 13. The latest quotations are: Balt. and Ohio, 116¼@—; do., 6s, 1867, 98@100⅜; do., 1875, 95⅞@96; do., 1880, 95⅞@96; do., 1885, 97¾@98; Northern Central, 47@48; do., bonds, 1885, 85@88½; N. W. Va. 1st mort., 1873, 94@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87½@87¾; Central Ohio, 24@—; do., 1st mort., 89@95; Western Md. bonds, 65@70; do., guar., —@95; Maryland 6s, coupon, 1870, 101@102; do.,Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95@96; do., 1875, 97@97¾; do., 1886, 97@97; do., 1890, 97@97½; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17@18; Canton Co., 34@50; Gardner, 0.65@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 7½@7¾; George's Creek, 100@105; Santa Clara, 3@5; Balt. Chrome, 0.50@0.40; Bare Hill, 0.35@0.40; Atlantic Coal, 0.55@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 160@190.

New Orleans and Jackson Railroad.

The prosperous condition of this road is a matter of congratulation. Starting out under rather unfavorable circumstances, it has emerged from its difficulties and embarrassments, and now presents an exhibit which will compare favorably with older and more fortunate institutions. We are pleased to learn that the directors are now prepared to pay the interest on coupons due in New York and here, amounting to about eighty-one thousand dollars; and some sixty thousand dollars have already been remitted to Europe to pay the coupons due there. All of this money is the earning of the road, not one dollar having been borrowed to make the payments mentioned. This speaks well for the present Board of Directors, and evinces great efficiency and good management on the part of those gentlemen charged with the administration of the Jackson Railroad. Persons holding coupons past due would do well to call at the office of the company and have them funded. We trust that the road will continue to prosper in the future as it has done in the short time since its revival.—*N. O. Com. Bulletin Jan.* 1.

☞ The Southern Pacific Railroad Company, at a recent meeting, elected directors and selected Hon. G. T. Phelps as President.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 29th, 1866, were $111,760 00
Corresponding week of previous year.. 107,854 00

Increase..... $3,906 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Dec., 1866, were..... $59,616 00
Corresponding week of previous year.. 55,421 00

Increase..... $4,195 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Dec., 1866... $32,466 00
Corresponding week previous year..... 29,877 93

Increase..... $2,588 07

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Dec. 1866, were..... $101,964 89
Corresponding week of 1865 ..... 107,741 80

Decrease $5,776 91

The earnings of the Chicago and Northwestern Railway for the fourth week in Dec., 1866, were..... $204,628 00
Corresponding week of previous year,. 172,168 00

Increase..... $32,455 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 27th, 1866, were $22,044 00
Corresponding week of 1865..... 22,570 00

Decrease..... $526 00

The earnings of the Western Union Railroad for the week ending Dec. 31, 1866 . .. $19,629 20
Corresponding week previous year.... 12,885 54

Increase $6,743 66

Journal of Railroad Law.

RUNNING OVER ANIMALS—OBLIGATION OF COMPANY TO FENCE TRACK.

The case of Bennett against The Chicago and North Western Railroad Company lately decided by the Supreme Court of Wisconsin, decides that the owner of an animal injured by a railway train cannot recover damages under ch. 268, Laws of 1860 of that state by merely showing that near the depot of the company, land occupied by the company for its track, other than its depot grounds, was unfenced; but he must show that the animal got upon the track at a point where the company was bound to maintain a fence, but neglected to do so.

It is also decided that where an animal, permitted by its owner to run at large upon commons adjoining the depot grounds of a railroad company, escapes from such ground upon the railroad track, the company is not liable for injuries done to such animal by one of its trains, unless the injury is inflicted wilfully, or through the gross negligence of the company's servants.

The opinion of the court containing all the facts of the case, was written by

Cole, J.—It appears to us that there was error in the refusal of the circuit court to give the first and sixth special instructions as asked by the defendant on the trial. By the first instruction the court in effect was asked to charge the Jury, that if they were satisfied from the evidence that the plaintiff's colt went upon the track of the railroad from the depot grounds of the company, then the plaintiff could not recover, unless the proof showed that the agents of the company were guilty of gross negligence. The court gave the instruction after striking out the word "Gross." In the sixth instruction the court was asked to instruct the Jury, that if they believed from the evidence that the plaintiff turned his colt at large in the vicinity of the defendant's depot grounds, and the colt went to the track of the road from said grounds, then the plaintiff could not recover, unless the evidence showed that the agents of the company wantonly caused the injury. This instruction the court gave after striking out the word "wantonly" and inserting in lieu thereof the words "negligently or wilfully."

The action was brought to recover damages for injuries done to a colt by a locomotive and train of cars, while the colt was on the railroad track a short distance south of the depot at Juneau. There is a common or uninclosed land, adjoining the depot grounds at that place. The precise limits of the depot grounds are not ascertained, and it does not satisfactorily appear where the colt entered upon the track, whether from the grounds used by the company for depot purposes or from some uninclosed lands near the railroad track where the company was obliged by law to fence its road. But that there was testimony from which a jury might have found that the colt entered upon the railroad track directly from the depot grounds, cannot be denied. This being so, what rule of law would measure the liability of the company upon such a state of facts? Would the company be liable for injuries occasioned by the gross negligence of its servants in the management of its trains, or does the law attach to it a more strict liability under these circumstances? From the qualifications placed upon the above instructions, the circuit court in effect ruled that where animals were upon the depot grounds of a railroad corporation—where of course they had no right to be—and should pass from such grounds upon the railroad track, and should happen to be injured or killed from the want of ordinary care and diligence on the part of the employees of the company, yet the company is liable in damages for injuries thus occasioned. It is evident that such is really the scope and effect of the instructions as given to the jury; and this is too in a case where the colt was a trespasser, and escaped upon the track from land which the company was under no obligation to fence, now the question is, is this not holding the company to a stricter liability than the principles of the common law will warrant? It appears to us that it is. The authorities upon this subject are fully considered in the case of Stucke *vs.* The Mil. and Miss. R. R. Co., 9 Wis., 202, and need not be examined here. We do not understand the cases to hold that at common law the company was liable for injuries resulting from a want of ordinary care where the cattle strayed upon the track and depot grounds and were trespassers when injured. The liability of the company growing out of the statute requirement to fence its road, will be hereafter considered. That liability does not affect the present question, since the law expressly provides that the company need not fence its depot grounds. We are now to ascertain whether the company is liable for injuries occasioned by ordinary negligence where cattle escape upon its track from its depot grounds. The instructions assume that the colt was injured by entering upon the railroad track from such grounds, which the company was not bound to fence and where the colt was a trespasser. And the court ruled that if it received the injury while thus straying upon the track from the depot premises of the railroad company, in consequence of the want of ordinary care and diligence on the part of the servants, then the company must respond in damages. This is not a case where the colt broke from some inclosure and strayed upon the road. For the plaintiff himself testified that he turned the colt out on the common about a week before it was injured. Now in permitting the colt to run at large on a common adjoining the railroad and depot grounds, from whence he would probably, if not certainly, stray upon the track and be exposed to collision with trains of cars passing by, thereby endangering the lives and persons on all trains, the plaintiff himself was guilty of very great negligence. In the language of the Chief Justice, used in giving the opinion in the case of Goss against this same defendant, reported in the 17th Wis., 428: "If the owner rashly or carelessly allows his oxen or horses to go upon the road, and they are killed by the gross negligence of the company or its servants, it is gross negligence against gross negligence, and there can be no apportionment of damages. In such a case it would seem that nothing short of proof of wanton or malicious injury would entitle him to compensation." P. 433. These remarks are strictly applicable to the facts of this case in the aspect we have been thus far considering it. Therefore the error of the court in refusing to give the above instructions is clear and manifest.

It is claimed, however, that the company is liable because it has failed to comply with chap. 268, Laws of 1860, which imposes upon railroad companies the duty of building and maintaining suitable fences on each side of their roads, with proper cattle guards at the crossings. The statute certainly imposes upon railroad companies this duty; but, as already said, it expressly excepts all depot grounds. Now it is insisted that the evidence shows that the road was not fenced where the depot grounds terminated at Juneau, and that consequently the company is liable irrespective of the question of negligence. The extent of the depot grounds at Juneau is not clearly defined and ascertained, and we are hardly authorized to assume on this record that the company has failed to comply with the law of 1860 in omitting to fence its road at that place. It appears that considerable land is used at that station for depot purposes, but precisely how much is left in doubt and uncertainty. Now if the plaintiff rests the liability of the company on the ground that it has omitted to build and maintain fences as required by statute, then he should show that in consequence of this neglect of duty he has sustained an injury; in other words, that in consequence of the neglect of the company to fence its road where it was bound to fence it, his colt strayed from premises which were not depot grounds, on the railroad track at a place where the law compelled the company to build and maintain a fence, and was injured, then doubtless the company would be liable for any damages sustained by reason of such neglect, without reference to the question whether there was negligence

in the management of the train at the time of the injury or not. McCall *vs.* Chamberlain, 13 Wis., 637, and authorities there cited. But if the colt entered upon the track from the depot grounds, which the company was not obliged to fence, then a different rule could apply.

We think these remarks dispose of the case. The judgment of the circuit is reversed, and a new trial ordered.

Metropolitan (Horse) Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers and tickets sold	$637,689 23	$736,355 90
From other roads, as toll or rent for use of road	2,763 74	5,709 81
From other sources	11,149 78	11,348 86
Total earnings	$651,602 75	$753,414 57
Expenses	693,744 74	639,941 69
Excess of expenses	$42,141 99	.....
Net earnings	.....	$113,472 88
From which deduct deficit of 1865		40,438 57
Leaving a surplus of		$73,034 31

The balance carried forward from 1864 was $31,703 42; the excess of expenses, in 1865, as above, was $42,141 99—deficiency, $10,438 57; to which add dividends in 1865, 3 per cent., $30,000—making a total deficit, in 1865, as above, of $40,438 57. This amount deducted from the large earnings of 1866, leaves a surplus at the close of the year of $73,034 31, from which a dividend of five per cent. was declared payable on the 1st of January inst.

The assets and liabilities of the company on the 30th of November, 1866, were as follows:

ASSETS.

Road		$895,557 31
Real estate and buildings		254,262 37
153 cars		118,893 92
4 steam passenger cars		24,579 02
837 horses		104,021 69
Sleighs and coaches		60,244 45
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, &c		43,919 22
Hay, straw and grain		4,940 27
Cash and sundry accounts		4,920 63
Land on Tremont street		32,671 85
		$1,544,010 73

LIABILITIES.

Capital stock	$1,250,000 00	
Notes payable	100,000 00	
Sundry acc'ts payable	27,454 50	
Outstanding tickets	11,642 02	
		1,389,096 52
Excess over liabilities		$154,914 21

The re-valuation of the above assets, now figured at their cost, would considerably increase the above excess.

This shows an increase of $2,595 61 in cost of road over 1865, arising from the payment of bills contracted in that year for the extension into Chelsea.

The cars and other vehicles of the company have run during the year ending November 30, 1866, 275,849 round trips, have run during the same period, 2,005,820 miles, and carried in all, 12,236,305 passengers, being an average of 5,495 miles run, and 33,524 passengers carried for each day in the year.

The following is a comparative statement of the business of the road from 1861 to 1866, inclusive:

	Number of Passengers.	Receipts.	Cost per mile run cents.
1861	5,810,119	$286,270 15	.....
1862	6,163,877	300,806 52	18.14
1863	8,153,110	388,616 51	21.55
1864	11,298,074	580,043 01	27.65
1865	11,263,118	651,602 75	34.92
1866	12,236,305	753,414 57	31.90

The general condition of the road is excellent; no effort has been spared to keep it in good repair.

New rails of approved pattern, 45 pounds weight to the yard, have been put down from Montgomery Place to Court street, on Tremont street, and from the junction of Cornhill to Essex street, on Washington street. The cost of the iron only, $5,142 02, has been charged to depreciation account, the only item to the debtor of that account during the year.

The additions to the equipment in buildings, cars, sleighs, &c, with the exception of $1,000, arise from purchases and contracts made in 1865, and amount to	$17,365 82
Met in part by sales of real estate, etc., the past year	10,591 00
Increase in equipment account	$8,774 82

The horses are in excellent condition for service. The mortality for the year has been but 2.68 per cent. notwithstanding the trying and continuous heat of the last summer and the constant work required.

The contract with the Dedham and West Roxbury Railroad Co., which expired on the 30th of June last, has not been extended. The contract with the Middlesex Railroad Co., was also terminated on the 24th of November.

Early in August last the rates of fare were reduced to twenty tickets for one dollar to any part of Roxbury, free of the U. S. Government tax.

All State, City and County, and U. S. Government taxes upon the capital stock and property of the corporation, amounting the past year to $36,797 18, have been paid from the earnings and charged to the expenses of the road; the shareholders are therefore exempted from all taxation upon their investments in this company, except from the excess of individual income over $5,000.

Illinois and Michigan Canal.

The Governor of Illinois, in his recent message to the Legislature, speaking of the enlargement of the Illinois and Michigan Canal and Illinois River to the Mississippi, says: "The river and canal belong to the State, but our people are willing that both should be made available for the commerce of the country. We very much desire additional facilities for an outlet and inlet of the growing and suffering commerce of the Northwest; our abundant surplus produce must get to market without being choked to death. Neither the United States nor Illinois can afford to cramp commerce, or permit it to be delayed with local hindrance. It is folly to talk about encouraging agriculture and manufactures, and attempt to squeeze both to market through overland and arbitrary channels of trade. He also says this is eminently a national work, and the Washington Government ought to be respectfully but urgently beseeched through our representatives in Congress, and by every other proper and available influence, to make appropriations at once for this object."

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Dec. 1, 1866.	Jan. 1, 1867.
Debt bearing int. in coin.	$1,371,068,591 80	$1,400,490,741 80
Debt bearing interest in currency	857,622,890 00	832,379,440 00
Matured debt not presented	22,605,794 71	16,518,589 31
Debt bearing no interest.	433,698,598 93	425,673,334 32
Total	$2,684,995,875 44	$2,675,062,505 43
Coin in Treasury	$95,168,816 15	$97,841,567 75
Currency	40,195,821 07	33,895,765 04
	$135,364,637 22	$131,737,332 79
Debt less cash in the Treasury	$2,549,631,238 22	$2,543,325,172 64

The total debt shows a decrease since the 1st of December of $9,993,370 01. The balance in the Treasury shows a decrease, as compared with December 1st, of $3,627,304 43. Deducting the amount on hand from the aggregate debt, both on the 1st of December and the 1st of January, the decrease of debt would be $6,306,065 58. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of January, 1867, and the actual decrease in the Public Debt since that period has been $214,364,398 79.

Atlantic and Pacific Railroad.

Negotiations for merging the Southwest Pacific Railroad into the Atlantic and Pacific Railroad were concluded on the 7th inst., and Henry H. Ward, Leonard W. Jerome, Robert L. Cutting, President of the Board of Brokers; Paul S. Forbes and Charles Gould were elected to the Board of Directors of the latter company. Instructions have been forwarded to the contractors on the Southwest Pacific Railroad to place an additional force of fifteen hundred men on the work of construction west of the Gasconade river.

Kent County Railroad.

We learn from the Chestertown, Md., *News*, that the first survey for the location of this road has been completed. The distance from Massey's Cross Roads to Rock Hall is a little less than 23 miles, which will make the road, estimating the distance from the former place to the proposed connection with the Delaware road, about thirty-three miles in length. The country of which the survey was made was found to be for the most part level and well adapted to railroad purposes, for three miles south of Massey's Cross Roads there not being encountered a grade of three feet. More stock, however, is necessary to be taken before the road can be made.

☞ The directors of the Pensacola Railroad have entered into a contract for the reconstruction of their road from Pensacola to its intersection with the roads from Mobile to Montgomery, at Pollard. The work of cutting cross-ties has already been commenced, and, according to the terms of the contract, the road will be completed in five months.

Connecticut and Passumpsic Rivers R. R.

The receipts of this company for the six months ending November 30, 1866, were:

Passengers	$109,999 51
Freights	167,212 24
Mail, express, rents	8,053 73
	$285,265 48

Expenses, viz:

Car and locomotive repairs	$36,632 95
Road repairs	44,892 79
Bridge repairs	767 55
Building repairs	2,721 62
Fuel	20,403 60
Losses	1,375 55
Freight expense	12,058 73
Passenger expense	7,662 17
Oil and waste	4,649 00
General expenses (including taxes)	10,145 58
Insurance	515 64
Tools and machinery to replace those lost by fire	20,823 11
	$162,648 29
Net	$122,617 19
Corresponding 6 months, 1865	135,909 90
Decrease	$13,292 81

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund we learn that the total funded debt of the State, May 15th, 1866, was $12,511,197 01

Since that date there has been redeemed of the foreign loan of 1880	$68,776 87	
Of the foreign loan of 1865	627,652 00	
		696,428 87
Outstanding November 15, 1866		$11,814,768 14

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest	$24,000 00
Loan payable after Dec. 31, 1860, bearing 6 per cent. interest	444,022 25
Loan payable after Dec. 31, 1865, not bearing interest	7,000 00
Loan (Union) payable July 1, 1868, bearing 6 per cent. interest	379,866 00
Loan payable after Dec. 31, 1870	2,183,531 93
Loan payable after Dec. 31, 1875	1,600,000 00
Loan payable after Dec. 31, 1881	4,095,309 47
Loan payable after Dec. 31, 1886	2,400,000 00
Total foreign debt	$11,133,729 65

DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest	60 36	
Union loan of 1868, bearing 6 per cent. interest	279,213 13	
Union loan of 1870, bearing 6 per cent. interest	400,000 00	
Total domestic debt		$681,038 49
Total funded debt Nov. 15, 1866		$11,814,768 14

During the fiscal year the public debt of the State was decreased by $1,097,246 31. In addition to this actual reduction, the sum of $29,000 had ceased to draw interest, the parties holding it having been notified to present the stocks for redemption.

At the date of the report, the Commissioners were in funds to redeem the entire outstanding principal of the loan of 1860; and the holders were notified to present the same at the Ohio State Agency in this city on the 1st inst., for redemption, after which interest would cease.

The receipts into the Sinking Fund, and the disbursements therefrom, during the six months covered by the report, were as follows:

RECEIPTS.

Balance in Treasury, May 15, 1866	$260,849 56
From taxes—sinking fund	389,377 32
From taxes—war loan	43,274 93
From school lands	24,568 24
From surplus revenue	4,732 09
From sale of stock, dividends, etc.	157,009 84
From soldiers' relief fund	338,656 00
Agricultural College land scrip	189,871 60
Total receipts	$1,408,338 58

DISBURSEMENTS.

Redemption of foreign loans	$476,966 40	
Interest on foreign debt	340,226 00	
Interest on Union loan	32,285 31	
Interest on irreducible debt	113 84	
Expense of N. Y. Office	2,049 70	
Expense of home office	1,446 66	
Expense of Commissioners	550 00	
Total disbursements		853,637 91
Balance in Treasury, Nov. 15, 1866		$554,700 67

"Dummies" Looking Up.

The Boston *Traveller* says that the Woodbury steam car seems likely to take the place of locomotives hereafter for light trains on all short steam roads, to give greater accommodation, with reduced fares, and at the same time make more money. One of them ran from Boston to Salem the other day, sixteen miles, in thirty-eight minutes, including stops.

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In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

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CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
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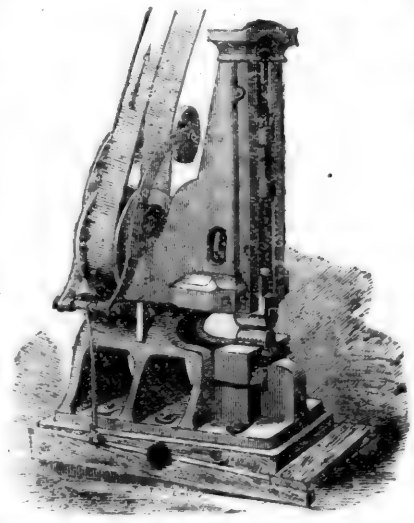
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H. C. LUCE, Prest.
H. W. MOORE, Supt.

BORDEN & [illegible]
70 and 71 West Street, New York.
GENERAL AGENTS
Borden Mining Company's
CUMBERLAND COAL

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Atlantic and Great Western Railway Co.
(CONSOLIDATED.)

SECRETARY'S OFFICE,
MEADVILLE, PA., DEC. 1, 1866.

NOTICE is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding elections, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 P. M. and close at 4 P. M.

The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

J. C. CALHOUN, Secretary.
5149

THE
Sterling Iron and Railway Co,
Office No. 42 Pine St., New York,
Offer for sale at lowest market rates, in quantities to suit purchasers,
THEIR SUPERIOR
MAGNETIC IRON ORE,
for Blast and Puddling Furnaces; also
"STERLING"
CHARCOAL PIG IRON
AND
ANTHRACITE PIG IRON.
J. DUTTON STEELE, President.

RICHARD W. TYSON & CO,
Baltimore Rivet & Spike Works,
BALTIMORE, MD.
MANUFACTURERS OF
HOOK AND FLAT HEAD
RAILROAD SPIKES,
BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,
All of Best Quality Iron.

CALEB H. MALIN. HANSON E. ATKINS. GEO. MALIN.
Caleb H. Malin & Co,
COMMISSION MERCHANTS
FOR THE SALE OF
Pig, Railroad, Boiler and Merchant Bar
IRON,
RAILROAD SPIKES AND CHAIRS.
T Rails from 18 to 64 lbs. per yard. Street Rails, 33, 45 and 68 lbs. per yard.
No. 333 Walnut Street,
PHILADELPHIA

20,000
Pheonix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
ERIE PATTERN.
FOWLE & CO.,
70 Broadway.

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,
VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:
D c. 31.—NEW YORK, Capt G W. Furber, connecting with CONSTITUTION, Capt. Caverly.
Jan 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting w th GOLDEN AGE, Capt. Lapidge.
Jan. 21.—RISING STAR, Capt. T. A. Harris connecting with GOLDEN CITY, Capt. I T. Watkins.
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.
Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.
A Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.
100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.
3m35 H. K. HOLMAN Agent.

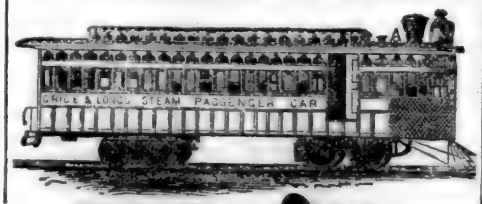
Collins Iron Company,
MANUFACTURERS OF
CHARCOAL PIG IRON,
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Swedes, Russia or Norway Irons.
Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.
TENSILE STRENGTH,
As Compared with other Irons.
FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,105
" " Lancaster Co., Pa	58,661
" " Russia	76,060
" " **C. R. Lake Superior**	**89,582**

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.
OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1855.
* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.
(Signed,) D. B. MARTIN,
Engineer-in-Chief.
YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE,
Secretary and General Agent.

C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.
C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.
SMITH & LATROBE,
Civil Engineers and Bridge Builders,
WITH
Benjamin H. Latrobe,
LATE CHIEF ENG'R BALTIMORE & OHIO R. R.
CONSULTING ENGINEER,
No. 7 Law Buildings, Baltimore, or Charlotte, N. C.



GRICE & LONG,
PATENTEES OF
Steam Passenger Cars,
AND BUILDERS OF ALL
Description of Cars,
AND
Engineers & Machinists.
FULTON WORKS,
1340 BEACH ST. PHILADELPHIA.
CAR WORKS,
TRENTON, NEW JERSEY.
OFFICE,
182 Broadway, NEW YORK.

RAILROAD IRON.
Steel Rails, Tyres & Axles.
The undersigned, Agents for Manufacturers in England and Wales, are prepared to contract for Rails, Erie or Street pattern, to be shipped from British ports, or delivered ex ship in New York or other ports in the U. S.
ORDERS EXECUTED FOR
MERCHANT IRON, STEEL,
and all descriptions of metals.
2,000 TONS GUEST'S G. L. RAILS
In port and to arrive.
CHAS. CONGREVE & SON,
104 and 106 John Street,
Opposite Cliff, New York.

American, Welch and Belgian Rails,
OF BEST QUALITY AND VARIOUS WEIGHTS
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT.
For Sale by
HEYERDAHL, KETTELL & CO.,
22 William Street, New York.

RAILROAD IRON, &c.
THE SUBSCRIBERS, Sole Agents in the United States and Canada, for Messrs. GUEST & CO., of London, are always prepared to contract for their celebrated make of G. L. Rails, and Merchant Bar Iron, at current market rates. The Undersigned are also prepared to supply Guest & Co.'s well known manufacture of Steel headed, and Solid Steel Rails, Angles, Plates, &c.
R. & J. MAKIN,
No. 53 Beaver Street, N. Y.

RAILROAD IRON.
ENGLISH and American Iron for DELIVERY IN NEW YORK. Chairs Phœnix Pattern. Chairs Old Pattern. Spikes, 5½x9-16. Spikes, 5x1-8.
FOWLE & CO.,
No. 70 Broadway, New York.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by
S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

RAILROAD IRON.
1,500 TONS RAILS ERIE PATTERN, 50 lbs. per yard, GUEST & CO'S make. Also 56 and 58 lb. Rails now ready for delivery.
PERKINS, LIVINGSTON & POST,
54 Exchange Place.

RAILROAD IRON.
2,500 TONS RAILROAD IRON, 50 lbs. per yard.
5,000 Tons Railroad Iron, 56 lbs. per yard.
In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by
DEHON, CLARK & BRIDGES,
28 Beaver Street

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
PERKINS, LIVINGSTON & POST,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
84 Broadway.
New York, 1st January, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 3.] SATURDAY, JANUARY 19, 1867. [WHOLE No. 1,605, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 19, 1867.

Little Rock and Fort Smith Railroad.

This company was incorporated in January, 1855. Early in the year 1853 the United States Government made a grant of six sections of land per mile to the State of Arkansas to aid in the construction of her railroads. The preliminary survey of the road from Little Rock to Fort Smith was made in the summer of 1854; this survey was adopted, and the lands attached by the General Assembly of the State in January, 1855. In the fall of 1857 a contract was made with an irresponsible party for the construction of a part, or the whole of the road, who, after making extensive preparations which inspired great confidence, and incurring large liabilities among the citizens, abandoned the contract and fled the country. The subsequent embarrassments of the company are attributed to this unfortunate connection. Again, in December, 1859, a contract was entered into for the construction of 32 miles of road, extending from Van Buren to Ozark. The main object in commencing operations at Van Buren was to have it under the immediate eye of the directors and stockholders, a majority of whom resided at that place. It was intended, however, as soon as confidence in the enterprize was restored among the people and capitalists at home and abroad that the work should be prosecuted from Little Rock, the only proper place of beginning. The work near Van Buren was continued with a limited force for several months, when it became gradually apparent to the company that they had made another mistake in their contractors; the work of construction was therefore partially suspended in July, 1860, and some months later the contract was annulled by mutual agreement. The work under this contract is spread over the first 15 miles east of Van Buren, and none of it is in a finished condition. Since the conclusion of this contract, the work of construction has not been resumed.

As it was found to be impossible to continue the work from the proceeds of land sales, or stock subscriptions, or both combined, an effort was made in the summer of 1860, to raise funds by mortgaging a part of the land donated by Congress to aid in building the road, but without success. An appeal was then made to the Legislature for aid, which was responded to by the passage of an act, approved January 15, 1861, appropriating the swamp land fund of the Clarksville district, to aid the company in building the road. This fund, amounting to $38,000, was paid over to the Treasurer of the company on the 28th of March, 1861. A small portion of this amount was subsequently used to pay current expenses, but the greater portion of it still remains in the hand of the Treasurer unimpaired.

During the war half of the stockholders and nearly half of the directors disappeared. The grant of land to aid in building the Cairo and Fulton Railroad, and its two branches reverted to the United States, in consequence of the company's failure to build 20 miles of the road within ten years, as required by the act of Congress of Feb. 9, 1853. An extension of the land grant was therefore an object of parimount importance. Accordingly, application was made to Congress, and on the very last day of the late session an act was passed reviving and putting in full force the grant as it originally stood, and making an additional grant of four sections per mile to aid in building the Cairo and Fulton road, and its two branches. The grant, as renewed and enlarged, secures for the use of the company more than 900,000 acres of land, which if judiciously disposed of ought to enable the company to build the road.

On the 18th of October, 1866, the company was reorganized by the election of new directors to fill the vacancies which occurred during the war. At this meeting a resolution was passed "rescinding any action that may have been done by the company, with reference to the late Confederate States." This was in accordance with the requirements of the act of Congress, above named; and necessary to enable the Secretary of the Interior to file a certificate in his office, and also in the office of the Secretary of State of Arkansas, stating that this company had reorganized its board of directors in a lawful manner—the filing of which certificate was made necessary before the company could obtain the benefit of said grant.

At this meeting the report of the special agent appointed to investigate and report upon the present condition and future prospects of the company, was received. From this report we learn that the original amount of stock subscriptions was about $200,000, one-fifth of which was taken by the State. There had been received from stockholders up to Nov. 20, 1860, $14,646 03; and from the State $38,000—making a total of $52,646 03. The total number of acres sold was 2,402, upon which $3,983 30 was received, leaving yet due $566 70, with interest. The only other receipts were $200 for engineer property sold during the war.

The expenditures consist of $2,707 76 for construction, $3,282 61 for engineering, $3,848 87 for miscellaneous expenditures, and $1,529 for money advanced by the directors, including a small amount of interest. The sum of about $14,000 was expended at the time of the organization of the company, for the preliminary survey, etc., of which no record now exists.

From the report of the Treasurer it appears that the amount of means on hand at this time is $31,304 21—of which, $27,789 21 is in gold, and $3,515 in uncurrent funds. In addition to which the company has a reliable stock subscription of at least $100,000, which can be largely increased at any time. The amount of land attached to the road will be in the neighborhood of 940,000 acres, which ought in time to become a source of con-

siderable revenue, and serve as a basis of credit to an extent sufficient to secure the construction of the road.

The amount expended upon construction, according to the Secretary's report is $10,322 05—of which a large proportion was paid in land, and in the stock of the company. The work done has been recently examined, and found in a good state of preservation. Indeed, the value of the work done is now considered greater than its prime cost.

About $17,000 was expended upon engineering, much of which may be considered lost; but the line of the road is fixed and known, and the expense of a re-survey can be avoided. The principal loss consists in the cost of preparing maps and profiles, which are indispensable, and which it will now be difficult to replace.

The amount due upon State subscription, according to the report of the Auditor, was about $13,000, and was appropriated by the State Government, during its exile from the capital, and cannot now be reclaimed.

All claims against the company as far as known, have been paid.

On the 17th of December, 1866, pursuant to notice, a meeting of the stockholders was held at their office in Van Buren, Ark., for the choice of directors, and also to take action upon the proposed consolidation of their company with the Memphis and Little Rock Railroad Company. The following gentlemen were elected directors, viz: Charles G. Scott of Pulaski County; Anderson Gordon of Conway County; David West and J. L. Shinn of Pope County; Moreua Rose and F. I. Batson of Johnson County; J. J. Walker of Franklin County; Jesse Turner, A. J. Ward, Richard Thruston, John Bostick, S. M. Hays, D C. Williams, W. F. England, J. B. Ogden, and Harvey Stewart, of Crawford County; and W. L. Cabell and John King of Sebastian County.

At a subsequent meeting of the new board, the following officers were chosen: Jesse Turner, President; A. J. Ward, Vice President; J. H. Haney, Secretary; P. Pennywit, Treasurer.

The number of votes cast for the consolidation was 4,150; against, 1,520—majority in favor of consolidation, 2,630. Should the stockholders of the Memphis and Little Rock Railroad Company ratify the proposed consolidation, the consolidated company will be known as the Central Pacific Railroad Company.

Pittsburg and Connellsville Railroad.

The City Councils and Board of Trade of Pittsburg have passed resolutions complaining of the want of transportation facilities for their growing trade, and asserting that a new outlet *via* the Pittsburg and Connellsville Railroad, opening as it will entirely new districts, and bringing them into near intimate relations with the great seaboard cities and the National Capital, will produce incalculable advantages to the whole West. They also call upon their representatives in the State Legislature to vindicate their good faith towards their constituency by devoting their utmost energies to secure the immediate repeal of an act so detrimental to the interest of Pittsburg and Western Pennsylvania as the bill depriving the Pittsburg and Connellsville Railroad of its charter privileges. In furtherance of these interests a committee of gentlemen has been appointed to visit Harrisburg when necessary and solicit favorable action on the part of the Legislature.

Wisconsin Internal Improvements.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The energy displayed by the people of this state during the past four years in projecting and carrying out successful enterprises of internal improvement, notwithstanding the heavy burdens and distractions of the war, is truly wonderful, and will soon envelop the whole state in a network of much needed railways.

Among the most important now projected and to be completed at an early day, I may mention the Tomah and Saint Croix; Portage and Superior, *via* Ripon, Berlin, Stevens' Point and Bayfield; Milwaukee and Fond du Lac, thence to connect with the Portage and Superior; the Manitowoc and Mississippi; the Oshkosh and Mississippi; the Sugar River Valley, from the state line, *via* Madison, to Portage; the St. Croix and Superior extension of the line from Sheboygan to Fond du Lac; the lines from Green Bay to the Mississippi; Mineral Point to Dubuque; Monroe, southwest to the Mississippi; between Omro and Oshkosh; from Madison, northwest, *via* Baraboo, and Milwaukee to West Bend.

The completion of the Northern Pacific Railroad will develop the rich country north and west of Lake Superior, and consequently is of great importance, political and material, to the nation. Aside from the benefit which will enure to this state from such general development, the eastern terminus of the road being within our borders, will offer to our railroads peculiar advantages for connection with it, thus making the route of great local interest to us. I recommend that you give to this undertaking your earnest, efficient support.

All of these lines will traverse rich portions of this state, throwing open its remotest parts, and should receive such encouragement as is due to their great importance. The citizens along the routes of many of them, alive to their utility, are freely contributing large sums of money, and urging them on by every possible means to a speedy completion, with a zeal which will surely secure their success.

The number of railroad companies making reports to the state is nine, having a total length of 1,731 miles.

Capital actually subscribed	$14,099,400 00
Received for transportation 1865	13,902,774 52
Passengers, 1865	4,311,065 67
State tax paid for 1865	203,296 10

During the past year officers detailed by the war department have made surveys of a portion of the Mississippi river, with a view to the removal of obstructions to its navigation, by the improvement of the Rock Island and Des Moines Rapids.

The Illinois, Rock, Fox and Wisconsin rivers have also been surveyed with reference to a water communication between the Mississippi and the Great Lakes. Both projects are considered entirely feasible.

It is reported practicable to construct a line of navigation, by Rock river to Lakes Huron and Winnebago, with at least the capacity of the Erie canal, thereby furnishing to the people along its route, facilities for the transportation of heavy freight, which would be of incalculable advantage to them. It is deemed by the engineers in charge, that the Wisconsin can be rendered perfectly navigable, by such methods of engineering as have been tried on similar streams elsewhere and found successful, or, should this in the end prove impracticable, that a canal of large capacity can be built along its valley at a cost so small as to warrant the undertaking.

The company having charge of the Fox improvement, proposes at an early day to render that stream navigable for larger boats than at present.

The Fox and Wisconsin route will give water transportation for a large portion of the heavy freight of our own and the states west of us. It is proper to mention in this connection that the trustees of the Fox river improvement have deposited with the state treasurer, in accordance with the provisions of chapter 535, laws of 1865, $47,104 86 for the payment of two improvement fund certificates, amounting to $3,133 66, the balance to be paid on the completion of the work on that river, as required by law.

The successful completion of either or all of these great enterprises will greatly add to the wealth of the entire Northwest, by decreasing the cost of transportation on our products to eastern and southern markets, and on such articles as we may purchase from them in return. Already the means of transportation are scarcely adequate to the cheap transfer of the immense amounts of grain and lumber which yearly pass over the face of this State seeking markets, and this inadequacy is constantly increasing. The utility of any improvement which will lessen it must be obvious to all.

Fitchburg Railroad.

The receipts of this road for the fiscal years ending November 30, 1865 and 1866, were as follows:

Receipts:	1865.	1866.
From passengers	$393,828 04	$428,290 44
" freight	556,993 66	627,642 15
" mails	10,000 00	10,000 00
" rents	4,801 15	6,044 34
" interest	14,010 03	18,275 35
" express	14,061 02	17,192 05
Total receipts	$993,693 90	$1,107,444 33
Expenses, viz.:		
Repairs of road	$132,734 09	$107,691 89
" locomotives	66,926 48	102,340 84
" buildings, etc.	35,269 78	76,158 80
" bridges	20,069 13	13,277 68
" cars	47,243 31	68,827 36
Fuel	105,078 33	97,632 08
Freight expenses	82,734 00	97,098 05
Passenger expenses	43,454 87	50,077 58
Switchmen, watchmen, etc	14,816 64	15,862 06
Oil and waste	15,965 22	12,048 55
Removing snow and ice	2,578 40	1,069 04
Taxes and insurance	88,439 74	70,460 53
Gratuities and damages	13,400 84	33,668 70
Salaries, office and law expenses	10,998 75	18,993 73
Total expenses	$679,439 08	$760,196 89
Net earnings	$314,254 82	$347,247 44

	1865.	1866.
Number of passeng'rs carried	1,427,957	1,368,856
Do., carried one mile	17,620,165	18,848,202
Number of tons of merchandise carried	486,015	512,874
Do., carried one mile	13,613,688	14,490,578
Number of miles run by locomotives	457,264	477,106

The assets of the corporation on the 30th of November, 1866, were as follows:

Notes receivable		$352,983 16
Cash and cash funds		83,730 66
Freight uncollected		11,207 46
United States, for mail service		1,666 67
		$449,587 95

The liabilities were:

Renewal fund	$14,534 19	
Balances due connecting railroads	2,379 24	
Unclaimed dividends	5,244 00	
		22,157 43
Surplus		$427,380 52

This sum, diminished by $186,315 79, the amount of the present January dividend, and the United States tax thereon, leaves in the treasury a surplus of $241,064 73.

In addition to this surplus, the company have other property, valued at $7,191 50; and also fuel, lumber, iron, and other materials necessary

for renewals and repairs, which are worth $88,067 76.

This property and material, amounting in value to $95,259 26, is paid for, but is not included in the assets before mentioned.

The company have 29 engines; 29 passenger, 9 baggage, 621 merchandise and 31 gravel cars.

TRIAL BALANCE SHEET, NOV. 30.

	1865.	1866.
Construction	$3,540,000 00	$3,540,000 00
Cash and cash funds.	93,359 96	83,730 66
Notes receivable	226,933 16	352,933 16
Fuel	40,039 00	23,817 50
Stock of materials	32,581 60	32,470 26
Real estate	7,071 50	7,191 50
United States mails	1,784 95	1,666 67
Receipts from freight	9,191 22	11,207 46
	$3,950,961 39	$2,053,017 21
Capital stock	$3,540,000 00	$3,540,000 00
Profit and loss	404,454 44	490,859 78
Renewal fund		14,534 19
Unclaimed dividends.	4,488 00	5,244 00
Receipts from passengers	2,018 95	2,379 24
	$3,950,961 39	$4,053,017 21

President.—WILLIAM B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham and W. A. Brigham.

Treasurer.—W. D. BENSON.

Gen'l Superintendent.—C. L. HAYWOOD.

Boston and Providence Railroad.

The earnings and expenses of this road for the fiscal years ending November 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$624,136 86	$651,756 12
" freight	547,755 61	490,334 67
" rents	12,256 55	11,421 96
" expresses	13,672 20	13,933 07
" mails	9,575 00	9,575 00
" interest received	7,107 86	6,763 22
" dividends on st'k	6,600 00	7,000 00
	$1,221,104 08	$1,190,784 04
Expenses:		
Coal, wood and water	$101,824 13	$92,625 54
Repairs of railroad	61,486 64	69,253 98
New sleepers	12,000 00	14,000 00
" iron	32,000 00	38,718 19
Repairs of locomotives.	68,493 55	84,624 34
" passenger cars.	43,186 10	33,026 06
" freight cars	47,434 38	40,000 00
" stations, etc.	82,609 22	60,000 00
" bridges	10,000 00	12,000 00
" fences	5,000 00	5,000 00
Snow account	1,000 00	1,000 00
Gratuities and damages	5,000 00	5,000 00
Passenger expenses	72,006 28	13,490 25
Freight expenses	125,070 25	110,989 64
Miscellaneous	26,267 09	18,359 53
Switch and gatemen	18,122 27	19,459 01
Taxes and insurance	25,531 02	25,797 10
Waste for cleaning cars, etc	2,957 11	2,398 81
Oil for engines, cars, etc.	8,793 59	8,973 84
Labor carrying mails	1,183 75	1,693 81
Total operating exp	$749,965 83	$716,405 10
U. S. Government and State Tax	102,595 81	88,548 64
Interest paid on bonds.	2,209 60	1,186 25
	$854,770 74	$806,139 99
Net earnings	$366,333 34	$384,644 05
Dividends	331,000 00	336,000 00
Surplus	$35,333 34	$48,644 05
Miles run by engines	450,096	441,786
Cost of fuel per mile	22.62 cts.	20.45 cts.

In the operating expenses, as given above, is included the sum of $26,922 86 carried to renewal fund, for renewals. The report says:

We have laid, during the year, about 270 tons, or three miles of steel rails, and have made arrangements for putting down about 800 tons next year. The evidence derived from the experience of other roads, in this country and in Europe, in reference to the durability of this description of rails is very full and satisfactory, and our own experience in regard to a few laid in 1865 goes very strongly to confirm it.

The indebtedness of the corporation is $15,000 upon bonds payable in 1868.

During the year there have been carried in the cars 2,003,447 passengers, of whom no one has been injured while in the cars, and no person in in the employment of the corporation has met with any serious accident.

BALANCE SHEET, NOV. 30

	1865.	1866.
Capital stock	$3,160,000 00	$3,360,000 00
Bonds payable 1868.	21,500 00	15,000 00
Dividends unclaimed.	3,160 00	3,896 00
" Jan. 1,	168,000 00	168,000 00
Cash balance due from the corporation	60,535 60	41,974 27
Funds for renewals, etc	112,334 41	139,247 27
Income—balance as the surplus earning	493,407 33	542.051 88
	$4,218,927 34	$4,270,168 92
Construction	$3,152,600 00	$3,152,600 00
Equipment.	207,400 00	207,400 00
Notes receivable	163,955 03	40,955 03
Cash	9,124 13	139,886 02
Cash for dividends		3,896 00
Cash balance due the corporation	63,911 32	44,133 22
Boston and Providence Railroad	30,000 00	30,000 00
Stanton Branch R. R.	40,000 00	40,000 00
Land that may be sold	43,543 15	52,618 15
Balance due the corporation		60,109 71
Materials on hand	175,530 42	166,668 49
Real estate.	104,000 00	103,039 01
Cost of land and filing in	228,863 29	228,863 29
	$4,218,927 34	$4,270,168 92

The company have 30 locomotives; 41 passenger and 12 baggage cars, 205 house, 37 platform, 48 coal and 65 gravel cars.

The number of passengers carried during the year 1866, was 2,003,447.

President.—CHARLES H. WARREN.

Directors.—C. H. Warren, George W. Hallett, Samuel T. Dana, T. P. J. Goddard J. H. Clifford, J. Huntington Wolcott, and C. C. Chadwick.

Superintendent.—DANIEL NASON.

Southern Wisconsin Railroad.

It is known to our citizens, and to the State generally, that a concerted effort is now about being made to extend the Southern Wisconsin Railroad from Monroe, its present terminus in Green County, to a point on the Mississippi opposite the city of Dubuque, Iowa. The distance, we believe, is about 66 miles, and if finished, it would fill up one of the most important gaps in the railway system of the United States. It would not only insure Milwaukee a direct communication with Central Iowa, but through the Dubuque and Pacific Railroad, which will in a few years be carried west as far as Omaha, would secure to us a direct route to San Francisco. The great object of building this road will be, that while we are laying a mile in Wisconsin a mile of road is also being laid in Iowa, and thus when we complete our link, will we secure a double advantage.

The citizens of Dubuque have always felt and expressed a deep interest in a direct connection with Milwaukee. They have but one railway to the East, and that passes through Chicago. Its merchants and forwarders say that if this line is completed, they can easily send to Milwaukee one million bushels of wheat annually, and other products of the soil. The reputation of Milwaukee Club wheat is so high and so universally acknowledged, that the people of Central Iowa feel a natural desire to send their good wheat to Milwaukee, where they can obtain the highest price for the same. The extension would so improve the revenues and the value of the Milwaukee and Prairie du Chien Railway that that company could wisely afford to render assistance, and fortunately the financial condition is such that it can do a great deal towards the completion of this long delayed line of railway. But of course, the people along the route must do their share. The time has passed when Eastern capitalists will trust their money in a Western Railway, unless the inhabitants along the route, evince their faith in the necessity of its construction by subscribing to its stock.

We believe that the city of Dubuque has offered to loan its credit to the amount of $200,000, to aid in the completion of this route of transportation from Milwaukee to the Mississippi.

It now looks as if railway labor during the ensuing season could be obtained at reasonable prices. There is an immense immigration of Germans and Irishmen pouring into our country. They must have something to do. In the Eastern cities and States all branches of trade are so fully supplied with labor, that there is not a prospect of more being needed during the current year. The foreign immigration will, therefore, seek the West, and it will be constrained to labor on railways or anything that offers at prices much more moderate than during the past four years. It now appears as if we could afford to build railways, and obtain them at such an outlay as will be likely to yield some interest upon the capital invested.—*Milwaukee Wisconsin.*

☞ Ground was broken at Bangor, in the "State of Maine" on New Year's day, for the European and North American Railway, which is "to connect that city, and all the American railroad system, with Halifax." The first fifty-six miles east of Bangor are to be proceeded with as soon as the weather is fine enough.

Commerce of Cincinnati.

We give below, from the "Annual Report o the Cincinnati Chamber of Commerce and Merchants' Exchange," a comparative statement of the values of the leading imports and exports for the commercial years ending August 31, 1865 and 1866, prepared by Wm. Smith, Esq., Superintendent of the Exchange. The totals for the past twelve years have been as follows:

	Imports.	Exports.
1854–'55	$67,501,341	$38,777,394
1855–'56	75,295,901	50,809,146
1856–'57	77,950,146	55,642,171
1857–'58	83,644,747	52,906,606
1858–'59	94,213,247	66,007,707
1859–'60	103,347,216	77,037,188
1860–'61	90,198,136	67,023,126
1861–'62	103,292,893	76,449,862
1862–'63	144,189,213	102,397,171
1863–'64	389,790,537	239,079,825
1864–'65	307,552,397	193,790,311
1865–'66	362,032,766	201,850,055

In the Report the number and description of packages are given, together with the average price of each, but our space will not permit us to enter more fully into the subject.

The annexed statement shows the value of the principal imports into Cincinnati, for the years ending August 31, 1865 and 1866:

	1865–'66.	1864–'65.
Apples, green	$684,848	$60,652
Ale, beer and porter	80,280	98,397
Buffalo robes	2,968	4,050
Beef	7,245	198,340
Bagging	29,469	9,504
Barley	1,114,791	700,098
Beans	68,012	184,618
Butter	2,281,260	1,418,697
Blooms	33,830	60,500
Boots and shoes	4,859,195	1,910,000
Bran, middlings, etc	135,761	256,808
Crockery ware, &c	844,060	567,140
Candles	19,929	54,680
Corn and corn meal	866,148	991,504
Cider	28,850	77,180
Cheese	995,871	693,460
Cotton	25,360,170	23,002,720
Coffee	9,496,045	9,819,248
Codfish	129,580	115,665
Cooperage	402,957	191,319
Cattle	6,757,755	4,353,920
Cement and plaster	138,850	97,372
Eggs	344,016	155,134
Flour	6,260,937	5,238,246
Feathers	340,329	278,720
Fish	917,573	729,313
Fruit	155,005	100,310
Grease	411,332	395,010
Glass	297,513	344,211
Glass ware	488,745	393,800
Hemp	4,093,960	1,423,680
Hides	1,229,133	1,249,671
Hardware	8,831,540	5,178,450
Hay	77,584	271,846
Herring	30,828	23,016
Hogs	14,093,700	11,322,168
Hops	94,974	5,240,620
Horses	1,671,750	302,916
Iron and steel	9,954,096	4,795,085
Lead	680,390	3,000,024
Lard	2,165,734	847,377
Leather	1,068,980	8,888
Lemons	37,650	102,228
Lime	130,591	411,000
Liquors	1,433,700	91,610,000
Merchandise & sundries	179,663,580	74,998,296
Molasses	897,615	161,265
Malt	348,479	943,392
Nails	2,117,977	996,730
Oil	1,229,028	14,560
Oranges	42,444	184,824
Oakum	206,326	1,179,026
Oats	572,675	30,160
Oil cake	43,692	32,604
Onions	18,894	688,520
Pork and bacon	3,263,243	4,004,307
Potatoes	743,967	20,556
Pimento, pepper, &c	147,420	1,120,350
Petroleum	2,177,400	
Rye	304,641	200,074
Raisins and figs	166,974	197,650
Rope, twine, &c	394,464	256,290
Rice	261,675	411,200
Sugar	9,498,195	5,325,175
Seed	1,262,027	686,574
Salt	426,253	812,356
Shot	312,156	199,462
Starch	338,332	450,159
Sheep	219,663	178,687
Stearine	266,256	144,072
Tea	1,387,750	884,160
Tobacco	15,049 500	16,693,095
Tallow	655,083	592,620
Turpentine	26,920	34,980
Wines	1,499,946	856,619
Wheat	3,400,962	3,051,110
Wool	854,950	662,640
Whisky	17,449,568	6,368,000
Yarn	202,551	129,156
Lumber	2,925,000	1,375,000
Coal	2,880,000	320,000
Shinglers	1,330,000	1,105,000
Cooper's stuff, wood and stone estimated	190,000	170,000
Tar, pitch and rosin	107,825	228,442
Total	$362,032,766	$307,552,397

The value of the principal exports from Cincinnati, for the same period, was as follows:

	1865'-6.	1864'-5.
Apples, green	$234,430	$354,789
Alcohol	2,001,915	386,254
Ale, beer and porter	415,830	461,619
Buffalo robes	1,974	1,080
Beef	348,559	337,017
Bagging	13,091	6,327
Barley	190,771	99,112
Beans	33,082	175,749
Brooms	94,010	152,440
Butter	847,380	678,976
Bran, shorts, &c	23,297	15,158
Boots and shoes	1,250,730	2,294,712
Crockery ware, &c	527,250	508,350
Chairs	1,002,748	500,720
Candles	1,993,072	1,930,581
Corn	458,764	822,607
Corn meal	47,892	86,570
Cheese	743,494	539,643
Cotton	25,090,065	26,245,500
Coffee	6,385,320	7,225,408
Cooperage	246,442	250,169
Cattle	2,817,810	1,601,880
Cement and plaster	54,847	24,588
Eggs	116,982	157,050
Flour	5,144,500	8,533,106
Feathers	308,070	149,220
Fish	514,205	394,192
Fruit	38,598	57,842
Furniture	7,120,360	4,562,800
Grease	134,050	86,100
Glass	53,260	55,620
Glassware	511,512	381,195
Hemp	4,423,025	709,918
Hides	1,050,695	974,194
Hardware	835,200	1,577,160
Hay	27,668	155,069
Hogs	708,030	174,600
Hops	32,775	36,825
Horses	1,827,375	5,286,000
Iron and steel	4,662,435	1,948,283
" pig	524,250	426,600
Lard	5,221,856	3,723,660
Leather	1,463,175	1,260,090
Lime	31,593	10,681
Molasses	756,450	1,405,566
Malt	730,401	462,470
Nails	2,072,320	971,990
Oil	7,965,150	5,301,576
Oats	84,190	922,028
Oil cake	127,890	155,400
Onions	16,860	50,386
Pork and bacon	10,764,819	9,954,533
Potatoes	257,748	427,620
Rye	46,223	16,500
Rope, twine, &c	264,544	175,744
Sugar	5,645,136	7,471,780
Seed flax	27,648	91,951
Seed, grass and clover	541,761	220,765
Soap	394,235	358,860
Salt	449,975	541,115
Starch	338,577	277,660
Sheep	52,708	23,260
Stearine	272,350	292,500
Sundry mdse	47,202,900	55,432,000
" liquors	7,722,550	5,791,390
" manufactures	540,132	405,240
Spices	8,221	17,208
Tobacco	15,535,149	18,171,916
Tallow	71,964	72,335
Vinegar	179,595	120,339
Wines	795,960	980,200
Wheat	1,965,994	1,270,252
Wool	940,200	906,710
Whiskey	15,532,866	10,329,210
White lead	174,330	300,752
Castings	898,813	494,101
Totals	$201,850,055	$193,790,311

☞ The business of the Western Union Telegraph Company for November, 1866, is reported as follows: Receipts, $571,036; expenses and payments to other lines, $322,508; net earnings, $248,527; expended for construction, $27,937.

Report of the California Mines.

The San Francisco *Bulletin* gives its annual summary of the gold and silver mining interests of California and Nevada. The Gould & Curry mines produced $1,600,000 in bullion last year; dividends $252,000. The Savage, since July last, yielded $1,100,000, and their dividends are $360,000. Hall & Norcross, the past year, $1,200,000, and their dividends are $350,000. Yellow Jacket yielded $1,800,000, and their dividends are $390,000. Crown Point, $1,273,000, and their dividends are $234,000. Ophir yielded $450,000, and no dividends. Imperial, for the past eighteen months, $1,525,000, and their dividends are $376,000. The Eureka, in Grass Valley, produced last year $600,000, and earned $420,000. The Eureka, of Amador county, yielded $485,000, with a profit of $310,000. North Star yielded $9,228,000, with a profit of $132,000. Sierra Buttes claim last year $225,000, with a net earning of $138,000. For the last five years this mine has averaged about the same results, and was recently sold for $575,000.

Debt of the City and County of New York.

The following extract from the Message of the Mayor, shows in detail the items which make up the aggregate of the funded and temporary debt of the City and County of New York, as it stood on the 31st of December, 1866:

CITY FUNDED DEBT.

Water stocks—Issued on account of introducing the croton water into the city and distributing the same	$10,782,800 00
Central Park stocks—Issued on account of Central Park and the improvement of the same	9,923,571 00
Fire indemnity stock—Issued for payment of damages for blowing up buildings, December, 1865	402,768 00
Building loan stocks—Issued on account of building work-house on Blackwell's Island	190,000 00
Real estate bonds—Issued in settlement with State lessees of West Washington Market, for payment to the State for sundry lands filled in beyond the boundary line of the Montgomery Charter, and for purchase of Fort Ganse-voort property	1,133,437 50
Stock for docks and slips—Issued for rebuilding and repairing public docks and slips	500,000 00
Floating debt fund stock—Issued for liquidation and funding floating debt in 1859	2,748,000 00
Public education stock—Issued for payment of debt of public school society	15,000 00
Stock for rebuilding Tompkins Market—Issued as its title indicates, for rebuilding Tompkins Market	51,000 00
Volunteer soldiers' family aid fund bonds—Issued to provide for the families of soldiers in the United States Army	3,766,500 00
Volunteer soldiers' family aid fund redemption bonds—Issued to extend the time of payment of volunteer soldiers' family aid fund bonds, No. 3	500,000 00
Volunteer soldiers' bounty fund redemption bonds—Issued for the redemption of a like amount of bonds for payment of bounties to volunteer soldiers	490,000 00
Total funded debt of city	$30,642,076 50

COUNTY FUNDED DEBT.

Harlem bridge bonds—Issued for erecting a bridge across Harlem River at McComb's Dam		$20,000 00
Coumty Court House stock—Issued as its title indicates, for the erection of the new Court House in Chambers street		1,800,000 00
Soldiers' substitute bounty redemption bonds		2,000,000 00
Soldiers' substitute and relief redemption bonds		946,700 00
Soldiers' bounty fund bonds		4,000.000 00
Soldiers' bounty fund bonds, No. 2.		376,600 00
Soldiers' bounty fund bonds, No. 3.		745,800 00
Riot damages redemption bonds		1,000,000 00
Riot damages indemnity bonds		620,000 00
Total funded debt of County		$11,509,100 00

RECAPITULATION.

City—Amount payable from sinking fund	$22,423,576 50	
Amount payable from taxation	8,209,500 00	
		30,633,076 50
County—Amount payable from taxation		11,509,100 00
Total		$42,142,176 50
The Commissioners of the sinking fund hold on account of the above debt the sum of		11,240,298 11
Net amount December 31, 1866		$30,901,878 39

Of the foregoing debt it will be perceived that $10,782,800 is for Croton Water Works, $9,923,571 for Central Park, and $14,445,600 for expenses growing out of and connected with the war.

TEMPORARY CITY DEBT.

Revenue bonds of 1866—Issued in anticipation of collection of taxes of 1866	$683,800 00
Street improvement fund bonds—Issued to contractors for improving the streets, in anticipation of the collection of assessments therefor	1,642,600 00
Assessment fund bond—Issued to pay for opening, widening, &c., of streets, in anticipation of the collection of assessments therefor	400,000 00
	$2,726,400 00

TEMPORARY COUNTY DEBT.

Revenue bonds of 1866—Issued in anticipation of collection of taxes of 1866	307,200 00
Total temporary debt	$3,033,600 00

For the payment of this temporary debt, the city holds assets in the shape of assessment liens, unpaid taxes, &c., &c.

The net amount of funded debt is $855,996 less than it was at the close of 1865, and the city and county temporary debt is $1,659,700 less than it was at that date.

The whole debt is well secured, for it is a lien upon the whole property of the city, both public and private. The sinking fund (provided for the payment of the principal and interest of a large portion of it) is in a sound condition. The revenues for payment of the interest on that portion of it payable from this fund are greatly in excess of what is required for that purpose, and the accumulations for payment of the principal will be ample to pay it long before its maturity.

The tax levy for 1866, was $16,950,767 88, being $1,253,181 08 less than that of 1865. The rate of taxation in 1865, was $3.99 on every hundred dollars. In 1866 it was only $2.30. This rate for 1866 was based upon an assessed valuation of real estate of $478,994,934, and of personal estate $257,994,974, making a total of $737,989,908. The following statement will show the purposes for which the amount was raised:

For the use of the State		$2,902,849 37
For the police, Board of Health, various asylums, and support of the County Government		5,271,405 50
For Board of Education, public charities and correction, &c., &c., and support of the City Governm't		8,457,257 39
Required for payment of appropriations		$16,631,512 26
In addition the Board of Supervisors are authorized to levy three per cent. on the amount of tax required (Laws of 1863, chap. 293, sec. 6,) to cover losses arising from erroneous assessments, insolvencies, &c. The amount levied for this purpose in '66 was		319,255 62
		$16,950,767 88

The following is an analysis of the tax for State purposes:

Common schools for State, ¾ of a mill	$466,946 28
General purposes, 2½ mills	1,556,487 60
Canals, 1⅛ mills	700,419 42
Extension of Chenango Canal, 3-16 of a mill	116,736 57
Champlain Canal, 1-10 of a mill	62,259 50
Total	$2,902,849 37

The following is an analysis of the tax for County purposes:

For support of the Metropolitan Police in this County	$2,166,684 70
Construction of Harlem Bridge	186,876 00
Commissioners of record	100,000 00
Metropolitan Board of Health	225,000 00
College of the City of New York	85,000 00
Interest on the County war and riot debt	591,159 88
Interest on the County debt	279,400 00
General County expenses	1,757,780 00
	$5,391,900 58
Deduct revenues of the County not otherwise specifically appropriated	120,495 08
Total	$5,271,405 50

The following is an analysis of the tax for City purposes:

Board of Commissioners of Central Park	$327,779 93
Interest on the Central Park debt	526,421 24
Metropolitan Fire Department	870,000 00
Metropolitan Police, in addition to amount on County account	104,300 00
Public charities and corrections	1,067,889 08
Public instruction	2,212,047 50
Laying out the City north of 125th st.	12,000 00
Sundry additions by the Legislature	181,465 69
Interest on the war debt	263,134 02
Interest on the City debt	463,975 00
Redemption of City debt	277,382 21
General expenses	3,908,582 68
	$10,214,995 35
Deduct revenues of the City not otherwise appropriated	1,757,719 96
Total	$8,457,275 39

A glance at the foregoing figures will show that of the whole tax levy of $16,950,767 88, about $3,000,000 was for the State, and about $8,000,000 for various commissions created by the Legislature, and for express Legislative appropriations, and interest on the Central Park debt; and that over $850,000 was for interest on debt growing out of the war. The balance of a little over $5,000,000, added to revenues not raised by taxation, was for City and County expenses, including interest on City and County debt.

Great Western Railway of Canada—Completion of the Third Rail.

The completion of the third rail on the Great Western Railway of Canada was duly celebrated at Hamilton on the 9th inst. By means of this third rail the Great Western is brought into a uniform gauge with the Michigan Central and the New York Central Railroads. The narrow gauge cars of these roads can now pass and repass over the entire length of the Great Western, between Suspension Bridge and Detroit. Cars can be loaded at New York or Boston, and sent through, without break, to Detroit, Chicago, Cairo, Quincy, Burlington and St. Louis. By a joint arrangement between the eastern and western roads, freight cars commenced running through on the first day of this year, to the points above named. About $1,250,000 have been expended by the Great Western Railway Company in completing this uniformity of gauge, and in the construction of the ferry boat by means of which the cars are transported between Windsor and Detroit. Eighteen cars are taken at a load, and a train of 108 cars was carried over the river a few days since in two hours. About 400 cars of the "Blue Line," as it is called, were loaded and started at Detroit in the first four days after its opening. About 800 of these cars are now either built, or are in process of construction, and it is proposed to have about 5,000 of them, thus furnishing shippers of through freight with every possible convenience. The principal inconvenience apprehended was the customs regulation, which required passengers and baggage to be searched in crossing the lines. This, we are happy to state has been modified by the Secretary of the Treasury, in order that the trains may pass through Canada without the delay and annoyance of customs examination on the borders. Hereafter baggage and freight cars will be locked with a custom lock on the American side of the Detroit or Niaraga rivers, and not unlocked while on Canadian soil. Through passengers will remain in cars into which no Canadian will be allowed to enter. These cars and their contents will be permitted to enter the United States without inspection. The officer of customs will accompany each through train.

Southwest Pacific Railroad.

Work on the Southwest Pacific Railroad, which has now become a link in the Atlantic and Pacific road, is vigorously pushed forward, and will in a few days be completed to the Gasconade River, one hundred and twenty-five miles from St. Louis. A bridge eight hundred feet long is in course of erection across the stream, and fifteen hundred men are grading on the west side of the river.

☞ The contract for grading, bridging, and tieing the Burlington and Missouri River Railroad, from Chariton to Afton, Iowa, a distance of sixty miles, has been awarded to J. Z. S. Wolfe & Co., the parties who are now engaged upon the extension from Ottumwa to Chariton.

☞ S. E. Maxwell has been elected President of the Pensacola and Montgomery Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Aniouez ..... "	25	1½	20,000	5½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	9
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	80c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	80c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	5	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	¼	20,000	½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	46
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	1½
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	8	20,000	----
Forest Shepherd . "	25	½	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	36
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	2½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	11
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	1½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	19	20,000	5½
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	24	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	9½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Philip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California .. Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	2½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Medota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	11½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	8
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	2
Pewabic ..... "	25	3½	20,000	24
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	5½	20,000	44
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	34
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	----	200,000	----
Rockland ..... "	25	12	20,000	8
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	----	20,000	4
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	5
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	½	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	----	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic .... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota .. L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior .... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior .... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	5	2½	80 000	----
New Hampshire . N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay .... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	25	2½	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	2.15
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	63
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C. .. Md.	----	----	----	65c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Pictou .. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American . N. S.	----	----	----	----
Cape Briton ..... N. S.	25	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	91
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	50,000	----
Franklin ..... "	100	----	5,000	80c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	50,000	20
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	52,300	58½
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	7½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein ..... "	----	----	----	1½
Maryland Anth .... Md.	20	20	25,000	8
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	18
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fds. Pa.	----	----	----	4½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	145
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain .... "	50	50	16,000	14
Shamokin ..... "	----	----	----	4
Somerset I. & C ..... "	----	----	----	----
Spring Mountain .. "	50	----	----	70
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,760	67
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altonn ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	1.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5.10
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	2.00
Benton ..... "	5	----	100,000	1.15
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	12.6
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6.00
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	0,11
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,0 0	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	3.00
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.40
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	0.80
Holman ..... "	2	----	150,000	0.25
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.75
La Crosse ..... "	10	----	100,000	1.00
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	12½
Do. preferred .. "	100	100	57,744	31
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.95
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	2.40
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2.25
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5.00
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	2.55
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6.75
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.50
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125 000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	70,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	42½
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	41½
30 Nov.'65	4.52	—	208	31	--	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov'65	27.43	—				Cambridge	734,671	727,800	150,000	94	(Union	n Co.)	9	....	93
30 Nov.'65	3.75	—				Dedham and West Roxbury	45,119	43,706	—	1,413	15,157	loss.	—	....	....
30 Nov.'65	2.74	—	29	6	--	Lowell (Horse)	275,739	200,000	50,000	54,259	160,157	loss.	4	....	25
30 Nov.'65	12.50	—	197	32	--	Lynn and Boston	60,260	200,000	64,452	66,222	(Middl	esex)	—	....	25½
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	36,800	21,000	10,000	—	(Middl	esex)	—	50	25
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	53
30 Nov.'65	33.74	—	840	151	--	Metropolitan (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	....	49
30 Nov.'65	3.87	—	255	41	--	Middlesex (Boston)	154,233	71,600	58,400	56,500	708,341	loss.	—	....	....
30 Nov.'65	5.69	—	60	9	—	Quincy	176,093	150,000	16,600	13,059	579,095	1,975	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	50,000	50,000	—	—	M(iddl	esex)	5	....	25
30 Nov.'65	2 68	—	—	—	—	Somerville	50,500	5,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	(Mal.	& Mel.)	—	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	95.500	5,000	—	—	307,780	loss.	—	....	....
30 Nov.'65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	30,743	8,935	loss.	3½	....	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	3,600	2,922	4	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	19,667	loss.	—	....	....
30 Nov.'65	11.60	—	44	8	--	Worcester	92,763	75,800	61,500	1,826					
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep.'65	17.50	—	—	35	—	Bleeck'r St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	96	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74,053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	.....	.....	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,682	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,733	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,219,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139,604	482,224	loss.	—	100	....
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,300000	115,000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope:by	T. & L.	R. R.	—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	4	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep.'65	1 50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	.....	12,839	808	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec.'62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	....	....
31 Dec.'65	17.00	—	—	150	22	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'65	7.80	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	51
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56 300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62.732	8,227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49 561	—	....	31
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	29
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3 562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	....	—	—	—	—	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	—	—	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct.'65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203.757	137,300	—	437 562	158,830	10	50	90
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51.683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Ph.il. & Gr'n F.)	249,411	217,697	15,000	10,000	84,900	20.545	4½	50	30
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	—	143,038	38,435	5	50	19
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	41
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,861	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1885	....
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	197
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	91½
Malden and Melrose:					
1st Mortgage una antied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	--	.....	.....	....
Malden & Melrose bonds	49,451	--	.....	.....	....
Real Estate	10,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	105
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	.....	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Eric Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1877	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1.					
Loan of Jan. 28, 1847 registered	$7,070,500	6	Jan & July.	1867	100
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " " coupon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850 coupon	334,000			Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	102
" " " coupon		5	" "	1874	102½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115
" " " coupon		5	" "	1871	108
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	108½
" " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108
" " " coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 registered	294,309,850	6	" "	1881	108
" " " coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	104½
" " " (5-20s) coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	101½
" " " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered	294,344,600	6	May & Nov.	1885	104½
" " " (5-20s) coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s) registered	171,969,350	5	Mar. & Sept.	1904	100
" " " " coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) registered	10,622,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	
" June 30, '64 & Mar. 3, '65 1st series	376,856,600	7.3	Feb. & Aug.	1868	104½
" March 3, 1865 2d series		7.3	June & Dec.	1868	104½
" " 1865 3d series		7.3	Jan. & July.		104½
Matured Debt not presented	15,967,249	6	At maturity.		
Gold Certificates of Deposit	16,442,680			3 yrs	
Compound Interest Notes of 1864	144,900,840	6	At maturity.		
United States Notes (greenbacks)	389,497,842				
Fractional currency	28,732,812				
Navy Pension Fund	11,750,000				
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling "	648,000	5	Jan. & July.	1876	
" " " "	688,000	6	" "		
" —Funded Interest Bonds					
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	'78-'80	11
" —War bonds		7	" "	1872	
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	100
" " " (free.) "		6	" "	1892	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	
" " " " "	2,271,750	6	" "	'68-'86	109
" " " " "	434,000	7	" "	'72-'86	
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	97½
" " " coupon	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	100
" " " 1862-'79 "	436,000	6	" "	'62-'79	
" " " 1865-'79 "	229 372	6	" "	'65-'79	
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	102
" " " "	1,778,677	6	" "	1877	100
" " " "	241,000	6	" "	1879	
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,000	5	Jan. & July.	1866	87
" " " War Loan coupon	2,068,173	2½	" "	1866	
Iowa—State Certificates registered	1,225,000	6	May & Nov.	1886	94½
—War Loan Bonds coupon	200,000	7	Jan. & July.	1886	
Kansas—State Bonds coupon	300,000	7	" "	1877	
Kentucky—State bonds coupon	200,000	7	" "	'76-'78	
" " " "	417,000	5	" "	'66-'73	
Louisiana—State Bonds coupon	3,204,090	6	" "	'68-'72	96½
" —Fu d ' Coupons "	9,556,000	6	various.	'67-'90	90
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,900,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" " " " coupon	1,727,000	6	"	1870	101½
" " " " inscribed	3,102,763	6	"	1890	100
" " " " (sterling) coupon		6	"	1890	
Massachusetts—State Scrip	6,401,000	5	"	var.	
" " " "	53,000	5	June & Dec.	'68-'72	102½
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	99½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " " "	150,000	6	April & Oct.	1868	125½
" " " "	1,024,000	6	Jan. & July.	'71-'75	111
" " " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" " " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1878	
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	
" —Bounty Bonds "	700,000	7	May & Nov.	1890	
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	106
" —Railroad Bonds "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	92½
" " " (H. & St. R R.) "	3,000,000	6	" "	'72-'85	79½
" " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	93½
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99½
" " " Notes "	2,306,000	8	var.	var.	
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds general fund	700,000	7	quarterly.	1870	102½
" " " bounty fund	25,566,000	7	Jan. & July.	1877	105½
" " " general fund	1,189,780	6	quarterly.	pleas.	
" " canal fund	702,000	6	"	1866	
" " general fund	500,000	6	"	1866	100
" canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	99½
" " " "	2,250,000	6	"	1874	99½
" " " "	500,000	6	"	1875	100½
" " " "	900,000	6	"	1877	
" " " general fund	800,000	6	"	1878	97½
" " " "	909,607	5	"	pleas.	
" " " canal fund	192,585	5	"	1866	
" " " "	1,163,000	5	"	1868	
" " " general fund	442,960	5	"	1868	
" " " canal fund	167,000	5	"	1871	
" " " "	4,500,000	5	"	1874	94
" " " general fund	900,000	5	"	1875	93
" " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	72½
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	62½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	
" " " "	538,798	6	" "	1860	98
" " " "	379,866	6	" "	1868	
" " " "	2,183,532	6	" "	1870	100
" " " "	1,600,000	6	" "	1876	100
" " " "	4,095,309	6	" "	1881	100
" " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	92½
" " " coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	101
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	105½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	
" " " " inscribed	1,708,000	6	" "	'68-'90	
" " " " coupon	1,499,000	6	" "	'77-'90	
" " " (new) "		6	" "		
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	
" " " "	239,167	5½	" "	'72-'79	
" " " "	1,706,000	6	" "	'82-'89	
" —Railroad Loans "	24,382,882	6	" "	long.	90
" —Funded Interest "	878,813	6	" "	1892	65
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,393	6	Jan. & July.	'84-'95	33½
" " " coupon	11,108,000	6	" "	'86-'95	60
" " (sterling). "	1,865,000	5	" "	1872	
" —Funded Interest registered		6	" "	'76-'96	31
" " " coupon		6	" "	'76-'96	45½
West Virginia—State Bonds coupon		6			
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	
" " (war) "	641,800	6	Jan. & July.	'77-'88	
" " (") certificates	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds		5	quarterly.	1870	
" " "		6	"	1870	97
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	97½
" " "		6	Jan. & July.	1886	97½
" " " coupon		6	quarterly.	1890	96½
		6		1890	
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	
" " "		5	Various.	'66-'70	128½
" " "		5	"	'71-'76	105½
" " "	7,846,026	5	"	'76-'80	101½
" " "		5	"	'81-'86	101
" " "		6	"	'67-'76	102½
" —Water Loan	668,000	5	May & Nov.	'70-'71	
" " " (sterling)	305,000	5	Jan. & July.	'77-'78	103
Brooklyn—Municipal Bonds coupon	1,949,711	4½	" "	'72-'78	
" —Public Park Loan "	3,036,200	6	Jan. & July.	'66-'71	89
" —Improvement Loans "		6	" "	'81-'87	90
" —Water Loans coupon	5,500,000	6	" "	'66-'95	90
Chicago—Municipal Bonds (old)	371,000	6	" "	'81-'97	95
" " " (new)	956,000	7	Various	'67-'81	99½
" —Water Loan coupon	1,464,000	6	Jan. & July.	1876	98½
" —Sewerage Loan "	1,284,000	6	" "	1888	100
Jersey City—Water Loan coupon	650,000	7	" "	'79-'97	100
Milwaukee—Re-adjusted Bonds coupon	925,000	7	Jan. & July.	'79-'81	98
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	
" " " "	4,714,000	6	F., M., A. & N.	'73-'75	
" " " "	1,800,000	6	" "	'76-'78	
" " " "	5,149,271	6	" "	1883	100
" " " "	275,000	6	" "	1887	100
" —Fire Indemnity Stock	402,768	6	" "	1898	
" —Municipal Stock	150,000	5	Feb. & Aug.	1868	
" " "	3,125,200	5	F., M., A. & O.	'67-'69	
" " "	319,000	5	" "	1870	94
" " "	1,000,000	5	" "	1873	
" " "	334,700	5	" "	1874	
" " "	2,016,000	5	" "	1875	
" " "	2,375,000	5	" "	1876	
" " "	900,000	5	" "	'79-'80	
" " "	674,300	5	" "	1890	
Philadelphia—City Bonds (old)	852,700	5	" "	1898	
" " " (new)	739,222	5	Jan. & July.	'67-'81	
" " " (old)	2,232,800	6	" "	'67-'82	
" " " (new)	7,898,717	6	" "	'66-'93	96
Pittsburg—Municipal Bonds coupon	1,009,700	6	" "	'66-'99	100½
" —Railroad Bonds "	1,800,000	6	Jan. & July.	Var.	97
Portland—Municipal Bonds	985,326	6	" "	1913	
" —Railroad Bonds coupon	1,500 000	6	Various.	'66-'83	97½
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'68-'71	96½
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'88-'89	
" —Water Loan "	484,000	6	" "	'66-'90	86
" —Sewerage Loan "	425,000	6	" "	'71-'83	94
" —Railroad Loans "	1,161,000	6	" "	'79-'88	86
San Francisco—City Bonds coupon	1,352,600	6	" "	'71-'77	90
" " " "	329,000	10	May & Nov.	1871	133
" —City and County Fds. "	1,135,500	6	Jan. & July.	1875	
" " " "	2,200.000	6	" "	1883	
		6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250	368,581	---- ----
Chicago and Alton:													
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,437	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,065	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	286,824	3,840,093
1866	210,171	207,913	304,885	270,889	333,432	368,278	326,870	381,559	318,549	347,087	322,749	285,413	3,677,795
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,337	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	---- ----
Chicago and Northwestern:													
1863	----	----	----	----	----	366,100	281,334	298,169	473,186	551,122	435,945	407 668	2,811,544
1864	273,876	317,839	390,325	421,363	466,830	565,145	480,710	519,306	659,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,625	747,942	702,691	767,508	946,707	921,886	749,191	546,669	7,968,980
1866	523,566	405,634	528,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,080	698,679	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,843	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	102,957	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	538,006	626,070	587,416	528,842	595,024	615,962	756.421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	918,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,521	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	Including Buffalo Division 1,187,188	983,855	1,070,484	1,163,295	1,001,668	1,243,143	1,203,462	1,290,330	1 411,84*	1,480,251	1,417,327	1,044,003	---- ----
Illinois Central:													
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,423	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,666	516,608	460,573	617,682	578,403	747.489	739,736	641,589	643,987	518,088	7,181,206
1866	582,829	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	28,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	43,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,665	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,213	144,915	108,721	76,163	109,661	154,360	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	165,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,833	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	103,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	352,360	348,048	3,302,541
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,155
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,946	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175,896	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,166	375,488	339,794	306,186	3,166,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	495,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,769	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,694	308,669	---- ----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,633	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,870	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,228	275,906	301,257	327,926	128,741	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,113,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,855	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,288,911	1,480,929	------	------	------	------ ------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,130	313,914	271,527	290,916	301,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,464	278,700	310,762	302,426	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	336,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,088
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,361,579	1,419,232	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,290	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,152,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 935	654,523	712.495	795,938	558,501	712,363	580,964	8,489 062
1866	555,488	474,735	654,390	606,078	672,628	644,573	554,828	641,843	661 608	741,968	681,552	650,483	7,464,096
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,300	168,699	167,099	166,015	222,953	198,884	244,834	212,226	177,364	---- ----
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,853	137,086	82,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	116,214	168,219	170,380	172,870	147,548	139,628	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,596	151,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	166,838	139,626	244,114	241,840	221,570	220,209	265,154	2,050,372
1865	144,084	139,171	155.753	144.001	138,738	194,525	271,799	374.024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	398,248	349,117	436,065	354.830	264,741	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,391
1866	45,102	36,005	39,301	43,231	86,913	102,918	85,276	60,698	84,452	100,113	76,248	54,436	814,034

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1833	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,860	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	463,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	83½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,166	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $300,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,084,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98½
1st Mortgage prof. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	70½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1896	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90½
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	98½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,600	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,515,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	92
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	95
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,520,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1866	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	79½
Land Security	3,344.60.	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	105
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1882	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. &' July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	100
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,900	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,336	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	106
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	641,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	91
Milwaukee and St. Paul:						
1st Mortgage	4,600.000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	82
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,850	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July.	New York.	'71–'87	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '68 and '85	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,776	7	May & Nov.	New York.	1915	86½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1895	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	586,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94½
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,998,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	166,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	930,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73–'79	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "		1887	116½
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	91½
State Loan (S. W. Branch)	1,288,000	6	" "	" "	'87-'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1886	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	89
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	500,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'88)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,330,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1961	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	352,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1875	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	120
2d Mortgage	937,500	7	" "	"	1863	61
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1891	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	77
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	356,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July	London.	1862	
Sterling, issued in 1858	144,500	6			1869	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,166	260,289	6	.....
								ARKANSAS.													
3 Nov. '58	33.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	315,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,555	103,333	28,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	—
31 Aug '66	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,828	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	*	347,819	2,000,000	222,500	150 848	2,787,594	124.0	192,969	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.6	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,085	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	8.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	83,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,577	1,607,684	84.3	136,631	139,070	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
... ...	'62 154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
... ...	'62 59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
... ...	'62 100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,751	1,296,541	86.7	.....	415,411	54,643	4	—
... ...	'62 92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,716,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	628,043	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404.618	212,676	10	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	439,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400 0	2,083,580	5,175,553	2,799,435	31	131
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	920.0	.....	6,820,760	1,802,272	—	42½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	2,154,236	1,442,781	10	102½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507,426	7,181,208	2,174,924	10	120½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	39½
								INDIANA.													
— —	— 224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,334	9	86
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	16	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— —	'58 288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,527	371,40	—	36½
30 Nov. '65	78.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,423	73.0	411,278	1,248,726	598,671	12	156½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	—
31 Dec. '65	144.0	—	.....	176.0	13	9	151	Dubuque and Sioux City	5,091,841	*	151,455	3,660,922	960,000	438,415	5,243,316	144.0	282,384	618,205	180,962	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,321	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	60.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,903	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	}			} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,287	29.0		174,049	46,707	7	—
30 Jun. '66	65.1	—	5.4	—	14	13	226	} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1	239,626	389,171	106,903	5	80
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,082,764	*	2,691,582	5,490,106	8,125,491	453,051	12,764,346	334 0	959,947	3,143,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	190,204	481,922	223,849	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	613	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '00	53.7	—	.....	135.2	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	106½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,269	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,533	815,063	206,715	2,469,540	4,400,000	106,225	8,025,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	162 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,635,014	1,504,015	439,157	3,681,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,816	—	—
... ...	77.0	—	3.9	206.0	—	—	—	*South-West Pacific*	4,819,490	119,738	—	—	2,000,000	—	2,000,000	114.0	.....	.....	.....	—	—
28 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 558	6,252,109	90.1	286,189	399,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,281	63.5	76,844	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,816	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	238	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,904	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,328,338	3,621,755	11,206,983	16,151,962	10,112,584	897,339	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	116½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,543,827	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	10½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,213	752,605	172,232	6	115½
31 May, '66	74.8	8.8	50.4	—	37	80	744	Boston and Maine	3,966,264	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	133
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	60	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	766,740	5,913,789	83.6	669,234	1,697,164	537,057	10	142
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,696	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	803,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	176,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,454,999	362,965	752,874	3,156,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75.8	—	27	28	684	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	98.4	457,251	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	300,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,961	71.0	185,647	300,964	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	87	New Bedford and Taunton	461,982	48,018	—	500,000	195,500	—	696,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	98½
30 Nov. '65	18.0	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	48.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,068	166,507	1,700,000	—	76,616	1,776,616	44.4	288,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	248,305	226,900	522	470,727	(Op	er. by B.	& L Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	130	Vermont and Massachusetts	2,240,079	225,650	169,988	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	58
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	455,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	136
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	185,750	7½	114½
								NEW HAMPSHIRE.													
31 Mar. '66	96.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	349,283	1,800,000	1,050,000	31,216	3,199 238	93.5	.....	422,829	184,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	248	Cheshire	2,787,442	*	189,807	2,085,925	677,400	—	2,967,749	76.6	417,001	629,022	101,259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	66
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,227	1,000,000	—	—	1,052,227	—	—	—	101,242	8	108½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	598,258	*	—	595,588	563,000	—	—	52.7	.....	—	—	—	.....
31 Mar. '66	89.2	13.0	12.5	—	28	12	458	Northern New Hampshire	3,068,490	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	218,978	9	106
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,079	*	—	997,112	2,193,000	259,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,368	*	4,316,144	6,942,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	131
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,983,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	124
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,637,292	*	145,427	3,199,050	3,084,775	109,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	.....	—	35	98	160	New Jersey	3,903,171	738,164	1,798,064	5,000,000	805,000	—	6,434,399	38.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec. '65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	51	.....	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,183	5½	91
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '66	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,300	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	12½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	64
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,583,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	124
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,212	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,965,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,396,786	3,201,112	6	108½
30 Sep. '65	130.8	2.1	45.0	—	43	88	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	899,920	707,521	44,810	—	75
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	.....
30 Sept. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240,637	89,610	8	.....
30 Sept. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	19.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,827	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,906	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensse	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	365,000	"	"		"	"	"	6	.....
30 Sep. '66	13.0	—	3.3	—	2	6	—	Staten Island	301,260	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,099	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	18	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,969	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,137,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '65	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,874	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,828,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,000	6,843,260	191.2	967,820	2,386,132	663,206	10	111
31 Oct. '65	95.5	—	38.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,387	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,980,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	89½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,167	868,789	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	125½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	*	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,891	582,296	10	110½
31 Dec. '65	178.8	77.6	13.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,665	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '65	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,384	595 400	391,992	3,382,168	1,218,972	109,813	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	33,934	898,204	1,291,800	88,820	2,228,824	125.0	241,240	382,807	166,183	—	.....
31 Dec. '64	442.4	—	.....	—	43	18	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	2½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,542	2,876,542	44.0	134,201	356,277	123,892	——	16
31 Dec. '65	387.0	108.0	.....	117.0	139	90	3,059	Atlantic and Great Western	46,606,475	*	1,454,805	13,441,150	30,000,000	1,796,588	48,060,780	429.0	2,647,709	5,811,238	2,125,200	——	.....
31 Oct. '65	65.0	2.5	4.0	——	21	9	413	Catawissa	3,634,000	*	——	3,350,000	279,000	——	3,629,000	69.5	240,418	370,223	149,587	——	.....
30 Sep. '65	74.0	——	5.4	——	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,695	4	140,779	6	83½
31 Oct. '65	113.0	4.0	59.0	——	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	——	10,247,050	3,491,500	742,585	14,481,135	304.5	1,437,353	1,783,220	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	——	9	6	88	East Pennsylvania	1,273,765	161,589	——	604,400	598,400	44,888	1,247,688	37.7	161,484	389,743	201,072	——	.....
31 Dec '65	78.0	——	10.0	——	18	——	——	Elmira and Williamsport	2,620,000	*	——	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,978	loss.	5	30
31 Oct. '65	18.5	——	8.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	——	13	11	349	Erie and Pittsburg	1,696,921	477,016	——	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	——	.....
31 Oct. '65	36 0	13.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	——	1.3	44.0	4	2	14	Hempfield	1,616,469	41,341	——	1,809,565	500,000	100,000	2,409,565	32.0	30,876	53,829	1,195	——	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	——	635,130	1,436,082	389,318	2,510,530	58 5	173,778	352.213	78,702	——	16
31 Oct. '65	80.0	2 0	34.5	——	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	——	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	——	.....
31 Oct. '65	70.0	17.5	64.0	——	62	12	2,373	Lehigh Valley	7,804,068	2,037,526	——	6,632,250	1,477,000	——	8,109,250	87.5	647,080	3,049,380	1,851,630	10	65½
31 Oct. '65	28.3	5.0	8.0	——	——	——	——	Little Schuylkill	1,466,283	——	——	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	32½
31 Oct. '65	130.5	——	63.3	——	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	——	3,708,200	——	——	3,708,200	(	"	"	")	8	57
31 Oct. '65	55.6	14.2	13.9	——	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,194	69.8	318,861	875,064	412,353	——	39½
31 Dec. '65	354.8	38.7	173.4	——	352	141	5,999	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	389.2	6,804,300	17 459 169	4,189,111	10	69½
31 Oct. '65	17.0	3.0	22.3	——	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	238,499	——	1,476,300	183,000	——	1,659,300	24.0	311 691	656.739	336,376	8	68
31 Oct. '65	287.6	——	55.0	——	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	——	——	5,089 450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	——	31
30 Nov '65	93 0	59.5	235.3	——	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,561,353	20 240.673	6,900,663	——	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	51½
31 Oct. '65	26.5	——	26.5	——	——	——	——	Philadelphia and Trenton	1,336,386	——	245,695	999,200	200,000	——	1,199,200	28.2	177,483	1,030,432	345,891	10	126
31 Oct. '65	96.0	——	83.6	——	52	35	988	Phila., Wilmington and Balt.	8,362,142	744,425	1,562,695	8,973,300	516,000	452,886	10,669,742	197 0	981,465	3,884,609	1,046 804	10	65½
31 Oct. '65	59.5	——	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	——	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	——	.....
31 Dec. '65	468.3	15.0	128 0	——	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312.442	12,573.000	1,597,620	26.545,698	483.3	4,623,073	8,489 062	3 238.547	10	99½
31 Dec. '65	28.0	——	6.2	——	8	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd t	o Northn	Cen.	144,606	316,498	116 006	4	46
31 Oct. '65	26.4	——	3.3	——	8	13	31	Westchester & Philadelphia	1,331,640	143,557	——	684,036	962,300	130,840	1,777,176	26.4	138,578	847,240	200,598	——	.....
31 Oct. '65	30.6	——	4.4	——	7	3	228	Tioga	821,200	212,788	——	437,800	326,000	25,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '66	62.0	——	4.0	——	16	18	140	N. Y., Providence and Boston	2,568,000	*	——	1,755,981	800,000	——	.....	62.0	340,600	625,641	169,823	12	98
								SOUTH CAROLINA.													
31 Dec. '68	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,286	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '68	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	884,000	.....	.....	109.6	.....	283,263	151,536	6	——
1 Jan. '69	143.2	21.3	.....	——	——	——	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	——
28 Feb. '59	102.0	——	.....	——	——	——	.....	North Eastern	2,011.652	*	——	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	——	——
31 Dec. '65	136.0	106.0	.....	- -	44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,585	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
30 Jun. '66	271.6	19.4	20.0	——	52	41	349	Memphis and Charleston	5,966,205	844,284	448,929	5,312,725	2,885 990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1859.....	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,286	554,949	319,518	.....	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,307	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,382	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	——
1859.....	——	——	——	——	——	——	——	Nashville and Northwestern	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860.....	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	——	——
1859.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	153.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	——	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	——	.....	.....	.....	.....	50.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	——	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,848	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	——	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
May '66	110.3	——	6.6	——	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	430,577	175,993	——	——
Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	——	——
Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	960,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '65	117.0	2.0	26.0	——	54	49	1,068	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	334,326	——	1½
31 May, '65	47.0	18.5	5.3	——	——	——	——	Vermont and Canada	2,250,000	*	——	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	100½
Jun. '65	23.6	——	0.9	——	4	6	39	Vermont Valley	1,212,274	*	——	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,652	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,013	36,188	83,131	1,534,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,232	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10½
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	——	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000,000	1,654,500	775,142	8,711,091	191.7	.....	183,136	81,892	——	.....
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,595	6	.....
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,564	——	657,812	85.000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	80.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '66	178.2	——	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,924	3,353,679	1,799,822	804,785	6,245,8 8	195.0	.....	487,449	120,136	——	.....
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,223,271	214.9	480,193	740,489	347,957	——	.....
								WISCONSIN.													
31 Dec. '64	196.0	75.0	.....	——	54	36	860	*Milwaukee and St. Paul*	9,650,000	*	——	3,400,000	6,250,000	——	9,650,000	370.0	1,125,571	2,113,118	508 585	——	47
31 Dec. '65	191.9	44.0	28.3	——	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,827	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,935.511	647,631	——	63
10 May, '64	103.0	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,592,471	142.3	466,043	490,597	138,210	——	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236.798	67,552	——	15
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,462.559	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,642	——	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	——	15,123,430	54,750,510	7,236,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	.....
31 July '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	28,932,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011.860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	——	4,909,980	768,959	.....	5,678,939	96.1	402,670	467,266	191,122	——	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	——	13	18	170	European & North American	4,747,713	*	——	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	——	.....
1 July, '61	60.0	——	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	——	1,330,000	13,100	136,000	1,799,232	60 0	.....	132 585	36,670	——	.....
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	.....	——	20	18	180	Nova Scotia	4,278,401	*	——	4,278,281	.....	.....	4,278,281	92.0	158,416	159,107	37,181	-	——
								NEW GRANADA.													
31 Dec 63	8.		——	——	11	22	130	Pan ma	9,000,000	*	818	5,000,000	75,000	——	10,166,723	48.7	.....	727,488	1,338,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	56
Chicago & Alton (preferred)	2,425,400	7	7	111
Chicago & Northwestern (pref.)	12,994,720	7	7	79½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,478,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,206,475	7	3	35
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	63
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	---	---	---	---	---
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	"	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	---	---	90
Boat Loan	99,852	6	---	---	93
North Branch: 1st Mortgage	600,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	89½
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	1,601,670	6	M. & N.	1876	88
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	24
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	95½
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	56½
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	58
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	87½
" (preferred)	100	1,175,000	10	125½
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	28
" " (preferred)	50	2,888,988	———	32½
Susquehanna and Tide Water	50	2,048,260	———	13
Union	---	---	---	2
Union (preferred)	50	2,787,000	———	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	46 — @ 48 —
Pig, American, No. 1	46 — @ 48 —
Bar, Refined, English	91 — @100 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	102 50 @ — —
Bar, English & American, Refined	112 50 @117 50
Bar, English & American, common	102 50 @107 50
Scroll, English	142 50 @170 —
Ovals and Half round	137 50 @147 50
Band, English	142 50 @ — —
Horse Shoe	137 50 @142 50
Rods, English	117 50 @172 50
Hoop, English	147 50 @210 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia per lb.	— 20 @ — 22
Sheet, English, Single, Double and Treble	— 6½@ — 8
Rails, English (gold) per ton	85 — @ 90 —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 22½
English Spring (1st & 2d qlty.)	— 10½@ — 12
English Blister (1st & 2d qlty.)	— 11 @ — 10
English Machinery	— 13 @ — 14
German	— 13½@ — 14½
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ — —
American Machinery	— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 40
Sheathing, Yellow	— 30 @ — —
Pig, Chile	— — @ — —
Bolts	— — @ — 40
Braziers'	— — @ — 40
American Ingot (cash)	— 28½@ — 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— — @ 6 87½
German Refined	6 87½@ 7 —
English	7 — @ 7 12½
Bar per lb.	— — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	— 23½@ — 24	
Straits (gold)	— 22 @ — 22½	
English (gold)	— 21½@ — 21½	
Plates, I.C. Charcoal, p. box	9 12½@ 9 37½	12 50 @ 13 —
Plates, I. C. Coke	8 — @ 9 —	10 75 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 10 —
Plates, Charcoal Terne	9 — @ 9 25	12 25 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	6 50 @ 6 75
Clinch (cash)	8 25 @ 8 50
Copper	— — @ — 48
Ausable Horse, Norway Iron, Forged	— — @ — 32
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 20 @ — 20½
Refined, free U. S. to White	— — @ — 46½
Refi'd, in bond, prime U. S. to White	— 30 @ — 30½
Refi'd, in bond, Standard White	— 31 @ — —
Naptha, Refined (60@63 gravity)	— 24 @ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th 10	F 11	Sat. 12.	M 14	Tu. 15	W. 16
Atlantic M. S. S. Co	107	106	109	----	112	109
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45½	48	49½	----	----	49½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	110	----	109	109½	109	----
" " pref.	112	----	----	----	111	----
" " 1 M.	----	----	----	98½	----	98½
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	97	----	----	----	----	----
Chicago, Burl. & Q.	130½	----	----	151	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	43	41½	43½	43½	43½	43½
" " pref.	80½	80½	81½	82	81½	81
" " 1st M.	----	----	----	----	88½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	97	----	----	----	----	----
" " Consol.	----	----	----	84	84	83½
Chicago & Rock Isl.	102½	102½	102½	102½	102	102½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	111	----	----
Clev. and Pittsburg	89½	90½	91½	91½	90½	91½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	90½	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	123½	125½	125½	----	125½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	90	----	88	93	91	----
Del. & Hudson Canal	155	154	----	147	155	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	101	----	----	----
Erie	64½	62½	64½	65½	65½	65½
" pref.	75	77	75½	76½	76	76
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	99½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	130	131	131	128	125½	126
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	103	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118½	119½	119½	120½	120	121
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	35	35	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	13½	----	----	----	12½	12½
Michigan Central	107	107½	107½	108	107½	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80½	79½	80½	80½	80	80½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	56	----
" " 2 M.	91	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Miln. and St Paul	44	----	----	47	----	----
" " pref.	60½	60½	62	63½	----	62
" " 1st mort.	87½	----	88	----	----	88
" " 2d mort.	82	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95	94½	94	93½	93½	93½
" iss. to H. & St. J. R.	----	----	----	80	----	79½
" " Pacific	----	----	----	94½	93½	----
New York Central	110	110½	110½	110	108½	109½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	103
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	94½	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	101	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	73½	----	----	----	72½	----
" ex-coupon	54½	----	54½	54½	----	----
" new	54½	55	54½	54½	54½	53½
Ohio & Miss. cer.	27	27	27½	27½	27	27½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	168½	170	169	168	167½	168½
Panama	----	260	----	261	----	----
Phila. and Reading	105½	105	105	104½	104½	104½
Pitts. Ft. W. & Chicago	102½	102½	103	103	102½	102½
" 1M.	----	----	----	----	----	----
" 2½. 95	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	42½	43½	43	43	42½
St. L., Alton & T. H.	----	----	----	----	----	38½
" pref.	----	----	67	----	----	----
" " 1M.	----	----	91	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	----	----	66½	66½	66½	66½
" new	66	66	65½	66	65½	65½
Tol. Wab. & Western	42	----	44	44	44	43½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	94	----	----	93	----	----
" " 2M.	----	----	----	----	77	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	58	----	59	59

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th 10	F.11	Sat.12	M.14	Tu.15	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg. 102	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	102¼	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99¾	99¾	----	99¾	99¾	
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	107¾	108¼	108¼	108¼	108	
U. S. 6s, 1881, cou. 108	107¾	108¼	----	----	108	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup. 128	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862. 107	106¾	107¼	107¼	107¼	107¾	
U. S. 6s, 5-20s, c. 1864	105¾	105¾	105¾	----	----	
U. S. 6s, 5-20s, c. 1865. 105¼	105	105¾	105¼	105¾	----	
U. S. 6s, " reg. 106	----	104¾	104¾	----	----	
7.30 Notes, 1st series. 104¼	104	104¼	104¾	104¼	----	
" " 2d series. 104¾	103¾	104¼	104¾	104¾	104¼	
" " 3d series. 104	104	104¼	104¾	----	104¾	
American Gold	----	----	----	135¼	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	W.9	Th.10	F.11.	Sat.12.	M.14.	Tu.15
Cattawissa	----	----	----	----	----	----
" preferred 32	31	31	31¾	32	29¼	
Camden & Amboy 131	131	130	----	130¼	----	
" " 6s, '67	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
" " 6s, '75	----	----	----	90¾	----	
" " 6s, '83	----	92	----	----	----	
" " 6s, '89	----	----	90	----	----	
" mort. 6s, '89	----	95	95	95	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal 56¼	----	----	56¼	----	----	
Elmira & W'mport	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 7s	----	----	----	----	----	
Lehigh Navigation 55	55	55	55	55¾	----	
" " 6s, '84 91¼	91¼	91¾	----	----	----	
Lehigh Valley R. R. 65¾	65¾	----	65¾	----	----	
" " 6s	----	----	----	----	95¼	
Little Schuylkill R. R.	32½	----	----	----	----	
" " 7s	----	----	----	----	----	
Long Island	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Minehill	----	----	57	57	----	
Morris Canal	----	----	----	88	87¾	
" " pref.	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania	39¼	----	----	----	----	
" " 6s. 90	----	----	89¼	----	89¾	
" " 10s.	116	----	116½	----	----	
Northern Central	46	----	----	46	45¼	
Pennsylvania R. R. 56¾	----	56¾	----	56¼	56¼	
" 1st m.	----	99¼	99¼	----	----	
" 2d m. 87¼	97	----	----	----	----	
Penn. State. 5s	92¾	----	93	----	----	
" " 5s, coupon	----	----	----	----	----	
" " 6s. W. L.	----	----	----	----	----	
Philadelphia City, 6s 96	96	96	96½	96¼	96¼	
" " new 100¼	100¼	100	100¼	100¼	100	
" " munc	----	100	100	----	----	
Philad., Germ. & Nor.	----	62	62	----	63	
Phila. & Reading 52	52¼	52	52¼	52¼	52¼	
" " 6s, '86	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
Philadelphia & Erie 31¾	32	31	31¼	31	----	
" " 6s	----	----	----	----	----	
Philad. & Sunbury, 7s 95	----	----	----	----	----	
Schuylkill Navigation	----	----	23	----	----	
" " pref. 33¼	----	33¼	33¼	----	33½	
" " 6s '82	----	80½	----	----	80¾	
" " 6s '76	----	----	----	----	----	
" 6s '72	----	----	----	----	----	
Susq. Canal 13¼	----	----	----	----	13¾	
" " 6s '78	63	----	----	----	62¼	
Union Canal, pref.	----	----	----	----	----	
" " 6s '83	----	----	----	----	----	
West Br. Canal 6s '78	----	----	----	----	----	
Wyoming Valley Canal	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hestonville, (Horse)	----	----	----	14¼	14¾	
Chestnut & Wal. " 45	----	----	----	----	----	
Green & Coates, "	----	----	----	----	----	
2d and 3d streets, "	----	----	----	----	----	
Spruce & Pine, " 30	----	30	30	30	30	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	W 9.	Th 10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875. 97¼	97	----	----	98	----	
" " 1886. 98¼	----	----	----	----	----	
" " 1870	----	----	----	----	----	
" " 1890. 97¼	97¼	97¼	----	97¼	97¾	
Balt. and Ohio	116	----	----	116¾	----	
" " b'ds, '62	----	----	----	----	----	
" " " '67	----	----	----	----	----	
" " " '75	93	----	----	96	----	
" " " '80	96	----	----	----	----	
" " " '85. 97¼	97¼	97¾	----	98	----	
Northern Central	47¼	----	----	47	----	
" " b'ds, 1885	----	----	----	----	----	
" " " 1900	----	----	----	----	----	
City Passenger R. R.	18	----	----	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	Th. 10.	F.11.	Sat.12.	M.14.	Tu.15	W16
Boston and Lowell	----	115¼	----	----	----	
Boston and Maine	----	132	----	----	133	
Boston and Providence	136	136	----	----	----	
Boston and Worcest.	----	----	----	----	----	
Cheshire, pref.	----	56¼	56	----	----	
Concord	----	----	----	----	----	
Connecticut River 107	----	----	108	----	----	
Eastern, Mass.	107¾	107¾	107¼	107¼	107¼	
Eastern, N. H.	----	----	----	106	----	
Fitchburg	----	116½	116	----	116	
Manchester & Lawr'ce.	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	106	----	----	----	
Old Colony & Newport. 99¾	99¼	99¼	99	99	98¾	
Ph., Wil. & Baltimore 56	55¾	55¾	----	55¼	55¾	
Portl'd, Saco & Ports.	----	----	101	101¼	100	
Vermont & Canada 101	----	----	100	----	100¼	
Vermont & Mass. 57¼	57¼	----	----	58	----	
Western 140	----	138¼	135	----	136	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	----	93	93	
Metropolitan " 53¼	53¼	53	----	----	----	
Middlesex "	----	----	----	----	49	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	43	42	45	45	46	
Franklin " 36	32¼	34¼	----	36	----	
Huron " 32¼	----	32½	33	33	31½	
Isle Royale " 9	----	----	----	----	----	
National "	----	----	----	----	----	
Minnesota "	----	----	1	----	----	
Pewabic " 24	----	24½	23½	----	24	
Pittsburg "	44	44	44	44	----	
Quincy " 36	50¼	----	36	34	----	
Rockland	8¼	8½	----	----	8	

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of December.

United States 5-20 yrs., 1882, 6 per cent	71¼@ 72
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. scc., 1st mort., 1880, 7 per cent	62 @ 68
Do. do., 2d mort., 1881	63 @ 68
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	63 @ 68
Do., consolidated mortgage bonds, 1890	41 @ 41¼
Erie shares, $100 (all paid), 8 p. c	45¼@ 45½
Do., convertible bonds, 6 p. c	69 @ 70
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	70 @ 72
Do. $100 shares (all paid)	78½@ 79
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	87 @ 89
Do. $50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	74 @ 76
Do., with option to be paid in Philadelphia	— @ —

American Railroad Journal.

Saturday, January 19, 1867.

Stock Exchange and Money Market.

The legitimate movements in Money were disturbed early in the week under review, by the manipulations of the leading *bears* in Gold and Stocks, especially the former, which produced an artificial stringency in the market, by the sudden withdrawal of large sums from employment, and the locking up, for a day or two, of the funds thus abruptly called in, in harmony with the plans and arrangements of the operators against the ruling values. While the available supply was thus seriously diminished, accommodation was not granted to even the best borrowers at less than the full legal rate of seven per cent. on call; while less responsible parties had to pay as much as seven per cent. and a commission in currency, and even full seven per cent. in gold, for such aid as they urgently needed. The pinch was most severely felt on Wednesday evening, and through Thursday of last week. It did not last long, however. It involved too heavy an expense to its engineers, to be maintained for any great length of time. On Friday and Saturday the market begun to relax, on an increasing supply, and by Monday noon, the flurry was practically over. The local press was almost unanimous in its condemnation of the agencies by which the pinch was brought about and the market so violently agitated. Since Monday, the movements have been on a more stable basis, and favorable to borrowers for temporary use at the Stock Exchange and Gold Rooms at 7 per cent., and in the national security line of business, at 6@7 per cent. Discounts have been dull, though within a few days, there has been more call for strictly prime short date commercial paper at from 7@8 per cent. per annum. The only important drain of currency from this centre at present is in the direction of the South, whither remittances are being made in considerable sums to move to the seaboard the Cotton crop. This is rather advantageous than otherwise, as, apart from other considerations, by the free marketing of the great staple, exchange will be more abundant, and the inflation of the gold premium thus rendered more difficult. The last city bank statement has been favorably interpreted. The gain in the specie reserve offsett the loss in the legal tender reserve. There was no important change in the volume of deposits, or circulation. The loans were heavier, but this is partly accounted for by the fact that some of the strongest and most respectable of the banks toward the close of last week made extraordinary efforts to counteract the schemes of the operators against the market, by increasing the accommodation extended to their customers. The local bank return for the past week showed a decrease of $1,779,751 in legal tender reserve, and $15,956 in deposits, with an increase of $1,083,028 in the loan item, $1,818,685 in specie and $62,324 in circulation. The specie reserve of the banks is now $14,613,477, against $16,852,568 the same time last year. The city bank deposits are now $202,517,608, against $228,484,370 week ending Oct. 6, 1866, and $197,766,999 week ending Jan. 13, 1866. The legal tender reserve amounts to $63,246,370, against $73,019,957 same time last year. The circulation now stands at $32,825,103, against $19,162,917 same time last year. The loans are now $258,935,488 against $279,135,790 nine weeks ago, and $234,938,193 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $108,522,010 a day, against a daily average of $97,395,557 the preceding week; and $101,183,599 the week ending with Dec. 30. The current week's exchanges average about $104,200,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $216,164; decrease of legal tender reserve, $203,709; decrease of deposits, $284,606; decrease of specie, $343; and decrease of circulation, $8,243.

National Bank notes to the amount of $530 were issued last week, making the total issue to 1,663 banks thus far $300,755,901, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,145,932, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,609,100. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,365,150; and for the public deposits, $38,903,950—making a total of $379,269,100. The Treasury Department, last week, redeemed and destroyed $360,800 of worn and mutilated fractional currency, and issued $271,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 12, were $22,939,315, including $1,944,-623 from customs duties; payments, $24,887,977; balance at the close of the week, $101,164,996, against $102,613,658 at the close of the preceding week. The business of the Office during the first two day of the current week, was as follows: Receipts on Monday, $2,609,234, and payments, $3,179,553; on Tuesday, receipts, $1,983,259; payments, $1,433,611. The balance at the close of business on Tuesday stood at $101,144,324, against $102,217,820 a week previous.

Government revenues have been more liberal in the form of customs, and less so, in the way of excises, during the past week. The excises are usually least prolific at this season of the year. Excises, last week, yielded about $3,459,140, against $6,955,298 the preceding week; customs at the port of New York, (in five business days) $1,944,623, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $7,025,000 in currency, against disbursements of only about $3,426,442 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $177,000,000, or at an average weekly rate of about $6,300,000, equal to a yearly aggregate of about $328,000,000, against the Department estimate of $285,000,000 for the whole of the current fiscal year, This is a very handsome revenue for a dull year, in a business way.

Gold has been moving upward during most of the week, especially since the practical defeat of the *bear* schemes against an easy Money Market on Thursday and Friday last. The lowest price was made on Friday the 11th inst., namely 132½; and the highest on Wednesday, the 16th inst., to wit, 137. The speculative demand has been increasing in volume. It has been stimulated by the exciting political rumors of the week from Washington, though far less apprehension has been awakened by these alarming rumors than might have been anticipated. The *short* sellers of last week have been eager buyers, within the past two or three days, mainly with a view to protecting their outstanding contracts. Many of the operators, who were recently conspicuous among the *bears* have changed sides, and begun to manipulate the market for a fresh upward movement. They calculate on deriving much aid in prosecuting their schemes from the Washington reports and rumors, many of which are undoubtedly fabricated in their interest. Readers of the public journals should be on their guard against all such mischievous attempts to impose on them. The latest dealings in gold on Wednesday brought the rate back to 135⅝. The customs inquiry has been much more liberal, since our last. Cash gold, or gold for immediate delivery, has been comparatively abundant, thus preventing as sharp an upward turn as might otherwise have been brought about by the *bull* clique manipulations. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $68,411. The customs demand for Gold last week, averaged $324,104 a day; thus far, this week, it has been equal to $414,867 a day, or equal to a weekly aggregate of $2,489,202. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $56,-178, and from California, $874,764. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $65,637,505, against $70,164,523 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $26,-027,308, against $12,788,790 same time last year, showing an increase this year, of $13,238,518. The exports of specie from this port, last week, were $887,828. The total outflow of specie from the port, thus far in the current fiscal year has been $18,476,610, against $13,240,341 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,220,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $31,741,463, against $27,927,-663 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Dec. 15, reached $43,200,000, against $43,850,000 same time in 1865.

Foreign exchanges have been in fair supply and demand, since our last, at a rather higher range of prices. Some considerable sums of Sterling have been made against exports of Five-twenties. Bankers' 60 day bills on London closed on Wednesday at 109⅛@109⅛, and on Paris to 5.16¼@5.13¾; sight bills on London to 110⅛@ 110⅜; and on Paris to 5.13¾@5.11¼. The offerings of produce bills have been fair since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,256,658, making the total value of exports since July 1, 1866, $89,-579,677, against $115,973,286 same time in the preceding fiscal year.

Government securities have been in quite brisk demand, since our last, chiefly for home investment purposes, at in the main, firmer and buoyant prices. The coin bearing bonds were in most favor, especially the earlier and later issues of the Five-twenties. The sudden rise in gold on Wednesday, elicited a considerable foreign demand for the Five-twenties of 1862, which carried the price of this special issue of the funded obligations up fully ⅛ of one per cent. The advices from abroad are to the effect that the foreign markets for Five-twenties have been heavily oversold, and that nothing but the rumors of political troubles here prevents the price of the bonds from rallying very sharply. The foreign bankers here do not seem to be disturbed by these rumors, nor do they appear to have their confidence shaken in the national funds as a secure and lucrative investment. U. S. sixes of 1867 closed here on Wednesday at 128½@129; U. S sixes of 1868, at 128@128½; U. S. sixes of 1881, 108@108¼; U. S. Five-twenties of 1862 at 107⅞@108⅛; U. S. Five-twenties of 1865 at 105⅞@106⅛; U. S. Five-twenties of 1865, consolidated, 104¼@104½; U. S. Ten-forties at 99¾ @100, and U.S. Seven-thirties at 104¼@104½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	116⅝	May, 1865	111¼
July, 1864.....	116⅛	August, 1865....	110½
August, 1864....	115⅝	September, 1865..	110¼
October, 1864....	114⅝	October, 1865....	110
December, 1864..	113⅝		

The week's business in railway and miscellaneous share property has been of average magnitude, on a variable and somewhat feverish market. The worst dealings were those on Thursday and Friday of last week, and at the close of Wednesday of the current week. On Wednesday afternoon, the *bears* hammered the market vigorously, depressing prices 2@3 per cent., and creating a sort of panicky temper in the clique stocks.

General business has been reviving fitfully, since our last. The main improvement has been in the magnitude of the dealings in breadstuffs and provisions, which have been in more request, though at irregular and not very firm prices, partly for export, and partly on speculative account. Cotton has been sold and exported rather more freely, but the turn of the market has been against holders. Middling grades closed at 34@36 cents per lb., on a less active inquiry. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged 4,300 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 178,-950 bales, against exports of 135,733 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 838,000 bales against 981,000 bales same time last year; exports, 352,000 bales, against 471,000 bales same time last year, estimated stock at latest dates, 540,000 bales, against 487,000 bales same time last year. A statement of the sugar trade of the United States has just been published, showing that the receipts into the country of foreign unrefined sugar for the year ending December 31, 1866, were 403,497 tons, and the consumption of this description was 383,178 tons, against receipts in 1865 of 362,243 tons, and consumption 345,800 tons. The total consumption of foreign and domestic cane sugar in 1866, was 391,678 tons, against total consumption in 1865, of 350,809 tons, being an increase of over 11⅝ per cent. An annual exhibit of the coffee trade of the United States, just given to the public, shows that the total receipts in the United States for the year ending Dec. 31, 1866, were 1,185,858 pkgs., weighing 163,671,798 lb., against receipts in 1865 of 862,341 pkgs., weighing 133,574,397 lb., and the total consumption in 1866, was 158,197,696 lb., against a consumption in 1865, of 128,146,356 lb., being an increase of 30,051,340 lb., or nearly 23½ per cent. Foreign merchandise has been in very moderate request, and without any improvement in price, though holders view the immediate future, rather more hopefully, especially for staple articles in the dry goods line. The total imports of foreign dry goods, last week, were $4,084,964, and the total amount marketed $1,994,381. The value of foreign merchandise imported last week, was $3,027,228—making the grand total specie value of last week's imports of dry goods and merchandise, $7,062,192, and since July 1, 1866, $137,995,224, against $148,951,386 same time in the preceding fiscal year. The ocean freight market is more active in the line of cotton, breadstuff, provision shipments, and rates are firm, with 538 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d.per bbl.; grain at 4½@4½d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 31.	Jan. 9.	Jan. 16.
Consols	——	91	91⅛
U.S. 5-20's of 1862	—72¾	72⅞	72⅞
U.S. 5-20's of 1865	—71¾	71¾	71⅞
Erie	—46	45	45
Ill. Central	—80¼	81	81¼

The New York exports, exclusive of specie, for the week ending Jan. 15, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$5,003,593	$4,256,658
Prev. reported	4,091,557	3,716,624
Since January 1	$9,095,150	$7,973,282

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$4,897,258	$4,034,964
Gen. merchandise	1,969,930	3,027,228
Total for the week	$6,867,188	$7,062,192

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$148,951,386	$137,995,224
Exports produce	115,973,286	89,579,677
Exports specie	13,280,454	18,433,610

The balance in the Sub-Treasury on Wednesday was $101,658,146 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100; N. Y. State Bounty Loan, reg., 105¾; do., 6s, 1878, 99½; Brooklyn 6s, Park Loan, 90; do., Imp. Bonds, 90; do., Water Loan, 95; Chicago, Rock Island and Pacific 7s, 91; Great Western 2d mort., 69¾; Galena and Chicago 2d mort., 100; Morris and Essex 1st mort., 95½; do., 2d mort., 90; Indianapolis and Cincinnati, 86; Hannibal and St. Joseph, 57; New York and New Haven, 115; do., 6s, 95½; Chicago and Milwaukee, 80; South Am. Nav. and Marine R. R. Co., 117¾; Union Navigation, 108½; Adams' Exp. Co., 67; U. S. Exp., 65¾; Am. Express, 70; Maryland Anthracite Coal, 8; American Coal, 63; Butler Coal, 20½; Mariposa pref., 31; Manhattan Gas, 145; Western Union Telegraph, 46½; do., Russian Extension, 96¼; Bank of Commerce, 113; Am. Ex. Bank, 115; Importers' and Traders' Bank, 113½; 4th National Bank, 105; East River Bank, 100; Central Bank, 111; Union Bank, 119; Continental Bank, 101½; Butchers' and Drovers' Bank, 125; Ocean Bank, 105; Mechanics' Bank, 115; Shoe and Leather Bank, 110; Phœnix Bank, 107; Almada Gold, 5.15; American Flag, 1.90; Atlantic and Pacific, 5.10; Albin, 1.50; Benton, 1.15; Boscobel Silver, 1.50; Bates and Baxter, 2; Consol. Gregory, 12.60; Corydon, 6.00; Crozier, 0.15; Des Moines, 1.75; Davidson Copper, 0.60; Downieville, 0.11; Gold Hill, 4.25; Gunnell, 1.40; Grass Valley, 0.95; Gilpin, 3.15; Hope, 0.80; Holman, 0.25; Kipp and Buell, 0.75; Keystone Silver, 0.09; La Crosse, 1.00; Liberty, 0.11; Long Island Peat, 5.00; Montana, 0.95; Mill Creek, 0.12; New York, 2.40; People's Gold and Silver, 2.25; Perry and People's, 0.10; Pah Ranegat Centre, 2.85; Rocky Mt., 2.25; Smith and Parmalee, 6.75; Texas, 0.50; Walkill Lead, 1.15; United Petroleum Farms, 0.10; Bennehoff Run, 0.10; Buchanan Farm, 0.20; Shade River, 0.02.

Philadelphia.—Belvidere Delaware bonds, 86; West Jersey R. R. 6s, 85; Connecting R.R. bonds, 93; Warren and Franklin 7s, 84½; Reading 6s, 1844–'80, 90; Allegheny 5s, 74; Union R. R., 41; 13th and 15th streets, R. R., 19; Camden and Amboy scrip, 46½; West Branch Canal bonds, 90; Delaware Division Canal bonds, 87½; St. Nicholas Coal, 1½; Shamokin, 4; New York and Middle, 4⅝; Wyoming Valley, 32½; Mechanics' Bank, 33; Philadelphia 152; Girard Bank, 56⅛; Pennsylvania Bank, 58; National Bank, 110; Central Bank, 122; Ocean Oil, 3; Maple Shade, 2⅛; McElheny, ¾; McKean, 0.05 The latest quotations are: City 6s, 96¼@96½; do., free of tax, 100@100⅛; State 5s, 93@93¾; do., coupon, 94@95; do., 6s, W. L., 101½@—; Phila., Wil. and Balt., 55½; Reading, 52⅛@52¼; do., 6s, 1870, 95@97; do., bonds, 90¼@91½; do., con., 105@—; Camden and Amboy, 130½@131; Penn. R. R., 56⅛@56⅜; do., 1st mort., 99@99½; do., 2d mort., 96¼@96½; Little Schuylkill R. R., 30@36; Morris Canal, 87@88; do., pref., 125@125½; do., bonds, 92@95; Wyoming Valley Canal, 52¼@52¾; do., 6s, 86@89; Susquehanna Canal, 13⅝@14; do., 6s, 66½@63; Sch. Nav., 23@23¼; do., pref., 33@3⅜¼; do., 6s, 1882, 80@81; Union Canal bonds, 21@23; Delaware Div. Canal, 56½@57; do., bonds, 66@97½; Elmira and Williamsport, 29@31; do., pref., 40@44; do., 7s, 1873, 96½@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54¾@55; do., bonds, 1884, 91⅛91⅜; North Pennsylvania, 36¼@37⅞; do., 6s, 89½@90¼; Philadelphia and Erie, 31@31⅛; do., 6s, 90@92; Minehill, 56@57; Catawissa, 29½@29¾; do., pref., 29⅝@29⅞; Lehigh Valley, 60@64; do., bonds, 96½@98; Fifth and Sixth streets, (horse,) —@45; Second and Third, 87¼@87½; West Philadelphia, 73@75; Spruce and Pine, 29¾@30; Green and Coates, 29¼@—; Chestnut and Walnut, 46@46¾; Thirteenth and Fifteenth, 18⅞@19; Girard College, 26@28; Tenth and Eleventh, 60@70; Union, 40@41½; Hestonville, 14⅝@14⅞.

Boston.—Eastern R. R. 6s, 1874, 97; Ogdensburg 1st mort., 100; Old Colony and Newport 6s, 1876, 97½; Central Pacific 7s, 1884, Gold, 94¾; Salem and Lowell R. R. 6s, 82¾; Conn. and Pass. Rivers R. R. 6s, 96¼; Fall River 5s, 1878, 89¾; Vermont Central 2d mort., 41; Rutland and Burlington 1st mort., 120; Boston, Hartford and Erie R. R., 10½; do., 7s, 40½; Ogdensburg and Lake Champlain, 71; do., pref., 102½; Sandusky, Dayton and Cincinnati old stock, 11; Everett Oil, 0.01; do., pref., 0.05; Indian Spring, 0.10; Pepper Well, 0.38; Crescent Petroleum, 0.05; Massachusetts and Oil Creek, 0.14; Farrar, 2; Excelsior, 0.25; Peck Gold, 0.20; Corydon Gold, 6.30; Renfrew Gold, 0.40; Quarts Hill Gold, 5; Excelsior Gold, 8; Montezuma Gold, 0.70; Lyman Gold, 0.75; Gunnell Gold, 1.70; Colorado Gold, 0.25; Montezuma bonds, 55; Summit Branch Coal, 10; Roaring Brook Coal, 89; Short Mt. Coal, 14; Harleigh Coal, 84; Mammoth Vein Coal, 1.75; Collins Coal, 5; Lackawanna Coal, 7.50; Vermont Iron, 0.05; Boston Water Power Co., 29; Cary Imp., 19¼; Adams Exp., 68; Boston Gas, 76⅞½; Maine 6s, 1882, 99½; Massachusetts 6s, 1875, 111; do., 5s, 1894, 99½; Connecticut 6s, 1884, 100; Cook Co., Ills., 7s, 96¾; Portland 6s, 1870@1877, 96¾; St. Louis 6s, 1886, 86; Charlestown 6s, 1874, 100; Bath 6s, 1870@1891, 96¼; Bank of Redemption, 111½; Shoe and Leather Dealers Bank, 132½; Mercnants Bank, 121⅛; Bank of Commerce, 117; State Bank, 111½; Market Bank, 110½; North Bank, 113; Boyleston Bank, 136; Revere Bank, 135; Shawmut Bank, 120¼; Suffolk Bank, 117½; Old Boston Bank, 68¼; Washington Bank, 122; New England Bank, 128; Howard Bank, 107¼; Allouez Mining Co., 5½; Bay State, 9; Canada, 60c.; Concord, 3; Calumet, 75c.; Dana, 1⅛; Eagle River, 2⅛; Hancock, 11; Hanover, 1¼; Humbolt, 1⅛; Hungarian, 2½; Mesnard, 1½; Madison, 2; Petherick, 2; St. Clair, 4; Superior, 3⅞; Toltec, 1½; Winthrop, 1⅛.

Baltimore.—Virginia 6s, old, reg., 32; Virginia and Tennessee R. R. 8s, 80; Marietta and Cincinnati 1st mort., 88; N. W. Va., 18½; do., 1st mort., 93; Deep River Mining Co., 0.15; Maryland Anthracite Coal, 8½; Merchants' Bank, 15; Union Bank, 63; Farmers' and Planters' Bank, 31; Citizens Bank, 14¼; Franklin Bank 13; Bank of Baltimore, 102; 3d National Bank, 101½. The latest quotations are: Balt. and Ohio, 116¼@117¾; do., 6s, 1867, 98@100⅜; do., 1875, 98@98¼; do., 1880, 96@97; do., 1885, 98@98¼; Northern Central, 46½@47¾; do., bonds, 1885, 85¼@86; N. W. Va. 1st mort., 1873, 94@95; do., 2d mort., 90½@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 87½@88; Central Ohio, 25@—; do., 1st mort., 89@95; Western Md. bonds, 65@70; do., guar., —@95; Maryland 6s, coupon, 1870, 100@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@97; do., 1873, 95@96; do., 1875, 97¾@97¾; do., 1886, 96@96; do., 1890, 97½@97¾; do., coupon, 100@100; Park, do., 97½@98; do., 1892, 98@98; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17@18; Canton Co., 34@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 7⅝@7½; George's Creek, 100@101; Santa Clara, 3@5; Balt. Chrome, 0.50@0.40; Bare Hill, 0.35@0.45; Atlantic Coal, 0.60@0.95; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@190.

Union Pacific Railroad.

George Ashmun of Massachusetts, Jesse L. Williams of Indiana, Charles T. Sherman of Ohio, T. J. Carter of Illinois, and S. Harbaugh of Pennsylvania, Government Directors of the Union Pacific Railroad, have prepared a report to the President, which states that there are three hundred and five miles of the road finished and in operation—trains running to a point a few miles west of the forks of the Great Platte river. This road is definitely located up the Lodge Pole creek to the foot of the Black Hills, then through "Evans' Pass" to the Laramie river, a further distance of near three hundred miles, which it is contemplated to build during the present year. This main line will pass about one hundred miles north of Denver, which place the company proposes to reach by a branch road. It is confidently expected that by the 1st of January next the locomotive will penetrate and cross the most difficult range of the Rocky Mountains, at an elevation of over 7,000 feet above tide-water, and reach the crossing of the Laramie river a distance of near six hundred miles from Omaha, the initial point on the Missouri river.

☞ Oliver Ames of Easton, Mass., has been elected President of the Union Pacific Railroad, to hold the office while General John A. Dix is absent as Minister to France.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Jan. 5th, 1867, were $108,588 00
Corresponding week of previous year.. 100,087 00

Increase..... $8,501 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in Jan., 1867, were..... $81,136 00
Corresponding week of previous year.. 76,129 00

Increase..... $5,007 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Jan., 1867 .. $24,856 00
Corresponding week previous year..... 22,130 00

Increase..... $2,726 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Jan., 1867, were..... $ 67,047 00
Corresponding week of 1866 ..... 75,330 00

Decrease $8,283 00

The earnings of the Chicago and Northwestern Railway for the first week in Jan., 1867, were..... $168,684 44
Corresponding week of previous year,. 153,950 25

Increase..... $14,734 19

The earnings of the Western Union Railroad for the week ending Jan. 7, 1867 . ... $9,792 02
Corresponding week previous year..... 10,016 30

Decrease $224 28

The earnings of the Michigan Central Railroad for the 1st week in Jan., 1867, were... $75,113 33
Corresponding week of previous year.. 59,590 08

Increase..... $15,523 25

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Dec., 1866, were:

From freight $106,087 19
" passengers 50,089 59
" miscellaneous 5,250 00

$161,426 78

Dec., 1865:
Freight, passengers, etc 178,434 26

Decrease..... $17,007 48

The receipts of the European and North American Railway for the month of December, 1866, compared with the receipts of the corresponding month of the previous year are as follows:

	1866.	1865.
Passengers	$5,037 87	$4,976 21
Freight.....	6,902 69	5,785 52
Mails and sundries.....	501 71	508 00
	$12,442 27	$11,260 73

Increase over Dec. 1865, $1,172 54.

Railways of Great Britain, 1865.

The document annually issued by the Board of Trade, which gives returns of accidents, traffic, working expenditure, and capital concerning the railways of the United Kingdom, has just been published. From this we learn that in 1843 there were 2,036 miles of railway open in the United Kingdom; in 1856 the number of miles open was 8,635; in 1864 there were 12,789 miles open; at the end of 1865 there were 7,503 miles of double, 5,786 miles of single line, or in all 13,289 miles of railway open in the United Kingdom, or 500 miles more than in 1864. In 1846 the railways of the whole world only aggregated 2,769 miles.

Turning now to the traffic, we find that in the year ending December 31st, 1865, there were 3,448,509 passenger trains run, 2,108,198 goods trains, or 5,556,707 trains in all, being 586,738 trains in excess of the number in 1864. These trains ran in the aggregate 139,527,127 miles, being 10,896,184 more than was run in 1864. The miles run by trains in the United Kingdom in 1865 were about 5,613 times the mean circumference of the earth! The passenger trains conveyed 251,862,715 persons, exclusive of 91,147 season-ticket holders. The increase of passengers was 22,590,550, as compared with 1864, and the increase of season-ticket holders 20,648. In addition the passenger trains carried 59,299 carriages, 253,550 horses, and 396,097 dogs—each of these items being a decrease as compared with the previous year. The goods trains conveyed in the year 2,769,880 head of cattle, 9,336,411 sheep, and 2,424,696 pigs. Of coal, coke, and other minerals, they carried 77,805,786 tons, and of general merchandise, 36,787,638 tons. The cattle carried were fewer in number than in 1864, but the other items last named show a considerable increase. The gross receipts from passenger traffic, including mails (£567,865) for the United Kingdom, were in 1865, £16,572,051; from goods traffic £19,318,062, or together £35,800,113, being an increase of £1,874,549, as compared with 1864. The increased receipts were:—For England and Wales, £1,498,662; Scotland, £220,432; and Ireland, £155,455. In 1848 the receipts from passenger traffic amounted to £5,720,382, and from goods, cattle, minerals, &c., to £4,213,169.

The working expenditure shows an increase, both absolute and comparative, for 1865, as compared with 1864. Maintenance of way cost £3,140,718; locomotive power, including stationary engines, £4,712,262; repairs and renewals of carriages and wagons, £1,514,165; traffic charges (coaching and merchandise), £4,911,031; rates and taxes, £672,714; Government duty, £451,919; compensation for personal injury, £333,533; compensation for damage and loss of goods, £115,792; legal and Parliamentary expenses, £247,167; miscellaneous working expenditure—a convenient heading and a heavy amount—£1,049,772. Total working expenses, £17,149,073, or 48 per cent. of the gross receipts. The comparative increase in working expenses for the year is £1,148,765. The working expenditure in 1864 was 47 per cent. of the receipts. The working expenses, which include, as may be seen, Parliamentary contests—a costly item—have been greatly increased during the last twenty years. In 1845, the percentage of working expenses on traffic of four large companies, having metropolitan termini, was respectively, 34.49, 38.88, 28.11, and 32.46. The working expenditure of the same four companies were in 1865, 52, 51, 52, and 57 per cent. upon the respective receipts. The passenger traffic furnishes 46.17 per cent., and the goods traffic 53.83 per cent. of the gross receipts, as for the United Kingdom. In England and Wales the proportions are:—Passenger, 46.34, and goods, 53.66; Scotland, passenger, 37.88, goods, 62.12; Ireland, passenger, 62.22, goods, 37.78 per cent. As regards the numbers of the respective classes of passengers carried, the third class continue to take precedence both in numbers carried and money paid. The proportion as regards numbers are:—First class, 11.72 per cent.; second, 28.13 per cent.; and third class, 60.15 per cent. Their respective contributions to revenue are:—First class 25.81 per cent.; second class, 32.28 per cent.; third class, 38.81 per cent.; and season-ticket holders, 3.10 per cent. The third class passengers increase proportionately. Moreover, the first class were in 1865 more by 7.08 per cent., the second class, 8.60 per cent., and the third class 11.09 per cent. above the respective numbers in 1864. The greatest proportionate increase in the receipts has been from the season-ticket holders. First class passengers have yielded as increased revenue 5.79, second class 4.36, third class 6.93, and season-ticket holders 15.58 per cent. each class respectively. The proportions of the passengers using the different classes of carriages in the different divisions of the United Kingdom is curious and suggestive. In England and Wales the first class passengers are (sinking the decimals) 11 per cent., in Scotland 12, and in Ireland 12; second class, England 29, Scotland 10, Ireland 29; third class, England 58, Scotland 76, Ireland 56; from which it is evident that Scotsmen get in mileage the best bargain for their bawbees. The increase in numbers of the several classes of passengers was for the year:—First-class, 1,961,790; second, 5,514,072; third-class, 15,114,072.

In rolling stock the companies had at December 31st, 1865, 7,414 locomotives, 17,997 passenger-carriages, 220,304 coal, cattle, and goods-wagons and 12,956 trucks and wagons of other sorts, being a total a 258,671 engines, carriages, and wagons—an increase of 15,051 as compared with 1864. Made up in a continuous train, buffer to buffer, the rolling stock of the companies in the United Kingdom would extend to above 1,000 miles.

At December 31st, 1865, the authorized capital of the companies in the United Kingdom amounted to £576,291,663, of which the proportions were:—By shares, £432,889,225; loans, £143,402,418. The paid up capital at the same date amounted to—In ordinary capital, £219,598,195; preferential capital, £124,268,475; debenture stock or funded debt, £13,795,375; a total, £357,657,046; with debenture loans outstanding on the 31st December, 1865, of £97,821,097; or a grand total paid up of £455,478,143. The amount authorized to be subscribed to other undertakings is £11,603,481, and the amount actually subscribed to such undertakings £11,089,084. The increase in the authorized capital of the companies at the end of 1865 as compared with 1864, is £55,769,329; and the increase in the paid-up capital of the later year, as compared with the former, £29,758,530. The additional capital paid up in 1855 was £11,516,000; in 1860, £13,767,000; and in 1864, £21,268,000. Of this there was raised in loans and debentures, in 1855, £4,501,000; in 1860, £3,218,000; in 1864, £3,958,000. At the end of 1865 the increased debenture stock and funded debt, £745,834, added to the excess in the amount of debenture loans outstanding, £4,745,705, give together £5,491,539. In 1855 the companies were indebted in loans, or upon the security of debentures, in the sum of £75,161,000; in 1860, £89,464,000; in 1864, £106,080,000; at the end of 1865 the debenture stock and funded debt, with the debenture loans outstanding, amounted to £111,616,472. The amount in ordinary and pre-

ferential shares at the same periods were:—In 1855, ordinary shares, £169,605,000; preferential, £52,818,000; in 1860, ordinary, £190,791,000; preferential, £67,874,000; in 1864, ordinary, £214,755,000; preferential, £104,648,000; in 1865, ordinary, £219,598,196; and preferential, £124,263,475.

New York Canals.

We give below, from the Report of the Auditor of the Canal Department, a brief and general statement of the operations of the State Treasury, embracing the canal funds:

Receipts during the fiscal year ending September 30, 1866, including the balance of the year	$10,627,273 03
Payments for the year	5,742,638 91
Balance in the Treasury September 30, 1866	$4,884,634 12

ANNUAL REVENUES.

Receipts from canal tolls, rents of surplus waters, interest on current canal revenues and miscellaneous receipts	$4,309,746 12
Payments on account of "Superintendence, collection and ordinary repairs"	1,434,989 73
"Surplus revenues" carried to credit of sinking funds	$2,874,756 39

CANAL DEBT SINKING FUNDS.

Amount of under section 1, article 7	$1,531,611 16
Do. do. sec. 3, article 7	1,660,679 64
Do. do. sec. 12, article 7	406,662 43
	$3,598,953 23
Deduct one year's interest on debt	1,035,330 00
Balance applicable to payment principal	$2,563,623 23

CANAL STOCK DEBT.

On the 30th of September, 1866, the canal stock debt bearing interest was	$17,966,600 00
After applying the above balance	2,563,623 23
The remainder of the principal will be	$15,402,976 77

This would show a reduction in the debt of over $11,500,000 in six years, besides paying nearly $8,000,000 interest.

CANAL REPAIR TRUST FUND.

1865, Sept. 30, principal and accrued interest of the fund was	$115,973 06
Increase of the fund during the year	51,680 20
	$167,653 26
Diminution of the fund during the year	33,490 64
1866, Sept. 30, principal and interest of fund invested	$134,162 62

CANAL FUNDS IN DEPOSIT.

1866, Sept. 30, amount deposited in banks available	$4,062,075 52
Do. do. unavailable	73,852 89
Insolvent banks, repair trust fund	134,162 62
Total available and unavailable and in trust	$4,270,091 03

There was appropriated on account of repairs for the fiscal year ending on the 30th Sept. last:

For the Eastern Division	$484,757 00
For the Middle Division	413,095 00
For the Western Division	319,748 00
Appropriated to all the Divisions	$1,217,600 00
Required to pay repair contractors	513,215 70
Amount of appropriations over contracts	$704,384 30

This excess of appropriation has been expended in the repairs of breaks in the canals; to work outside of and excepted out of the repair contracts, and to ordinary repair work ordered by the Legislature.

The amounts expended in the repairs of breaks and breaches in the canals the two last fiscal years, caused mainly by the floods in March, 1865, have been as follows:

On the Eastern Division	$53,511 52
On the Middle Division	301,752 32
On the Western Division	326,463 68
	$681,727 52
The existing canal stock debt, including the interest to the date of maturity, is given at	$22,773,297 50
Estimated amount of the general fund debt of 1846, with three years' contribution of $350,000 per annum	7,050,000 00
Due to the Treasury for moneys advanced therefrom, and for taxes levied for canal purposes, with interest from the date of payment to the first of October last	16,469,958 11
	$46,293,255 61

To meet this formidable presentation, the Auditor exhibits a table which shows the aggregate of the "surplus canal revenues" the last seven years have reached $20,436,868 26, an average of nearly three millions of dollars a year. The Auditor estimates that the canal debt of 1846 will be paid off and provided for by the first of October, 1868, and that within four and a half years thereafter the general fund debt chargeable upon the tolls will be out of the way, if in the meantime we can retain the Western trade.

The report then presents several carefully compiled tables, which show beyond a doubt or question that the canal tolls arising from the internal traffic of the State would not, during the six years preceding the last, have paid the interest on the canal debt, and paid the ordinary repairs and maintenance into four millions of dollars. The report also shows our surplus during that period have been mainly drawn from the transit of western traffic from Buffalo to tide water on the Erie Canal.

The Auditor asks if we are now secure against the division and loss of this trade, and presents facts and arguments to show why, in his judgment, we cannot retain it with our canals as they now are; but hopes when the contemplated improvement is completed, we may have the ability to maintain a respectable competition with all the world, if we can use steam on the Erie Canal. The report suggests that we shall have no difficulty in our way for three or four years to come in so managing our canal finances, without imposing additional burthens upon the people, that we can then bring down our rates of toll to secure a net revenue of $2,650,000, and after the general fund debt is paid then to $2,500,000, which will be an ample sinking fund to take care of the existing canal debt and any new debt the convention of 1867 may think it expedient to authorize, if any. In this view of the question the report does not look for a payment to the Treasury now chargeable upon the canal revenues until after all the canal stock debt is paid.

These suggestions of the report are only made in anticipation of future action by the Legislature and the State Constitutional Convention in 1867.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Dec., 1866, were:

Erie Railway	$980,318 81	
Buffalo Division	63,714 26	$1,044,033 07
Dec., 1865—		
Erie Railway	$1,429,765 17	
Buffalo Division	95,151 45	1,524,916 62
Decrease on Erie Railway and Buffalo Division		$480,883 55

The earnings of the Erie Railway (including the Buffalo Division) for each month of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.	
January	$1,070,890	$1,187,188	Inc. $116,298
February	1,011,735	983,855	Dec. 27,880
March	1,331,124	1,070,434	Dec. 260,690
April	1,538,313	1,153,295	Dec. 385,018
May	1,425,120	1,101,668	Dec. 323,452
June	1,252,370	1,243,143	Dec. 9,227
July	1,274,558	1,203,462	Dec. 71,096
August	1,418,742	1,290,330	Dec. 128,412
September	1,435,285	1,411,347	Dec. 23,938
October	1,580,317	1,480,251	Dec. 100,066
November	1,637,592	1,417,327	Dec. 220,265
December	1,524,917	1,044,033	Dec. 480,884
	$16,501,063	$14,586,333	Dec. $1,914,730

Debt of Illinois.

The public debt of the State of Illinois, on the 30th of November, 1866, was $8,638,252 21—a reduction in the past two years of $1,264,020 63, not including interest, which amounted to $1,995,609 12. The receipts during the two years, with the balance on hand at the date of the last report, have been as follows:

Revenue fund	$1,355,052 69
State debt fund	1,995,609 12
Interest fund	1,848,003 89
School fund	338,809 46
Illinois Central Railroad fund	1,136,318 70
Delinquent land tax fund	331 06
Unknown and miner heirs' fund	1,445 11
Hancock County interest fund	9,465 76
	$6,685,035 79

The expenditures were:

Revenue fund	$1,238,629 18	
State debt fund	1,264,020 63	
Interest fund	1,810,455 42	
School fund	297,076 64	
Illinois Central Railroad fund	1,102,436 54	
Unknown and minor heirs' fund	295 26	
Hancock County interest fund	8,950 76	
		5,271,864 43
Balance in the Treasury		$1,413,171 36

The funds now on hand which may be applied to the payment of the State debt would further reduce it to about $7,500,000.

The following table shows the movements of the State debt for the last six years, giving the amount due on the 1st of December biennially:

1860	$10,277,161 36	1864	$9,902,272 84
1862	12,327,161 36	1866	8,638,252 21

To accomplish the reduction of the State debt which has taken place within the last four years, no increase of taxation has been necessary. At the present rate of valuation, the Treasurer estimates that the two-mill tax would be sufficient to pay the State debt within 10 years. With the seven per cent. upon the earnings of the Illinois Central Railroad added, the last dollar of indebtedness can be met by the 1st of January, 1874.

If the appropriations of the present Legislature should equal those of the last, it is estimated that there will be a deficit in the revenue fund for the next two years of $550,000, which will have to be supplied by increased taxation or otherwise.

In view of the inequality of the burden of taxation resting on the people in different parts of the State, resulting from variation in the estimates of the value of real and personal property by assessors, the Treasurer revives the recommendation, already made, for the creation of a Board of Equalization of Assessments, whose duty it shall be, not only to equalize the assessments between the different counties, but also to so increase or decrease the valuation that the present rate of taxation will meet all the current expenses of the State Government.

Interest and Dividends.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a dividend of four per cent., free of Government Tax, payable February 1.

The Illinois Central Railroad Company have declared a dividend of 5 per cent. in cash, free of Government tax, payable February 1.

The Milwaukee and Prairie du Chien Railway Company have declared an annual dividend of eight per cent. on the First Preferred Stock, and seven per cent. on the Second Preferred Stock, less government tax in both cases, payable on and after February 1st, 1867.

The North Pennsylvania Railroad Company have declared a dividend of five per cent. out of the net earnings, in scrip bearing no interest, and convertible into the seven per cent. mortgage bonds of the company, in sums of Five Hundred Dollars, on and after May 1st, 1867, on presentation at the office of the company. The scrip so issued will be delivered to the stockholders or their legal representatives on and after February 1st next.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent., free of Government tax, payable Jan. 21.

The Delaware and Hudson Canal Company have declared a dividend of 8 per cent., free of government tax, payable February 1.

The Connecticut and Passumpsic Rivers Railroad Co. have declared a semi-annual dividend of 3 per cent. on their preferred stock, payable Jan. 21.

Atlantic and Great Western Railway.

At the annual meeting of the stockholders of this company, held at Meadville, Pa., on the 8th inst., the following Board of Directors was elected to serve during the ensuing year: S. S. L'Hommedieu, Cincinnati, O.; J. J. Shyrock, Hon. G. Church, Hon. John M. Dick, Wm. Thorp, Meadville, Pa.; Samuel L'Hommedieu, R. H. Burdell, B. Vanderpool, John Gardner, New York; C. E. E. Blakeslee, Kent, O.; R. M. N. Taylor, W. Cleveland, O.; J. Riblet, Galion, O; E. P. Brainerd, Ravena, O.; John Howard, Dayton, O.; Hon. John Sherman, Mansfield, O.; Chas. Day, Henry Martin, and Geo. R. Babcock, Buffalo, N. Y.; A. J. Allen, Jamestown, N. Y.

At a subsequent meeting of the directors the the following officers were chosen: President, S. S. L'Hommedieu; Vice-President, J. J. Shyrock; Secretary and Auditor, J. C. Calhoun; Treasurer, J. M. Dick; General Superintendent, D. McLaren; General Freight Agent, J. M. Osborn; General Ticket Agent, E. F. Fuller.

Anthracite Product of Pennsylvania.

The quantity of anthracite forwarded to market, by rail and canal, from the several mining districts in 1866 and 1865, was as follows, to wit:

	1866. Tons. cwt.	1865. Tons. cwt.
Phila. & Reading R.R.	3,714,684 07	3,090,813 14
Deduct bituminous ..	289,271 00	277,638 00
Total anthracite	3,425,413 07	2,813,175 14
Schuylkill Canal.	1,296,356 15	1,022,740 09
Lehigh Valley R. R...	1,730,474 12	1,402,276 16
Lehigh Canal	1,066,302 17	888,784 05
Del., Lack. & W. R.R.	1,516,390 15	1,007,073 16
Del. & Hudson Canal.	1,891,674 07	812,094 08
Penna. Coal Co.....	535,384 18	577,471 06
Total of seven lines..	10,961,997 11	8,523,616 14
Wyoming Val. Canal.	465,879 00	329,124 00
North Branch Canal .	107,197 00	28,957 00
Shamokin Val. R. R..	557,160 15	457,161 17
Treverton R. R.....	51,500 00	29,500 00
Lykens Valley R. R..	219,913 07	136,500 00
Lac. & Bloomsb'g R.R.	400,000 00	360,807 00
Local consumption in coal fields.....	500,000 00	500,000 00
Agg. of anth. territ'y.	13,263,647 13	10,865,666 11

—*U. S. R. R. & Mining Register.*

Railroad in Southern California.

Another scheme for building a railroad through Southern California has been originated in Sacramento. The *Union* of that city says it is meant to accommodate the tier of counties lying back of the line of the Southern Pacific, and will run from Sacramento to Fort Miller, in Fresno county, in nearly a straight line, one hundred and forty miles, through the counties of Sacramento, San Joaquin and Calaveras, thence to Fort Yuma or some other eligible point on the Colorado which may be designated by the company connecting from the East. The total length of a railroad on this route would be six hundred miles. It would run through some of the best agricultural districts in the state, and in the vicinity of districts rich in mineral wealth.

☞ The first train passed over the St. Stephen Branch railway on the 2d inst. There were several through passengers for Woodstock, who took the up train of the New Brunswick and Canada Railway for Richmond Station. On the same day several gentlemen made the through trip from St. Andrews to St. Stephen by rail, among whom was the manager of the New Brunswick and Canada Railway.

BURNSIDE & POTTER,

RAILROAD & COMMISSION OFFICE,

No. 26 Exchange Place,

NEW YORK.

AMBROSE E. BURNESIDE. ROBERT B. POTTER.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY, January 15, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway,

NEW YORK.

POST, McCALLUM & CO.,

Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Kuebler & Seelhorst,

MATHEMATICAL AND OPTICAL

INSTRUMENT MAKERS,

No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

BARSTOW, EDEY & CO.,

BANKERS and BROKERS

HAVE REMOVED FROM

No. 30 to No. 36 Broad Street.

OFFICE NO. 16.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON RAILROAD OFFICE,
LOUISVILLE, KY., December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st January, 1867, for the Graduation and Masonry of over seventy (70) miles, (in mile sections), of the Cincinnati Branch of this railroad.

The work is of an unusually desirable character for good contractors, the line accessible by steamboat and turnpike, and the country full of supplies.

Profiles will be ready for examination on and after 15th January.

Payments for work done will be made monthly in cash and with the usual reservation.

References will be required from contractors not personally known and the company reserve the right to reject any bids not deemed to their interest.

I. M. ST. JOHN,
Chief Engineer.

4t1

THE UNITED STATES

STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

Steel Pen Manufacturing

COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

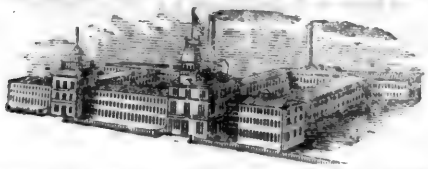
CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

WOOLWORTH & GRAHAM,

Sole Agents.



ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
158 Washington Street, Boston.

PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Engineemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH Co., Waltham, Mass.

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway, New York.

POST, McCALLUM & CO.,

BRIDGE AND ROOF BUILDERS,

Are prepared to build in any part of America, their superior plan of **Railroad** and **Highway Bridges,** either wholly of **iron,** or of **iron** and **wood** combined, and of any desired span.

These Bridges possess **greater strength** and **stiffness** in proportion to the quantity of material, than can be obtained by any other plan in use, and therefore are the most economical.

Roofs of any length and width erected on this plan, combining great strength with lightness and economy of construction.

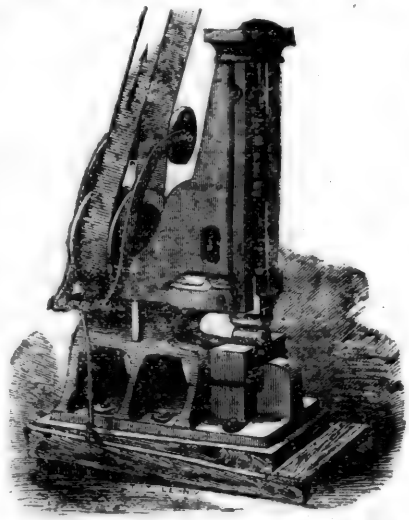
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OF EVERY DESCRIPTION
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It is simple in construction, not liable to get out of order, strikes a square Elastic Blow, and for the amount of work it will do requires less power than any other Hammer.

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Send for Circulars giving full particulars and the names of parties using them.

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THE ANTI-INCRUSTATOR,

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

IN THE STEAM-CHAMBER OF THE BOILER,

silently and without shock, and without the use of acids, powders or compounds, and the first expense is the only one attending its use.

The New York Anti-Incrustation Company are now prepared to equip steam boilers with their Anti-Incrustator and

GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it.

Every information given at the office, No. 73 William Street, first floor, back room.

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Treasurer.—WILLIAM R. GARRISON.
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Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G Leisenring. 3m47

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Works, cor. Greene & Wayne Sts. Jersey City, N. J. and Harlem, N. Y.

MANUFACTURERS OF

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From the best qualities of Charcoal Pig Iron. Proprietors of Moore's Patent for Annealing Car Wheels, &c.

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Centrifugal Pumps, from 90 Gals. to 40,000 Gals. per minute capacity.
Oscillating Engines, (Double and Single), from 2 to 250 horse-power.
Tubular Boilers, from 2 to 50 horse-power, consume all smoke.
Steam Hoisters, to raise from ½ to 6 tons.
Portable Engines, 2 to 20 horse-power.

These machines are all first-class, and unsurpassed for compactness, simplicity, durability, and economy of working. For descriptive pamphlets and price list address the manufacturers.

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THEIR SUPERIOR
MAGNETIC IRON ORE,
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"STERLING"
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RAILROAD SPIKES,
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RAILROAD SPIKES AND CHAIRS.
T Rails from 18 to 64 lbs. per yard. Street Rails, 33, 45 and 68 lbs. per yard.
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20,000
Pheonix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
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THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:
Dec. 31.—NEW YORK, Capt G. W. Furber, connecting with CONSTITUTION, Capt Caverly.
Jan 10.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Lapidge.
Jan. 21.—RISING STAR, Capt. T. A. Harris connecting with GOLDEN CITY, Capt. I. T. Watkins.
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.
Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.
A Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.
100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.
3m36 S. K. HOLMAN Agent.

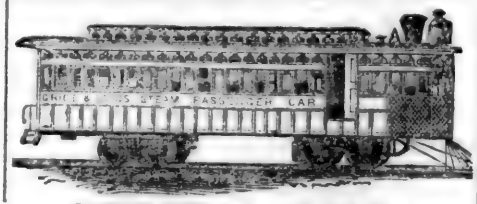
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Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Swedes, Russia or Norway Irons.
Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.
TENSILE STRENGTH,
As Compared with other Irons.
FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,105
" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " C. R. Lake Superior	89,583

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.
OFFICE OF ENGINEER-IN-CHIEF, Washington, Sept. 12, 1855.
* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.
(Signed,) D. B. MARTIN, Engineer-in-Chief.
YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE,
Secretary and General Agent.

C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.
C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.
SMITH & LATROBE,
Civil Engineers and Bridge Builders,
WITH
Benjamin H. Latrobe,
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PATENTEES OF
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AND BUILDERS OF ALL
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Steel Rails, Tyres & Axles.
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ORDERS EXECUTED FOR
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and all descriptions of metals.
2,000 TONS GUEST'S G. L. RAILS
In port and to arrive.
CHAS. CONGREVE & SON,
104 and 106 John Street,
Opposite Cliff, New York.

American, Welch and Belgian Rails,
OF BEST QUALITY AND VARIOUS WEIGHTS
FROM WORKS, YARD OR
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RAILROAD IRON, &c.
THE SUBSCRIBERS, Sole Agents in the United States and Canada, for Messrs. GUEST & CO., of London, are always prepared to contract for their celebrated make of G. L. Rails, and Merchant Bar Iron, at current market rates. The Undersigned are also prepared to supply Guest & Co's well known manufacture of Steel headed, and Solid Steel Rails, Angles, Plates, &c.
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RAILROAD IRON.
ENGLISH and American Iron for DELIVERY IN NEW YORK. Chairs Phœnix Pattern. Chairs Old Pattern. Spikes, 5½x9-16. Spikes, 5x1-8.
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69 & 71 Broadway, New York.

RAILROAD IRON.
1,500 TONS RAILS ERIE PATTERN, 50 lbs. per yard, GUEST & Co's make. Also 56 and 58 lb. Rails now ready for delivery.
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RAILROAD IRON.
2,500 TONS RAILROAD IRON, 50 lbs. per yard.
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In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
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84 Broadway.
New York, 1st January, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, January 26, 1867.

Obligation of Person Crossing Railroad Track to Look-out for Cars.

A decision of the Court of Appeals of this State of great practical importance both to the public and to Railroad Companies has just been published, and as it is in direct conflict with a previous decision of the same court in the same case, it will be interesting to review the subject involved. The case is Ernst against the Hudson River Railroad Company, and the question involved is whether a traveler in approaching a railroad, who can neither see nor hear any indication of an approaching train, is bound to stop and look both ways before crossing the track.

In the former hearing of the case before the Court of Appeals, it was laid down as a matter of law that "in the judgment and opinion of a majority of men, *common prudence forbids* the attempt by any person to cross the track of a railroad in constant use, without first taking the precaution to look both ways upon the track, and see and ascertain that a train is not approaching in either direction; and the *omission* to do so is *per se*, gross negligence in view of the danger to be avoided, and the fatal consequences involved in any accident resulting from such omission." The opinion in this case was delivered in 1862 by Judge E. D. Smith (reported 24 Howard Pr. R. 97) but was founded upon an altogether different state of facts from that developed upon a second trial of the action. And in the present case, after a second trial where the facts were more fully developed and material additional evidence was adduced, a contrary conclusion upon the whole case is arrived at. The opinion on the last appeal (reported in 32 Howard Pr. R. 73,) was written by Judge J. K. Porter, one of the most eminent lawyers of the state, and he alleges the legal proposition of Judge Smith, as above stated, to be untrue, as matter of law; and it is decided by him (all the judges concurring) that "whether such an omission (to look both ways) is culpable, depends upon the facts and circumstances of each particular case."

The facts in this case are these, Ernst was driving down Rensselaer street in the village of Bath to the ferry landing for the purpose of crossing to Albany. The railroad intersects that street at right angles, and approaches the crossing from the north on a curved line. There was no point in Rensselaer street within 150 feet of the crossing where a man standing erect and looking directly north, could see an approaching train before it reached a point thirty-six rods distant from the crossing. The elevated land, the station and an ice house, and an intermediate park of trees, intercept the sound of an approaching train, and limit the range of vision. There was no flagmen at the crossing, as was usual, the train was a special train, and as Ernst was within two or three rods of the track upon a brisk trot, the train emerged from behind the station house from the north; the frightened horses plunged southward on the track, and Ernst received the blow of which he died. The bell was not rung nor the whistle sounded as the train approached the crossing. Ernst's widow sued the company for damages. The court nonsuited the plaintiff on the ground that the deceased was guilty of negligence in not stopping before crossing the track and looking both ways for a train. The court now held that such nonsuit was improper, and that the deceased was not under the circumstances guilty of negligence.

Judge Porter says: The testator was lawfully upon the public highway. The right he had to use it was as perfect as that of the defendant to cross it. In the exercise of his legal privilege, he did not expose others to injury, and was charged with no duty of extraordinary vigilance. The defendants exercised theirs with agencies imminently perilous to human life, and they were under a correlative obligation to use them with the highest degree of care. As the highway was never dangerous, except, when they made it so by driving their engines across it, and as they never crossed it without some degree of jeopardy to the wayfarer, the law provided for the security and protection of the citizen, by requiring the defendants to give special and public warning whenever their engines approached the crossing.

The only condition of the right to redress for a wrong of this description is, that the party aggrieved be free from culpable negligence; and he is not chargeable with such negligence, unless he fails to exercise ordinary care and vigilance to avoid the injury of which he complains. There has been some diversity of opinion as to what ordinary care and vigilance demand of a party upon a given state of facts; but that this is the uniform standard by which to test the right of the plaintiff has been too often adjudged to be open to further discussion.

The rule is simple, practical and easy of application. "The question is," as this court said, when this case was before it on a former occasion, "what would a majority of men of common intelligence have done under like circumstances?" 24 How., 108.) "Ordinary care, skill and diligence, is such a degree of care as men of ordinary prudence, under similar circumstances usually employ." (BROWN, *vs.* Lynn, 31 Penn. 512).

The degree of care which men of common prudence would be likely to observe in a given case, must be determined with reference to all the attendant circumstances. An injury by an engine in motion, would necessarily be of a grave and serious character; but at a distance of eighty rods from the crossing, it would be as harmless to the wayfarer as the rail over which he drives. It is not unusual in argument to confound the seriousness of such an injury, when it occurs, with the probability of its occurrence, and to assume that the same degree of vigilance is demanded when the engine is not within the range of sound or vision, as when it is seen in close proxi-

mity, or public warning is given of its approach.

The measure of precaution which ordinary prudence suggests is proportioned to the probability of danger. When a train is seen or known to be close at hand, a discreet man would stop until the danger is past; but to stand waiting in front of a public crossing, with no reason to believe that there is an engine within a quarter of a mile, would indicate over cautious timidity, and would seem to most men *puerile*.

On such subjects, as on all others, men exercise their reason, and do not yield to childish apprehensions of distant engines or unloaded guns. When they draw near a railway crossing, and the flagmen gives no warning, when no sound or sign indicates the presence or approach of a train, they assume that they may safely cross and proceed quietly on their way. If, in such a case an engine with muffled bell, rushes upon them too suddenly for escapes, the wrong is due to those who falsely assured their safety by withholding the usual warning.

The citizen who on a public highway, as he approaches a railway track, and can neither see nor hear any indication of a moving train, is not chargeable in law with negligence for assuming that there is no car sufficiently near to make the crossing dangerous. (29 N. Y. Rep. 390; 20 id., 74; 15 id., 383; 1 E. D. Smith 78; 40 Barb., 550, 25 Penn., 60, 72.)

These cases cited by Judge Porter, will be found on examination, to fully sustain the doctrine advanced by him. It is not true therefore that a traveler on a public thoroughfare is guilty of culpable negligence, as a matter of law, if he does not stop to listen or look up and down the track before he goes over a crossing. Whether such an omission is culpable depends upon the facts of each particular case. For instance a party who sees or hears an approaching engine, and chooses to take the risk of crossing before it, rather than await its passage, forfeits all claim to redress; but in another case where the party crossing omits to look out for a train which he cannot see, if he looked for it, cannot hear, if he stopped to listen, and of whose approach he had no warning, negligence cannot be imputed to him for an omission which may fairly be attributable to the very wrong resulting in the injury.

Thus in the case of Brown *vs.* New York Central (32 N.Y. Rep. (597) the court of appeals held that no culpable negligence was established, though it was proved that the driver of the coach demolished did not look in the direction from which the cars were approaching until his horses were upon the track, the usual signal not being given, and this, though it appeared in the evidence that if he had looked before, he would have seen them in season to avoid the collision.

In the earlier case of Magrath *vs.* Hudson River Railroad Company (32 Barb. 147) the same rule was clearly announced. "It is not always negligence" said the court, "to cross a railroad track at times when a train is not due, or cannot reasonably be expected to pass, nor to cross a railroad without looking for a train, when no signal of its approach is given by the ringing of a bell or otherwise. So also in the case of Warren *vs.* The Fitchburgh Railroad Company 8 Allen R. 227, it was held by the Supreme Court of Massachusetts, 'that crossing a railroad track without looking to see if a train is coming, is not conclusive proof of a want of care." In the case of Fero *vs.* Buffalo and State line R. R. Co. (22 N. Y. Rep. 213) the court held that if the plaintiff "was guilty of no culpable negligence, the mere fact that he might have been more vigilant, will not excuse the wrongful act of the defendants nor deprive the plaintiff of redress for the injury he has suffered."

The propositions advanced and the points decided in this important case may be summed up as follows:

If a traveler in crossing a railroad, is warned of the approach of an engine by the customary signals, or if by other means, he is made aware of its proximity, it is his duty to avoid exposing himself to injury. But if he advances on the open highway, with no cars in view, and no notice of their approach, either by signal or otherwise, he is at liberty to pursue his way without incurring the imputation of breach of duty to a wrong-doer.

The only condition of the right to redress for wrong of this description is, that the party aggrieved be free from culpable negligence; and he is not chargeable with such negligence, unless he fails to exercise ordinary care and vigilance, to avoid the injury of which he complains.

Ordinary care, skill and diligence, is such a degree of care as men of ordinary prudence, under similar circumstances usually employ. And the degree of care which men of common prudence would be likely to observe in a given case, must be determined with reference to all attendant circumstances.

The citizen who, on a public highway, approaches a railway track, and can neither see nor hear any indication of a moving train, is not chargeable in law with negligence for assuming that there is no car sufficiently near to make the crossing dangerous.

And in this case held: that the defendants not only misled the plaintiff's testators by not exhibiting the flag at the crossing of the railroad, in accordance with the uniform custom when an engine was near, but also by approaching the highway illegally, neither sounding the whistle nor ringing the bell as they advanced. This was an act in open defiance of the public statute enacted for the protection of the traveler.

It is not the policy of the law to favor those who deliberately violate its mandates, nor is it the duty of the courts to invent excuses for wrong-doers, or to palliate the guilt of reckless homicide. Our statutes for the protection of life are to be obeyed; and when they are broken and defied, responsibility is not to be evaded by imputing blame without proof, to him who suffers death, for the sake of shielding those who inflict it.

It is not true that a traveler on a public thoroughfare is guilty of culpable negligence, as matter of law, if he does not stop to listen, or look up and down the track before he goes over a crossing of a railroad. Whether such an omission is culpable, depends upon the facts and circumstances of each particular case.

☞ William H. Gatzmer, Esq., so many years favorably known as the financial and business agent of the Camden and Amboy Railroad Company, was at a special meeting, on Thursday of last week, elected to the Presidency of the company, in place of Edwin A. Stevens, Esq., who resigns the office preparatory to a visit to Europe.

Louisville and Nashville Railroad.

At a recent meeting of the Directors of this company in Louisville, a semi-annual dividend of 4 per cent. was declared payable on the 1st of February next.

The board also authorized the President to execute the contract of the Louisville and Nashville Railroad Co., with the Louisville and Frankfort Railroad Co., for the purchase of $500,000 worth of bonds, for the purpose of building the branch road connecting Louisville with Cincinnati. This contract stipulates that the Louisville and Frankfort Railroad Co. shall not discriminate against the city of Louisville in its freight and passenger tariff.

A further subscription of $300,000 was authorized in the stock of the Ohio Bridge Company, having for its object the construction of a bridge connecting Louisville with the northern side of the Ohio, at what particular point is not yet determined. This subscription is to be paid in monthly instalments of 5 per cent. on the amount subscribed.

Philadelphia and Reading Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1866, were:

From	384,302 passengers	$1,026,217
"	1,037,121 tons merchandise	1,421,539
"	3,714,684 tons coal	8,245,697
"	mail	27,719
"	miscellaneous	181,647
	Gross receipts	$10,962,819
	Gross expenses	6,738,747
	Net profits	$4,164,072

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year:

	1865—Passengers.		1866—Passengers.		Decrease.	P. c.
Travel	393,359	$1,056,847	384,302	$1,026,217	$30,630	3.7
	Tons.		Tons.			
Merchandise	846,105	1,165,277	1,037,121	1,421,539	256,262*	21.9
Coal	3,090,814	8,627,292	3,714,684	8,245,697	381,595	4.4
Mail		28,871		27,719	1,152	3.9
Miscellaneous		255,282		181,647	73,585	28.8
Gross receipts		$11,142,519		$10,902,819	$239,700	2.2
Gross expenses		6,330,248		6,738,747	408,499*	6.4
Net profits		$4,812,271		$4,164,072	$648,199	13.5

Gross expenses, including renewal fund in the year 1865 were 56.81 per cent. of gross receipts.
" " " in the year 1866 were 61.80 per cent. of gross receipts.

The per centage of expenses is increased chiefly by a reduction of 21 per cent in the charge for transporting coal.

The receipts and expenses for each, per passenger and per ton, have been as follows:

1865.	Cost.	Received.	1866.	Cost.	Received.
Per passenger	$1 42.5	$2 70.9		$1 53.6	$2 66
Merchandise, per ton	79.4	1 37.7		66.4	1 37
Coal "	1 06.9	2 79.1		97.1	2 21.9

* Increase.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$4,164,071 81
From which deduct—		
Interest on bonded debt	$359,709 00	
Interest on b'ds & mort.	36,940 75	
Sinking funds	68,600 00	
Cost of new engines and cars	1,031,803 00	
Cost of sidings, &c., on laterals	67,071 40	
Cost of Eighth street bridge, Reading	8,167 86	
Cost of Norristown Railroad crossing	22,217 74	
Cost of new culverts at Port Richmond	12,600 62	
Cost of City avenue bridge	8,296 16	
Cost of new depot at Hummelstown	4,556 24	
Cost of new Burnettising apparatus, Pottstown	8,871 86	
Cost of propeller "Monitor"	7,400 00	
Cost of new dredging machine, Richmond.	8,250 00	
		1,634,484 64
Dividend fund, 1866		$2,528,587 17
Amount to credit of reserved fund, 1865	$3,305,739 01	
Deduct dividend December, 1865, $2,062,067 35, and U. S. and State taxes, $318,101 19	2,380,168 54	
	$927,570 47	
To which is added:		
Proportion of rents, &c., of laterals paid by Schuylkill Navigation Company in 1865	121,606 14	
Proportion of rents, &c., of laterals paid by Schuylkill Navigation Company in 1866	166,700 82	
Profit on boats, balance of interest, &c	112,334 92	
Sinking fund of the loan of 1856-'86, loans converted into stock and bonds all cancelled	370,000 00	
	$1,696,212 35	
From which is deducted drawbacks on traffic of 1865, &c.	52,355 08	
		1,643,857 27
Total reserved fund, 1866		$4,173,444 44
Out of which has been paid in June, 1866:		
5 per cent. dividend on $22,733,367 27	$1,136,668 36	
U. S. and State taxes.	116,658 07	
		1,253,326 43
		$2,920,118 01
Which has been appropriated Dec., 1866:		
5 per cent. dividend on $22,742,867 27	$1,137,143 36	
U. S. and State taxes.	179,719 09	
		1,316,862 45
Balance of reserve fund		$1,603,255 56

The coal traffic for the past year opened with moderate activity, and so continued until September 1, when it was evident that a continuation of the same ratio of increase to the end of the year would overstock the market. At that date the coal tonnage of the company was 951,903 tons in excess of that to the same period of the previous year. This result demonstrates the capacity of the rolling stock to be equal to a business of 4,000,000 tons of coal per annum, and 1,000,000 tons of other freight.

The three large and commodious wharves, which last year were in the course of construction, have been completed. Additions have been made to the rolling stock, real estate, new branches to mines, sidings, &c., the details of which are elsewhere given.

In pursuance of the policy announced in previous reports, the railroad of the Union Canal Company has been purchased, extending three miles northwardly from Pine Grove to the junction of the Lorberry and the Good Spring Railroads, already owned by this company, together with the right of way over the line of the old canal and reservoir, a distance of twelve miles southwardly from Pine Grove toward Lebanon.

The large quantities of railroad iron required for repairs and extensions, together with the great importance of having the best quality of rails, have led to the decision to erect a rolling mill of sufficient capacity to supply our own wants, and arranged conveniently for the manufacture of steel rails from time to time as required.

The liability to interruption of the traffic, and to accident, arising from the constant taking up of the track to replace defective rails, and the consequent expense, is very great, which it is believed can be materially diminished by the means now proposed.

On the completion of the new engine houses at Reading, in the spring, it is intended to remove the old ones at the Lebanon Valley junction and to erect a union passenger station to accommodate the numerous trains which meet there.

The usual statements of the Treasurer, and minute details of the transportation and engineering departments, are appended.

Bonds amounting to $247,000 have been converted into stock, which leaves but $228,500 now entitled to this privilege. The bonded debt has been further diminished by the purchase and cancellation of $34,000. The bonds already issued by the Lebanon Valley Railroad Company, before consolidation with this company, amounting to $1,500,000, have all been purchased or converted into stock, and the mortgage has been satisfied. This mortgage established a sinking fund of $50,000 per annum, which sum has been regularly deducted from income account. The fund was not all invested, as the bonds could not be purchased except at a premium which was not required by the terms of the mortgage. A balance to the credit of this account of $370,000 was thus created to be available for the purchase of the bonds as opportunities offered. They having now been all cancelled, the amount is restored to income account.

For the greater security of the bondholders the following mode of registration of bonds maturing after 1871 has been adopted, to take effect on the 15th instant, viz:

"Agreement made this fifteenth day of January, Anno Domini 1867, between the Philadelphia and Reading Railroad Company, of the first part, and the undersigned, holder of the following ——— per cent. coupon bonds of the party of the first part, dated the ——— day of ———, 18——, and payable on the ——— day of ———, 18——, of the second part.

"Whereas the party of the first part have offered to the holders and owners of their said bonds the privilege of having the same registered on the books of the company, and made transferable only as hereinafter mentioned, and the parties of the second part have availed themselves of the said privilege, and have had their bonds so registered, and the same have been stamped in attestation thereof, and the names of the owners duly registered: Now, in consideration thereof, the party of the first part hereby covenant and agree, with the party of the second party, that the said registered bonds shall be transferable only on the books of the said party of the first part, in Philadelphia, by the registered owner in person, or by attorney, and are to be payable only to him or to his assigns; that the said registration shall not in any wise prejudice or affect any of the privileges or securities attached to the said bonds, and that the interest due thereon shall be payable to bearer, as heretofore, upon the presentation of the interest warrants annexed thereto; and the parties of the second part covenant and agree with the party of the first part, that the said registered bonds shall be transferable and payable only as hereinbefore mentioned; that the interest thereon shall be payable by the said company only upon the presentation of the interest warrants or coupons attached to the said bonds, as thereby designated, and that, upon payment of the said interest warrants, when presented as aforesaid, all liability of the said company for the coupons so paid shall cease.

"Witness the hands and seals of the said parties respectively, the day and year first above written."

The agreement with the Atlantic and Great Western Railway Company, which was appended to the last report, has since been the subject of litigation, and has been sustained in every particular by the highest legal tribunal in the commonwealth.

After making the deductions from income account, previously stated, for rolling stock, &c., and the declaration of two semi-annual dividends of five per cent. each, there remains a reserved fund of $1,603,255 56. It was deemed judicious to give the option to take the dividend declared in December last, in money, or stock at par. A portion of the surplus will be required to meet the £ bonds, amounting to $408,000, which are payable in London on the 1st of July next. The remainder is available for the purchase of the bonds maturing in 1870, and for such other expenditures as an increase of business may require. A portion of these surplus funds has been invested in United States Seven-thirty Treasury notes, and the remainder loaned on satisfactory security, payable on demand.

By order of the Board of Managers,

CHARLES E. SMITH, President.

Philadelphia, January 14, 1867.

At the annual meeting of the Philadelphia and Reading Railroad Company, held this day, the following resolutions were adopted:

RESOLUTIONS.

1. *Resolved*, That the report of the board of managers, this day presented and read, be and the same is hereby approved, accepted and adopted.

2. *Resolved*, That the board of managers be and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. *Resolved*, That the powers and authorities conferred upon and granted to the board of managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

4. *Resolved*, That a vote of thanks be and the same is hereby presented to the president of the board of managers, for the able manner in which the business of the road has been conducted during the past year.

The following gentlemen were elected to serve for the ensuing year:

President, Charles E. Smith; Managers, H. P. McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashurst, Stephen Colwell; Treasurer, S. Bradford; Secretary, William H. Webb.

☞ Among the proposed improvements designed to develop the resources of the Valley of Virginia, is to make a railroad from Harper's Ferry to Waynesboro', in Augusta County, connecting with the Baltimore and Ohio road at the former and the Virginia Central at the latter place, running throughout its entire length near the base of the Blue Ridge and on the banks of the Shenandoah River.

New Southern Railroads.

Since the close of the rebellion the repairing of old and the building of new railroads in the Southern States has been going on with commendable energy. The road from Cincinnati to Knoxville is one of the most important, and every effort is being made to procure the necessary funds to secure its completion at an early day. A road has been surveyed from Cincinnati to Louisville, on the south side of the Ohio River, a distance of 105 miles, which is an important link, being 50 miles shorter than the present lines. There is still another road from Cincinnati, tapping the Louisville and Nashville road between Bowling Green and Nashville, giving a continuous line from Nashville.

A line is building from Nashville to the Tennessee River at Hamburg Landing. D. C. Howard, of Elyria, is President of a road from Hamburg to Corinth, Miss., a distance of 19 miles—a short road but very important. The terminus is the head of navigation of the Tennessee River, which is one of the finest streams we have.

This road cuts off seventy-six miles of railroad transportation from Memphis, and one hundred and twenty-nine miles from Columbus, Tennessee. So that this little road will do the through business of two hundred and five miles of road. The N. O., J. & G. N. R. R. Co. are building their line from Canton to Corinth, and a line is being surveyed from Opelika, Ala., to Corinth, through the rich mineral districts of Alabama. These lines will make Corinth a great railroad centre, and we predict that Corinth will be in a few years one of the largest inland cities of the South. The State of Tennessee by an act of her Legislature assists her railroad companies by loaning State bonds 30 years at the rate of $10,000 per mile. Soon the State will be cut up with railroads, and her rich mineral lands will be developed and be a source of untold wealth. Emigration will fill up her rich lands, and she will become the garden of the world.

Annual Produce Statement.

The following statement showing the movement of certain leading articles of produce at this port is from the *Journal of Commerce*. The receipts show a decrease as compared with 1865 in flour, wheat, oats, cotton, and most articles of provisions; and an increase in corn, barley, naval store, cheese and petroleum. The following is a comparative summary for three years:

Receipts of certain articles of domestic produce at the port of New York for the years:

	1864.	1865.	1866.
Ashes, bbls	15,778	16,490	5,766
Breadstuffs—			
Wheat flour, bbls	3,967,717	3,628,526	2,720,835
Corn meal, bbls	267,759	248,710	263,833
Wheat, bush	13,453,135	8,768,929	5,729,912
Rye, bush	491,915	899,679	1,314,943
Oats, bush	12,952,238	9,851,955	8,811,064
Barley, bush	2,544,891	3,239,054	5,695,485
Peas, bush	231,562	181,736	552,730
Corn, bush	7,164,895	15,935,277	22,189,532
Cotton, bales	190,911	755,262	671,794
Naval Stores—			
Crude turp., bbls	6,760	28,087	34,497
Spirits turp., bbls	4,139	19,163	58,002
Rosin, bbls	19,128	143,415	390,461
Tar, bbls	6,964	19,169	46,622
Pitch, bbls	3,000	800	3,258
Provisions—			
Pork, pkgs	332,454	211,812	129,880
Beef, bbls	209,664	81,999	70,855
Cutmeats, pkgs	268,417	108,981	100,629
Butter, pkgs	551,153	607,136	493,061
Cheese, pkgs	756,872	645,136	742,441
Lard, tcs & bbls	186,000	96,319	96,750
Do. kegs	16,104	5,302	8,817
Whiskey, bbls	289,481	62,328	101,914
Petroleum, pkgs	675,347	618,323	1,033,808

The exports show a decrease, as compared with 1865, in ashes, flour, wheat, tobacco, and provisions; and a gain in corn, cotton, naval stores, lard and petroleum.

from New York to Foreign Ports of certain leading articles of domestic produce for the years:

	1864.	1865.	1866.
Ashes—Pots, bbls	8,847	8,185	3,518
Do. Pearls, bbls	1,593	680	73
Beeswax, lbs	465,667	235,960	302,423
Breadstuffs—			
Wheat flour, bbls	1,918,593	1,402,144	900,084
Rye flour, bbls	2,840	2,673	7,552
Corn meal, bbls	105,142	127,600	149,773
Wheat, bush	12,193,433	2,527,626	522,669
Rye, bush	588	198,348	246,646
Oats, bush	42,135	94,567	1,190,518
Barley, bush	150	.....	1,329,842
Peas, bush	186,154	88,899	282,992
Corn, bush	846,831	4,549,710	11,079,394
Candles, bxs	121,742	86,287	66,645
Coal, tons	53,417	22,539	67,392
Cotton, bales	26,765	221,069	381,092
Hay, bales	40,325	36,070	33,503
Hops, bales	22,077	13,674	3,111
Naval Stores—			
Crude turp., bbls	770	4,832	11,491
Spirits turp., bbls	433	938	21,969
Rosin, bbls	2,207	51,742	227,496
Tar, bbls	1,771	8,815	23,313
Pitch, bbls	2,955	1,150	2,757
Oils—			
Whale, galls	421,931	16,809	51,643
Sperm, galls	1,366,159	470,735	218,489
Lard, galls	129,529	27,403	37,092
Linseed, galls	79,244	13,405	13,634
Provisions—			
Pork, bbls	130,672	118,865	92,352
Beef, bbls	36,548	41,910	28,149
Do. tcs	49,299	51,828	28,749
Cutmeats, lbs	93,800,258	35,743,065	29,478,691
Butter, lbs	13,174,861	9,718,079	1,985,423
Cheese, lbs	49,755,842	41,668,213	38,379,069
Lard, lbs	53,436,128	22,793,384	25,283,393
Rice, tcs	4	83	81
Do. bbls	20,673	19,196	9,379
Tallow, lbs	31,987,976	16,550,552	15,511,296
Tobacco, crude, pks	161,404	167,447	104,975
Do. manf. lbs	5,250,014	4,155,889	5,619,926
Whalebone, lbs	509,646	284,151	556,118
Petroleum, galls	21,359,629	14,593,586	33,992,394

The changes, as compared with other previous years are still more unfavorable.

Debt of Indiana.

We gave in our issue of the 12th inst., an abstract of the Treasurer's Report, showing the receipts and expenditures during the fiscal year ending November 30, 1866, together with the valuation of real and personal property in the State for 1865 and 1866, etc. The following statement, from the Report of the Auditor, will show the Public Debt of the State outstanding in the hands of creditors to be provided for, at the close of the year:

Five per cent. stock	$3,829,936 33
Two and a half per cent. stock	1,191,091 65
Total amount of stocks	$5,021,027 98
War loan bonds	309,000 00
Vincennes University bonds	66,585 00
Total public debt	$5,396,512 98

The Auditor estimates that the State debt sinking fund tax for 1866, will, on the 1st day of July next, furnish $900,000, and that enough can be drawn from the general fund in the Treasury at that time and added to this amount to redeem all the outstanding two and a half per cent. stocks, which will leave outstanding in the hands of creditors to be provided for otherwise, $4,205,521 33.

The assets of the sinking fund, independent of State stock and bonds, which by the law of last winter are to be applied to the payment of the State debt, may be safely estimated at $1,000,000, of which amount $500,000 can be made available by the 1st of July, 1870, and which, if properly applied, would leave the balance of the debt to be provided for and paid by taxation, $3,705,521 33, which it is estimated by the Auditor will be fully accomplished at the present rate of taxation for that purpose by the 1st of July, 1870.

This shows the financial condition of the State to be better than at any former period in her history, and presents the gratifying prospect that by 1870 she will have taken up all her stocks and be out of debt, without adding to the taxes which have been already imposed.

In addition to the above, the State is indebted in the sum of $353,000, being the balance of the amount of the old State debt upon which a compromise was made in 1846, the holders of them failing or refusing to enter into or take part in the compromise. Upon these bonds no interest has been paid for more than 25 years. The Governor, in his Message, in alluding to these bonds, says:

"The attitude of the State in regard to them is not creditable and ought to be changed. Year by year the State by her accounting officers publishes and confesses to the world that they are a part of her indebtedness, but pays no interest on them, which has now accumulated to more than half a million of dollars, and makes no offer to pay the principal, although it has long been due. The character of Indiana is too high, and her position too proud to allow her to occupy an attitude so equivocal. It is not my purpose to enter into any discussion at this time as to the legal and moral obligation of the State to pay the interest and principal of these bonds in whole or in part; but I desire simply to say that if the State believes that she is not bound to pay them, and does not intend to do so, she should through the Legislature promptly declare that fact to the world, and have them stricken from the books of the Auditor. If, on the other hand, she holds herself bound to pay the whole or any part, she cannot honorably longer delay to take action for that purpose, as her ability to pay cannot be denied."

The school fund of Indiana may be estimated in round numbers at $7,611,337 44, and is we believe, larger than the school fund of any other State.

According to the census of 1860, the population of Indiana was 1,350,428. In 1866 she had 340,240 white males over 21 years of age, which number multiplied by the ratio usually adopted would give a population of over 1,700,000. According to this ratio of increase the State will have within her borders in 1870 more than 2,000,000 of people, which would be an increase of 48 per cent. in 10 years. It is doubtful if any State in the Union is growing more rapidly in population, wealth, manufactures, public improvements, and the general development of agricultural resources.

Education in Iowa.

From the records in the office of the Superintendent of Public Instruction it appears that the total number of persons in Iowa between the ages of five and twenty one, is 348,498; males, 180,197; females, 168,301; number of schools 5,900; number of teachers, males 2,673; females, 6,670; average weekly compensation for males; $8 40; for females, $5 94; average cost of tuition for each pupil per week, 38 cents; aggregate amount paid teachers, $1,006,623; value of school houses, $2,837,757; school houses, 5,009 of which 382 are brick, 163 stone, 3,766 frame, and 698 log houses; school houses built during the year, 374; increase over 1865, in attendance at school, 24,234; increase in number of teachers, 228; increase in amount paid teachers, $149,897,

Ohio—Railroad Valuations for 1866.

The following is a statement of the Valuations of Railroad Property in Ohio, as returned by the Local Boards, and the total values, as fixed by the State Board of Equalization for 1866:

	Value returned.	Value fixed by Board.
Columbus and Xenia	$946,146	$1,211,067
Bellefontaine	1,415,508	1,132,101
Cleveland, Zanesville and Cincinnati	329,548	329,548
Michigan Southern and Northern Indiana	837,893	837,893
Toledo, Wabash & Western	524,551	524,551
Sandusky, Mansfield and Newark	1,037,980	1,037,980
Marietta and Cincinnati	1,809,467	1,809,467
Cleveland, Columbus and Cincinnati	4,408,168	4,408,168
Cleveland, Painesville and Ashtabula	2,437,819	2,437,819
Cleveland and Mahoning	1,726,142	1,726,142
Cleveland and Pittsburg	3,422,966	3,422,966
Cleveland and Toledo	3,107,856	3,729,428
Cleveland, Columbus, Cincinnati and Springfield	312,187	312,187
Springfield and Columbus	24,000	24,000
Ohio and Mississippi	529,485	529,485
Little Miami	2,518,994	2,518,994
Steubenville and Indiana	1,865,580	1,865,580
Dayton and Michigan	1,428,093	1,428,093
Atlantic and Great Western	4,796,215	4,796,215
Sandusky and Cincinnati	1,032,780	836,552
Cincinnati, Hamilton and Dayton	2,345,504	2,146,186
Central Ohio	1,541,000	1,541,000
Fremont and Louisville	46,689	46,689
Columbus & Indianapolis	1,209,015	1,209,015
New Lisbon	62,400	62,400
Cincinnati & Indianapolis Junction	101,010	101,010
Cincinnati & Indianapolis, and Indianapolis and Cincinnati	761,890	761,890
Cincinnati, Richmond and Chicago	507,816	507,816
Dayton and Western	350,000	350,000
Dayton and Union	263,100	263,100
Pittsburg, Fort Wayne and Chicago	6,247,669	6,247,669
Cincinnati and Zanesville	800 000	800,000
Iron	69,100	69,100
Totals	$48,816,571	$49,024,061

Commerce of Philadelphia.

The value of the Foreign Imports into and Exports from the port of Philadelphia, from 1821 to 1866, inclusive, is reported as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1821	$7,392,217	$8,158,922	1844	$3,585,526	$7,217,288
1822	9,047,802	11,874,170	1845	3,547,363	8,159,227
1823	9,617,192	13,696,770	1846	4,751,005	7989,396
1824	9,364,893	11,885,531	1847	8,544,391	9,587,816
1825	11,269,981	15,041,797	1848	6,732,333	11,147,584
1826	8,331,722	13.651,779	1849	5,343,421	10 645,500
1827	7.575,833	11,212 935	1850	4,501,606	12,066,154
1828	6,051,480	12,884,408	1851	5,356,036	14,785,917
1829	4,090,625	10,100,152	1852	5,828,571	14,785,917
1830	4.291,793	8,709,122	1853	6,527,996	18,834,410
1831	5,513,713	12 124,083	1854	10,104,416	21.359,303
1832	3,516,066	10,678,358	1855	6,274,338	15,309,905
1833	4.078,951	10,451,250	1856	7,144,188	16,585,636
1834	3,989,746	10,4 9,268	1857	8,135,166	17 860,630
1835	3,739,276	12,389,937	1858	5,987,251	12,890,369
1836	3,971,555	15,068,283	1859	5,298,095	15,603,769
1837	3,841,599	11,680,111	1860	7,839,2?6	14,581,352
1838	3,477,151	6,330,371	1861	10,277,938	8.091.161
1839	5,299,415	15,050,715	1862	11,518,970	8,327,910
1840	6,820,145	8,404,882	1863	10,628,968	6,289,500
1841	5,152,501	10,346,696	1864	13,664,862	9,135,60s
1842	3,700,727	7,385,858	1865	12,584,152	5,645,755
1843	2,354,943	2,760,030	1866	17,867,716	7,331,201

Russian Railways.

The Dunaburg and Vitebsk Railway has opened for traffic. This line, which is 160 miles in length, has been constructed in two years, by an English company, with a guarantee of 5 per cent. from the Russian Government, and it forms a continuation of the Rega and Dunaburg line, while it crosses, at the latter town, the St. Petersburg, Warsaw, and Berlin line. The company which has carried out the Rega and Dunaburg line is now endeavoring to raise the capital required for a further extension from Vitebsk to Orel a distance of about 280 miles.

Maryland.—Property and Taxation.

The annual report of the Comptroller shows the following as the assessed value of real and personal property, with amount of levy thereon, in each county and Baltimore city for 1866:

	Assessed Value of Property in 1866.	Amount of Levy in 1866.
Alleghany county	$5,541,769 00	$16,625 31
Anne Arundel county	6,561,338 00	19,684 02
Baltimore city	134,279,412 00	402,838 24
Baltimore county	21,244,508 00	63,733 52
Calvert county	1,978,875 00	5,936 62
Carroll county	10,731,134 34	32,193 40
Caroline county	2,159,262 00	6,477 79
Cecil county	7,918,170 00	23,754 51
Charles county	3,298,027 00	9,894 08
Dorchester county	4,574,740 00	13,724 22
Frederick county	21,391,654 00	64,174 96
Hartford county	6,959,344 00	20,878 03
Howard county	3,972,180 00	11,196 54
Kent county	5,403,404 00	16,210 21
Montgomery county	4,992,520 00	14,977 56
Prince George's Co.	7,785,373 00	23,356 12
Queen Anne's county	5,478,343 00	16,435 03
St. Mary's county	2,617,981 00	7,853 94
Somerset county	5,158,107 00	15,474 32
Talbot county	5,170,015 00	15,510 05
Washington county	14,502,965 00	43,508 89
Worcester county	4,811,717 00	14,435 15
	$286,530,838 34	$859,592 51
Amount of levy for direct tax, at 5c. on $100		143,298 75
Amount of levy for bounty tax, at 10c. on $100		286,497 51
Amount of levy for school tax, at 15c. on $100		429,796 25
		$859,592 51

Philadelphia Passenger Railroads.

There are sixteen distinct Passenger railroad companies in active operation in Philadelphia. Below we give the receipts of each company during the years 1865 and 1866:

	1865.	1866.
Second and Third streets	$437,562	$398,400
Frankford and Philadelphia	.....	8,481
Frankford and Southwark (Fifth and Sixth streets)	286,861	281,074
Germantown, (Fourth and Eighth sts)	255,588	259,742
Citizens' (Tenth and Eleventh street)	204,832	203,638
Thirteenth and Fifteenth st.	143,038	126,855
Seventeenth & Nineteenth st.	49,744	56,850
Lombard and South streets	72,460	55,580
Philadelphia & Gray's Ferry (Spruce and Pine streets)	60,332	86,809
Philadelphia and Darby	36,781	38,523
Philadelphia City, (Chestnut and Walnut)	149,978	192,487
West Philadelphia, (Market street)	308,238	283,044
Hestonville, (Arch, Race and Vine, and Callowhill)	209,126	243,711
Girard College (Arch street and Ridge Avenue)	123,511	113,398
Ridge Avenue & Manayunk	42,569	42,788
Green and Contes streets	173,822	169,017
Union	206,593	338,282
Total	$2,791,035	$2,898,749

☞ The amount of coal transported over the Chesapeake and Ohio Canal in 1866, was 336,991 tons, against 343,954 in 1865—a decrease of 6,963 tons. The Governor, in his Message, says that the State has been offered $5,000,000 for the work, with a collateral proposition, if she preferred not to sell outright, of a lease for twenty years at $300,000 a year.

Gold Mining in Canada.

OFFICE OF THE DE LERY GOLD MINING CO.,
NOS. 72 AND 74 CEDAR STREET,
NEW YORK, Jan. 22, 1867

Editor American Railroad Journal:

In view of the evident public curiosity concerning the existence of gold deposits in Canada, it seems singular that the public knowledge should be so very meagre. Telegrams and letters are plentifully written and eagerly copied in regard to alleged discoveries in Canada West; while the fact seems scarcely to be known, that not only *specimens* but large *products*, have been developed for several years in Canada East, and that practical work is now being done there by parties having the fullest confidence in the ability of their mines to produce rich and increasing incomes.

I do not propose writing you a history of these mines, however curious it may be, confident that they are likely soon to tell their own story. But I would like to say, that by far the largest deposites of gulch gold and masses of auriferous quartz rock, yet discovered on this side of the continent, are within fifty miles of Quebec, in the Chaudiere Valley; and that they seem far more valuable than those of Nova Scotia, where quartz mining, though still in its infancy, is already a productive industry. That the working of these De Lery Gold Mines is destined soon to revolutionize public opinion in regard to the mineral formation of the Atlantic coast, I have no doubt. This Company—to give an instance of the confidence of some of the best men in New York, Montreal and Quebec, who have *investigated* the subject—owns the gold in a single tract of 108 square miles, and has just completed the construction of the *first quartz mill ever erected in Canada*, which will commence active operations next spring. In a tract where hundreds of thousands of dollars worth of alluvial gold have already been found—where nuggets are continually being taken out, weighing several pounds each—where the rock is universal and very rich in free gold—it cannot but be that millions are available under a thorough, scientific and economical system of development.

J. M. WINCHELL,
General Manager De Lery Gold Mining Co.

Leavenworth, Lawrence & Galveston R.R.

The recent difficulties in reference to the management of this important project having been harmoniously adjusted, we understand that work will be at once commenced, and energetically prosecuted. Advertisements for ties are issued, and specifications are almost ready for the large bridge across the Wakamasa River, south of Lawrence. Grading will begin immediately, and it is believed that the heavy cut through the Santa Fe ridge will be excavated by the opening of spring.

☞ The following gentlemen has been elected managers of the Franklin and Warren Railroad for the ensuing year: E. F. Gay, W. G. Morehead, M. Courtright, C. B. Wright, E. Miller, C. P. B. Jeffries, and R. D. Barclay. This road is fifty-two miles long, was built in nine months, and the first five months that it was in operation carried over 65,000 passengers.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25¼	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	5
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	9
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	1½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	60c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	----	1¼	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	8
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	45
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	1½
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	10
Flint Steel River ... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ..... N H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	32½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	8½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Huron ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	1½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	10	20,000	20
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	24	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	5
Jefferson ..... "	25	----	20,000	----
Kewaunaw ..... "	25	5	20,000	----
Lake Angeline ..... "	25	5	20,000	----
Lake Fairbanks ..... "	25	5	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100 000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	71
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	5
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	5	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	2½
Pewabic ..... "	25	3½	20,000	21
Phila. & Boston ... "	25	16	20,000	----
Phœnix ..... "	25	15	20,000	6
Pittsburg & Boston "	25	5½	20,000	43
Pontiac ..... "	25	10½	20,000	1
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	85
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	8
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	1
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	1
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	----	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	50,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	5	20,000	----
Winthrop ..... "	25	----	20,000	----
Wyandotte ..... "	25	4½	20,000	1½

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	25	2½	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	1.15
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	10½
Atlantic & G. C ... Md.	----	----	----	63c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	2½
Big Mountain ..... Pa.	----	----	----	4½
Boston & Picton. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	50
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	25
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	40
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	50,000	----
Franklin ..... "	100	----	5,000	50c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	15
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	58½
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	7
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	44
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth ... Md.	20	20	25,000	7
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	19
Narragansett ..... R. I	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	44
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	145
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	12½
Shamokin ..... "	----	----	----	4
Somerset L. & C ... "	----	----	----	----
Spring Mountain ... "	50	----	----	76
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	80
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	24,000	12½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5.10
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	2.00
Benton ..... "	5	----	100,000	1.15
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2.25
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	60,000	12.6
Copalinache ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	6.00
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	0.11
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	2.00
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.40
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	0.80
Holman ..... "	2	----	150,000	0.75
Idaho ..... Nebrn.	----	----	100,000	----
Isaac's Harbor .... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.75
La Crusse ..... "	10	----	100,000	1.00
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	80,976	10½
Do. preferred .. "	100	100	57,744	20
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.95
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	1.40
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2.25
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5.00
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	2.55
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	0.75
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.50
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500 000	----
Essex & Diadem .. "	20	----	125 000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	38½
Santa Clara ..... "	100	----	50,000	----
MISCELLANEOUS:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Tennessee, plumbago "	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	No.		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	—	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350 000	—	7,297	144,680	10,130	5½	—	43
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,900	150,000	94	(Union Cr's)		9	—	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropolitn)		—	—	—
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43 706	—	1,413	15,157	loss.	—	—	—
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	276,739	260,000	50,000	54,259	160,157	loss.	4	—	25
30 Nov.'65	2.41	—	—	—	—	Malden and Melrose	60,260	200.00	64,452	66,222	(Middlesex)		—	—	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	38,000	21,000	10,000	—	(Middlesex)		50	25	—
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,602	loss.	3	—	53
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400.000	32,000	75,952	452,838	2,577	—	—	49
30 Nov.'65	5.89	—	60	9	—	Quincy	154,283	71,600	58,400	56,500	708,311	loss.	—	—	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,083	150,000	16,600	13,059	579,096	1,975	—	—	25
30 Nov.'65	2 08	—	—	—	—	Somerville	50,000	50,000	—	—	M(Middlesex)		5	—	—
30 Nov.'65	2.60	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	—	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95.500	5,000	—	—	(Mal. & Mel.)		—	—	—
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	100,000	20,000	130,743	307,780	loss.	—	—	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	—	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	86,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	85	—	Bleecker St. & Fulton Ferry	1,595,866	900,000	610,00	46 000	103,215	37,588	—	100	—
30 Sep.'65	1.76	—	—	32	28	Broadway (Brooklyn)	224,286	200,000	27,5 0	5 802	81,027	12.500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,378,625	2,100,000	120000 0	100 000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	195,178	100,000	86,000	71 180	28 068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,888	492,150	400,000	55,201	173,827	3 666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170.0 0	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,102	366,000	200.000	37.602	104 691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	147,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7 500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N.Y.)	1,517,906	956,900	550,000	—	528,090	74 053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	540	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	160,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	208,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,200,916	1,000,000	160,000	—	627,153	99,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227 662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	198,738	72,000	118,500	3,000	52,700	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,55	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'66	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	—	80 028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	—	139 604	482,224	loss.	—	100	120
30 Sep.'65	17.80	—	—	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,800000	145 000	1.024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	80,000	50 000	—	ope:by	T. & L. R. R.		—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62.000	60,000	12,000	—	12,839	808	—	—	—
30 sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	30.000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17 228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	596,414	281,550	300 000	20,950	165 358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	51
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56 3.0	10,318	114,721	34.877	10	50	—
31 Oct.'65	12.33	—	282	40	—	Frankford & Southw'k (Ph.)	765,580	491,620	200,000	—	286.861	91.545	—	50	10½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct.'65	4.50	—	145	33	8	Green & Coates st. Phila.)	282,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49 561	—	—	31
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	100,000	—	—	122,866	36.832	4	50	26
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	50,118	—	9 000	6.726	3 562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,151	153 813	39.179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	186,000	90,000	50,200	16,000	72,480	14,007	—	25	15½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,386	75,000	35.000	150	88,795	20,243	16	50	—
31 Oct.'65	2.05	—	67	12	—	Pittsburg and Birmingham	66,849	84.000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	7.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149 978	69,722	7½	50	—
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	66,383	100,0 0	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,695	120,000	63,900	—	41,737	6,903	—	50	14
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	187,300	—	437 562	168,830	10	50	90
31 Oct.'66	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	240,411	217,687	15.000	19,000	84,900	20,545	4½	50	30
31 Oct.'66	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210.143	97,810	9½	50	70
31 Oct.'65	6.25	—	148	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38 435	5	50	19½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527.186	291,475	80,000	263,128	206.593	5,000	—	50	4½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	256,105	249,100	100,000	10,000	309.261	81,335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd: 1st Mortgage	80,000	7	J. & J.	1885	—
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	301,250	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200.000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	650,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real estate Mortgage	5,000	6	—	—	—
D. Dock, E.B'dw. & Battery: 1st Mortgage	200 000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	154,000	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	300,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm: 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	40.000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	91½
Malden and Melrose: 1st Mortgage unattied	64,452	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	10,000	6	—	—	—
Middlesex: 1st Mortgage	32,000	—	—	—	—
Malden & Melrose bonds	48,-51	—	—	—	—
Real Estate	10,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100 000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	92
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125.000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	105
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1877	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Jan. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,070,900	6	Jan. & July.	1867	100
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	128
" " " " ..... coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " " ..... coupon		5	" "	1874	102½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " " ..... coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108½
" " " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	108
Loan of July 17, & Aug. 5, 1861 ..... registered	264,309,850	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) ..... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	104½
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ..... registered	234,344,600	6	May & Nov.	1885	104½
" " " (5-20s) ..... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s) ..... registered	171,069,350	5	Mar. & Sept.	1904	99½
" " " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ..... registered	10,622,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	376,858,600	7.3	Feb. & Aug.	1868	104½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	104½
" " 1865 ..... 3d series		7.3	Jan. & July.		104½
Matured Debt not presented	15,987,249	6	At maturity.	----	----
Gold Certificates of Deposit	16,442,680	---	----	----	----
Compound Interest Notes of 1864	144,900,840	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	380,497,842	---	----	----	----
Fractional currency	28,732,812	---	----	----	----
Navy Pension Fund	11,750,000	---	----	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" " " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ..... "	----	----	----	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	115
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	'72-'90	100
" " " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1889	----
" " " ..... "	2,271,750	6	" "	'68-'86	100
" " " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" " " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" " ..... "	1,778,677	6	" "	1877	100
" " ..... "	241,000	6	" "	1879	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" " " ..... "	2,058,178	2½	" "	1866	----
" " " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	94½
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'68-'73	----
" " " ..... "	3,204,000	6	" "	'68-'72	90½
Louisiana—State Bonds ..... coupon	9,850,000	6	various.	'67-'90	90
" —Fu ded Coupons ..... "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,000,000	6	Jan. & July	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" " " ..... "	1 727,000	6	"	1870	101
" " " ..... coupon	8,192,763	6	"	1890	100
" " " ..... inscribed		6	"	1890	----
" " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " "	244,900	5	Jan. & July.	'70-'74	100
" " "	375,000	5	April & Oct.	'72-'74	100
" " "	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	99½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	125½
" " "	1,024,000	6	Jan. & July.	'71-'75	111
" " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " ..... "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	90
" " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	79
" " " (Pac. R. R.) ... "	7,000,000	6	" "	'72-'87	91
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds .. coupon	1,650,000	6	" "	'83-'85	99½
" " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	98½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	96½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105½
" " " ..... bounty fund	25,586,000	7	Jan. & July.	1877	105½
" " " ..... general fund	1,139,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	"	1866	----
" " " ..... general fund	800,000	6	"	1868	100
" " ..... canal fund	3,000,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	----
" " " " ..... "	2,250,000	6	"	1874	99½
" " " " ..... "	500,000	6	"	1875	100½
" " " " ..... "	900,000	6	"	1877	----
" " " " ..... general fund	800,000	6	"	1878	97½
" " " " ..... "	904,607	5	"	pleas.	----
" " " " ..... canal fund	192,585	5	"	1866	----
" " " " ..... "	1,163,000	5	"	1868	----
" " " " ..... general fund	442,960	5	"	1868	----
" " " " ..... canal fund	167,000	5	"	1871	----
" " " " ..... "	4,600,000	5	"	1874	24
" " " " ..... general fund	900,000	5	"	1875	93
" " " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	72½
" " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	80½
Ohio—State Bonds ..... coupon	634,053	5	Jan. & July.	1866	----
" " " ..... "	536,798	6	" "	1860	98
" " " ..... "	379,866	6	" "	1868	----
" " " ..... "	2,183,532	6	" "	1870	100
" " " ..... "	1,000,000	6	" "	1875	100
" " " ..... "	4,095,309	6	" "	1881	100
" " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	92½
" " " ..... coupon	6,168,000	5	"	'77-'82	94½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	105½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	98½
South Carolina—State Bonds (sterling) "	434,444	6	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,499,000	6	" "	'77-'90	----
" " " (new) ... "	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	
" " " ..... "	239,167	5½	" "	'72-'79	----
" " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	67½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	31½
" " " ..... coupon	11,108,000	6	" "	'86-'95	60
" " (sterling) ..... "	1,886,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	31
" " " ..... coupon	----	6	" "	'76-'96	45½
West Virginia—State Bond ..... coupon	----	6	----	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) ..... "	641,800	6	Jan. & July.	'77-'87	----
" " (") certificates ... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	97
" " "	19,029,523	6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	98
" " "		6	Jan. & July.	1886	97½
" " "		6	quarterly.	1890	98½
" " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	128½
" " "		5	"	'71-'76	105½
" " "	7,846,026	5	"	'76-'80	101½
" " "		5	"	'81-'86	101
" " "		6	"	'67-'76	102½
" —Water Loan	668 000	5	May & Nov.	'79-'91	----
" " "	305,000	5	Jan. & July.	'77-'78	102
" " " (sterling)	1,949,111	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	5	Jan. & July.	'66-'71	80
" —Public Park Loan ..... "		6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	90½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,754,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	100
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	6	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,376,900	5	" "	'79-'80	----
" " " "	900,000	5	" "	1896	----
" " " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,242	5	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'93	----
" " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	100½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	92
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	----
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	96½
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	----
" —Water Loan ..... "	484,000	6	" "	'71-'83	86
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	94
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	86
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	90
" —City and County B'ds "	329,000	6	Jan. & July.	1875	133
" " " " " "	1,133,500	6	" "	1888	----
	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	285,626	295,512	356,408	401,103	357,228	353,344	328,523	3,255,492
1865	289,445	347,211	432,340	356,045	472,493	410,600	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	476,036	433,549	386,459	412,423	464,806	493,690	467,313	568,504	533,414	541,491	497,250	368,681	---- ----
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	325,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,278	326,870	281,559	318,549	247,087	322,749	285,413	3,677,795
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	248,178	224,980	307,874	375,860	324,865	326,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	303,231	389,489	307,523	270,073	201.779	3,312,514
1866	241,395	183,285	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	---- ----
Chicago and Northwestern:													
1863	---- ----	---- ----	---- ----	---- ----	---- ----	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,111,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,669	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	---- ----
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25.461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,767	36.578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,583	38,058	50,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.843	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	102,957	---- ----
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734.108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,134
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,468,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,187,188	983,855	1,070,434	1,153,295	1,001,683	1,243,143	1,203,462	1,290 330	1 411,34*	1,480,251	1,417,327	1,044,003	---- ----
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,483	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,528	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	---- ----	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	62,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,665	---- ----
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	87,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,185	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	---- ----
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,891	126,558	178,773	235,690	276,181	231,965	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,155
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	436,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	---- ----
Michigan Central:													
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,969	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,936	359,645	429,160	493,640	414,604	308,869	---- ----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	275,906	304,257	327,926	123,741	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,113,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	---- ----	---- ----	---- ----	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,670
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	287,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	---- ----	---- ----
Philadelphia and Reading:													
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,762	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	525,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	683,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,361,579	1,419,232	1,196,955	---- ----	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,928	858,501	712,363	580,964	8,489,052
1866	555,488	474,738	654,390	606,078	672,628	644,573	554,828	641,845	661 808	741,968	681,552	550,483	7,464,096
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,138	167,200	168,699	167,099	166,015	222,953	198,884	244,834	212,226	177,364	---- ----
Toledo, Wabash and Western:													
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,142
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,595	151,052	134,563	111,339	1,489,798
1864	79,785	95,843	132,896	128,987	127,010	166,838	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,962	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,006	39,201	45,232	56,915	102,915	85,276	60,893	84,462	100,813	75,248	54,468	814,094

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	98
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,000	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	433,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income P'ds	1,300,000	7	May & Nov.	"	1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	70½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1933	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	85
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90½
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1891	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (K. Extension)	1,499,000	7	April & Oct.	" "	1876	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	92
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers; (†) that the company is in default in its interest. "S. F.," Sinking Fund. Var.," [illegible] bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage (S. F.) Coupon	1,086,600	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	79
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210.000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	100
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1853	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. &] July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,006,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881.	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	----
2d Mortgage	500,000	6	" "	"	1870	----
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,907,000	7	June & Dec.	New York.	1882	100½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1866	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70-'75	----
Bardstown and Louisville	50,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	87½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----	----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6	----	----	----	----

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,930	6	Jan. & July.	New York.	1880	----
1st Mortgage	1,254,000	7	May & Nov.	"	----	----
Michigan Central:						
1st Mortgage Sterling	467,488	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	560,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	101½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	----
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug	New York.	1893	87
2d Mortgage	1,560,000	7	April & Oct.	" "	1884	81
Real Estate Depot	2,400,000	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	522,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	480,000	8	----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7	----	" "	----	61
2d Land Grant	691,000	---	----	" "	----	----
Income Bonds	512,300	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98.000	6	----	----	1885	----
Mississippi State Loan	202,000	6	----	----	----	----
1st Mortgage	171.000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508 970	8	Jan & July	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,034,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	" "	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	805 000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort [S. F.]	566,000	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,450,436	6	May & Nov.	New York.	1883	94½
Db'ts of former Co.s outst'ding	100,000	---	----	----	----	----
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	603,000	6	May & Nov.	" "	1883	91
" " [B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139.815	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	100½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	188,300	7	Jan. & July.	"	1891	----
Sterling Bonds	3,317,982	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	104½
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	100
3d Mortgage	950,000	7	Jan. & July	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. [illegible] Aug.	New York.	'78-'78	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	116½
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	91
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87–'89	
Construction Main Line	1,500,000	7	" "	" "		86
" S. W. Branch	3,232,000	7	" "	" "		
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5*	" "	"	1880	
" 1842, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	105⅝
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	121
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	931,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubens and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	94
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	63.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261.927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,266	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug '66	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192.989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,974	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '65	76.2	5.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,602	172,590	74,758	2	—
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	83,204	6	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.755	8,081,181	117.4	629,209	1,982,213	549,834	9	114
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	680,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 6	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 100	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8½	107
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	39
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,285,632	6,500,000	1,448,000	.....	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	768.3	3,507,466	7,181,208	2,174,924	10	112
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	38
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,234	140,689	3,458,108	110.0	.....	448,858	230,834	9	86
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,423	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '65	144.0	—	.....	176.0	13	9	151	Dubuque and Sioux City	5,091,341	*	151,455	3,660,292	960,000	438,415	5,243,316	144 0	282,384	618,205	180,962	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	54	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	.....	.....	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	66.1	239,626	389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,348	334 5	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	58.7	—	.....	156.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.8	1,741,670	4,446,490	1,638,114	15	103½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,886,446	1,936,788	6	1½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	400,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	595,092	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	.....	250,047	—	121,659
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	—	67½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,439,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,500	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	600,828	—	—
....	77.0	—	3.9	206.0	—	—	—	*South-West Pacific*	4,819,490	119,738	—	—	2,000,000	—	2,000,000	114.0	.....	.....	.....	—	—
28 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,223	3,501,000	40 886	6,382,109	90.1	289,189	899,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	71	Androscoggin	1,050,000	*	—	151,832	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	15	15	235	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1,0,597	4,301,457	109.2	171,568	489,592	219,302	—	.....
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,966,383	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,087	3	116½
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,243	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	47½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	9½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,282	6	115½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,969,254	446,557	973,480	4,076,974	—	328,388	5,388,291	164.3	747,272	1,521,159	393,812	9	132
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	136½
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	660,254	1,697,164	537,057	10	142
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	80	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	5,950,961	93.4	457,261	993,694	314,255	8	116
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Oper. by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	210	Nashua and Lowell	620,153	92,870	101,968	200,000	—	91,748	814,891	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	30.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	90
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	8	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	228,900	522	470,727	(Oper by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36 5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	56½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,200	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,620	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	135½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	221,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	114½
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101.259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,057	151,863	8	66
31 Mar. '66	26.0	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	112
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.5	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	25	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,508,696	82.2	337,789	615,728	215,973	9	107
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,073	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,316,144	6,842,200	10,189,472	175,000	—	124.2	.....	3,274,657	1,702,559	10	126½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885 941	—	—	1,082,743	1,034,775	142,362	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	833,636	13,661,735	86.0	1,187,978	3,036,390	1,287,956	10	124
31 Dec. '65	53.0	—	—	45.5	21	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	.....	—	35	98	189	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,515	185,052	26,874	—	.....
31 Dec. '65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	.....	.....	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,095	118.133	5½	91
31 Dec. '65	38 5	—	.....	17.	—	—	—	West Jersey	1,528,483	—	—	588.400	400.000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	85.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	66½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	121
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,666	8	64
30 Sep. '66	297.8	258.1	482.8	—	276	292	5,309	New York Central	27,612,534	6,521,577	9,985,992	26,530,000	12 866,804	815,170	44,119,004	692.2	6,667,261	14,596,786	3 291,112	6	100
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,811	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,692,980	2,509,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,451	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	68
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,850	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	125,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.3	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g.	3,096,542	368,804	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	93,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	26	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,420	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '65	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	1922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	359,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	987,820	2 386,182	663,206	10	110½
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9 320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	*82½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114 996	8,369,819	188.6	994,554	2,388,868	1,035,717	18	119
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,142,240	oper. w. Lit.	Miami.	—	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,61	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,092	3,382,163	1,218,972	109,813	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & Now'k	2,189,890	*	38.931	898,204	1,291,800	38,820	2 228,824	125.0	241,240	382,807	166,133	—	.....
31 Dec '64	342.4	—	—	—	48	18	489	Toledo & Wabash	0,080 918	*	—	3,477,950	6 653,868	—	10,243,015	250.0	1,244,558	2,050,322	245,492	8½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total), incl. all other assets and liabilities.	Road operated, incl. road leased, et.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.6	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	103.0	....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,050,780	446.0	2,647,704	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	249,418	370,223	149,587	—	----
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,516,900	470,500	51,167	2,102,396	74.0	150,698	4	140,779	6	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,276,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	175,775	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	52.0	173,037	633,015	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	32½
31 Oct. '65	130.5	—	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,786	6,529,199	69.8	318,861	875,064	412,353	—	39½
31 Dec. '65	354.8	38.7	478.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459,109	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	—	1,476,300	183,000	—	1,659,300	24.0	311,091	656,739	356,376	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.			Co.)	—	30½
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,363	20,240,673	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	70½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,854,609	1,046,804	10	54
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,563	130,361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,060	1,597,620	26,545,693	483.3	4,623,073	8,489,062	3,283,547	10	95
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791,597	Lease'd to	North'n	Cen.	144,006	316,495	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	962,300	130,340	1,777,176	26.4	138,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	60
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,600	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	86
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,268	151,536	6	----
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	----
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,525	102.0	.....	220,014	96,145	—	----
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,820,883	460,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	415,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1869.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	32,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	535,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	57,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56.0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275,000	240,000	171,560	.....	50.0	31,300	32,676	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	----
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	24
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	31,358	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,016	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,665,500	775,142	8,711,091	191.7	.....	188,136	81,892	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	----
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	.....	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	----
30 Sep. '66	178.2	—	21.3	7.9	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	304,785	6,245,8 8	195.0	.....	487,449	120,136	—	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 555	—	44
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,850	8,755,527	285.9	915,288	1,985,511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	—	----
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	----
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,152	—	----
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,708	.....	.....	.....	108 0	.....	148,339	55,777	—	----
1 July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	102,348	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	134 566	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,131	—	----
1 Dec 63	8..			—	11	22	120	NEW GRANADA. Pan ipa	5,000,000	*	855	5,000,000	75,000	—	10,763,723	48.7	.....	717,438	1,338,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,990	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	56
Chicago & Alton (preferred)	2,425,400	7	7	110
Chicago & Northwestern (pref.)	12,994,720	7	7	72½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	78½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	30
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,400,000	7	---	56
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	8	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest. Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J	1886	92½
Chesapeake & Ohio:				
Maryland Loan, dollars	2,000,000	6 Qrtrly.	1870	----
" " sterling	4,375,000	5 "	1890	----
Preferred bonds	1,700,000	6 ———	18..	----
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	87½
Delaware & Hudson:				
Mortgage	641,000	6 M. & S.	1870	110
Delaware & Raritan:				
See Camden & Amb. RR.	———	———	———	----
Erie and Penn.:				
Bonds	673,799	7 J. & J.	1865	----
Interest Certificates	161,960	6 "	1868	----
Lehigh Navigation:				
1st Mortgage	414,157	6 Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6 "	1884	91½
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	----
2d Mortgage	57,000	6 " "	1865	----
Morris:				
1st Mortgage	486,500	6 A. & O.	1876	92
2d Mortgage	295,750	6 ———	———	90
Boat Loan	99,852	6 ———	———	93
North Branch:				
1st Mortgage	500,000	6 M. & N.	1876	80
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	90
2d Mortgage	3,980,670	6 J. & J.	1882	80½
Improvement	1,601,670	6 M. & N.	1876	88
Susqueh'a & Tide Water:				
Maryland Sterling Loan	816,000	5 J. & J.	1865	----
Md. stg. loan converted	200,276	5 " "	1885	----
Mortgage bonds	993,000	6 " "	1878	63
Preferred Interest b'ds.	227,569	6 " "	1878	24
Union, (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1883	22
West Branch & Susqu'a:				
1st Mortgage, s'k'g fund	450,600	6 J. & J.	1878	90
Wyoming Valley.				
1st Mortgage	600,000	6 J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	95½
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	86½
Delaware and Hudson	100	10,000,000	10	143
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	———	———	———	----
Lehigh Navigation	50	6,091,700	10	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	121
North Branch	100	———	———	----
Sault Ste Marie	———	———	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	23
" " (preferred)	50	2,888,988	———	33½
Susquehanna and Tide Water	50	2,048,260	———	13
Union	———	———	———	?
Union (preferred)	50	2,787,000	———	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	760,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash)	per ton 46 —	@ 48 —
Pig, American, No. 1	——— —	@ 47 —
Bar, Refined, English	——— 91 —	@100 —
Bar, Swedes, assorted sizes (in gold)	——— 95 —	@100 —
Bar, Swedes, assorted sizes	——— 162 50	@ — —
Bar, English & American, Refined	——— 112 50	@117 50
Bar, English & American, common	——— 102 50	@107 50
Scroll, English	——— 142 50	@170 —
Ovals and Half round	——— 137 50	@147 50
Band, English	——— 142 50	@ — —
Horse Shoe	——— 137 50	@142 50
Rods, English	——— 117 50	@172 50
Hoop, English	——— 147 50	@210 —
Nail Rod	per lb. —	9½@ — 10½
Sheet, Russia	per lb. —	19 @ — 21
Sheet, English, Single, Double and Treble	—	6½@ — 8
Rails, English (gold)	per ton 55 —	@ — —
Rails, American	——— 85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¼ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. —	18 @ — 22½
English Spring (1st & 2d qlty.)	——— —	10½@ — 12
English Blister (1st & 2d qlty.)	——— —	11 @ — 19
English Machinery	——— —	13 @ — 14
German	——— —	13½@ — 14½
American, Blister	——— —	11½@ — 17
American, Cast, Hammered	——— —	19 @ — —
American, Cast, Rolled	——— —	12 @ — 15
American Spring	——— —	15 @ — —
American Machinery	——— —	13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. —	@ — 40
Sheathing, Yellow	——— —	23 @ — 30
Pig, Chile	——— —	— @ — —
Bolts	——— —	— @ — 40
Braziers'	——— —	— @ — 40
American Ingot (cash)	——— —	28 @ — 29

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. —	@ — —
Spanish	——— 6 87½	@ 7 —
German Refined	——— 6 87½	@ 7 —
English	——— 6 87½	@ 7 12½
Bar	per lb. —	@ 10 —
Pipe and Sheet	——— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb. —	23½@ — 24
Straits (gold)	——— —	22 @ — —
English (gold)	——— —	21½@ — —

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 — @ 9 25	12 50 @ 12 —
Plates, I. C. Coke	8 — @ 9 —	10 75 @ 12 50
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 10 —
Plates, Charcoal Terne	9 — @ 9 25	12 25 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb. 6 50	@ 6 75
Clinch (cash)	——— 8 —	@ 8 50
Copper	——— —	@ — 48
Ansable Horse, Norway Iron, Forged	——— —	28 @ — 30
Zinc Nails (6 mos.)	——— —	@ — 30

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	——— —	20 @ — —
Refined, free L. S. to White	——— —	@ — 46½
Refi'd, in bond, prime L. S. to White	——— —	30 @ — 31
Refi'd, in bond, Standard White	——— —	32 @ — —
Naptha, Refined (60@63 gravity)	——— —	24 @ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	Th. 17	F. 18	Sat. 19.	M. 21	Tu. 22	W. 23
Atlantic M. S. S. Co.	108½	107	----	108	107	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	115	----	
Canton Co.	47½	----	46½	----	----	45½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	108½	----	108	107½	108	108
" " pref.	----	----	109	----	110	110
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	131	----	----	131	130	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	42	42½	41½	42½	41½	40½
" " pref.	79½	79½	78	78½	78½	75½
" " 1st M.	----	----	----	88	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	83	----	83	
Chicago & Rock Isl.	100½	100½	99½	99	99½	96½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	110½	----	----	----	----	----
Clev. and Pittsburg	89½	90	89	89½	89	84½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	125	----	124	----	----	120
" S. F. 7 p.c.	----	----	----	----	84	----
Cumberland Coal, pref.	----	----	----	----	----	143
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	63½	64	63	65½	64½	64½
" pref.	----	----	----	----	----	73
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	100	----	----	----	100½	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	126	125½	127	128½	----	124
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	120½	120	119½	115½	115	113
" Can. bd. sc.	----	----	----	----	----	----
" bonds	106	----	----	----	----	105
Marietta & Cin. 1st pref.	----	----	80	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	12½	----	12	11½
Michigan Central	106½	107	106	----	106½	104½
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	106½
M. S. and N. I.	79	79½	77½	78	78½	74½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	91½	----	----	----	----	92
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	44	----	----	
" " pref.	61	----	60½	60½	----	58
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	81	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	93	----	----	93	92½	
" iss. to H. & St. J. R.	----	----	93	----	93	----
" " Pacific	----	----	----	----	----	----
New York Central	108½	108½	108½	109	108½	105
" Real Estate	----	----	----	----	----	----
" " 7s. S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	92½	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	100½
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	
" ex-coupon.	52½	53	----	----	52	
" new	53	----	----	52½	----	
Ohio & Miss. cer.	26½	----	26½	26½	26	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	165	163	162	161	163	162
Panama	260	----	----	----	----	260½
Phila. and Reading	103½	103½	102½	102½	103½	102
Pitts. Ft. W. & Chicago	99½	99½	96	97½	96½	95
" 1M. 101	----	----	----	----	----	----
" 2M.	94½	94	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	42½	42	40	40	40½	39½
St. L., Alton & T. H.	38	----	----	----	38	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	76	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	65½	----	65	65	64½	64½
" new	65½	65	64½	65½	64½	63½
Tol. Wab. & Western.	43½	43	42½	42½	42	40½
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	69½	75	76	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	60	----	60	60

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	Th 17.	F.18	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	105
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99⅝	----	----	100	99½	99½
U. S 5s, 10-40s, reg.	----	----	----	100	----	----
U. S. 6s, 1881, reg.	108	----	108	107½	----	----
U. S. 6s, 1881, cou.	108	----	----	----	108	108
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	128½	----
U. S. 6s, 5-20s, c. 1862.	107½	108	----	108	108	107½
U. S. 6s, 5-20s, c. 1864.	105⅝	----	----	105⅝	105⅝	105⅝
U. S. 6s, 5-20s, c. 1865.	106½	106½	105½	106½	106	106
U. S. 6s, " reg.	----	----	106½	----	104⅝	----
7.30 Notes, 1st series.	104⅛	----	----	----	104⅛	104
" " 2d series.	104⅛	----	104⅛	104⅛	104⅛	104⅛
" " 3d series.	----	----	104⅛	104⅛	104⅛	104⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	W.16	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Cattawissa	----	29½	----	29½	29½	29½
" preferred	29½	----	----	----	----	----
Camden & Amboy	131	131½	126½	126½	126½	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	90
" mort. 6s,'89.	94½	----	95	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	55	54⅛	----	54⅛	54⅛	54⅛
" " 6s, '84.	----	----	91⅛	91⅛	91⅛	91⅛
Lehigh Valley R. R.	----	62⅛	62⅛	62⅛	----	62⅛
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	----	56⅛	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	125⅛	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	90	----	----	----	----	90
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56⅛	56⅛	56⅛	56⅛	56⅛	56⅛
" 1st m.	----	99⅛	----	----	----	99⅛
" 2d m.	97	----	97	97	----	----
Penn. State, 6s	92⅛	----	----	----	----	----
" " 6s, coupon.	----	103⅛	----	----	----	94⅛
" " 6s, W. L.	103⅛	103⅛	----	----	----	----
Philadelphia City, 6s	96⅛	96⅛	----	----	----	96⅛
" " new.	100	100⅛	100⅛	100⅛	100⅛	100⅛
" " munc.	----	----	----	----	----	----
Philad., Germ. & Nor.	62	----	----	----	62	62
Phila. & Reading	52⅛	52	52⅛	51⅛	51⅛	51⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	95	----
Philadelphia & Erie	31	31⅛	30⅛	30⅛	----	----
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	95⅛	----
Schuylkill Navigation	----	----	----	----	----	23
" " pref.	----	33⅛	----	33⅛	----	----
" " 6s '82	----	80⅛	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	90	90	90	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	62⅛	62⅛	63	63	63	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	52	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	14⅛	14⅛	14⅛	14⅛	15	14⅛
Chestnut & Wal. "	----	----	----	50	50	51
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	87⅛	----	----	----	----	----
Spruce & Pine, "	30	30	----	----	30	30

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875.	97⅛	----	----	----	----	----
" " 1886.	95⅛	----	95⅛	----	96⅛	98⅛
" " 1870.	96	----	----	----	----	96
" " 1890.	98	----	----	----	98⅛	98⅛
Balt. and Ohio	117	116⅛	----	----	116⅛	116
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	97	----	----	----	----	----
" " " '85.	98⅛	----	----	----	----	99⅛
Northern Central	----	----	----	----	----	47⅛
" " b'ds, 1885.	----	----	86	----	86	----
" " " 1900.	----	----	----	----	----	89
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	Th. 17.	F.18.	Sat.19.	M.21.	Tu.22	W23
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	130½	----	----	132
Boston and Providence	----	----	126½	----	136½	136½
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	57	----	----	56	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107⅛	----	----	107⅛	107⅛	107⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116½	116	----	----	----	116
Manchester & Lawr'ce.	----	112	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	107	----	----	----	----	----
Old Colony & Newport.	99	----	99	----	----	----
Ph., Wil. & Baltimore	55	----	55	----	----	54
Port'd, Saco & Ports.	101	----	101	----	100	100
Vermont & Canada	100	----	99½	----	----	100
Vermont & Mass.	57⅛	57	----	----	56½	----
Western	----	----	135½	----	135	135½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	94
Metropolitan "	----	----	53	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	48	45½	45½	45½	----	45
Franklin "	----	----	32½	----	32½	32½
Huron "	31	30½	----	----	29	----
Isle Royale "	----	----	----	----	----	5
National "	----	----	----	----	----	----
Minnesota "	----	11	----	----	----	----
Pewabic "	----	----	----	----	----	21
Pittsburg "	46	----	46	----	----	----
Quincy "	31	30½	31	31	32	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of January.

United States 5-20 yrs., 1882, 6 per cent	71½@ 72
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65
Do. do., 2d mort., 1881	63 @ 68
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	60 @ 65
Do., consolidated mortgage bonds, 1890	40 @ 41
Erie shares, $100 (all paid), 8 p. c	43 @ 43½
Do., convertible bonds, 6 p. c	69 @ 70
Illinois Central 6 per cent, 1875	— @ —
Do. 7 per cent., 1875	70 @ 72
Do. $100 shares (all paid)	80 @ 81
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	89 @ 91
Do $50 shares	35 @ 40
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78
Do., with option to be paid in Philadelphia	76 @ 78

American Railroad Journal.

Saturday, January 26, 1867.

Stock Exchange and Money Market.

There has been a more even movement in money, during the past week. The demand for accommodation has fallen off considerably, because of the extreme dullness in business, which has been seriously impeded by a heavy snow storm, and the resulting snow and ice obstructions in the streets and harbor. The supply of capital has been on the increase, and lenders have been more eager to place their balances in a controllable and remunerative form. The dealers in the public funds have had more money offered them than was needed by them at the minimum rate of six per cent.; and the wants of the leading Stock Exchange firms have been adequately provided for at six to seven, generally at seven per cent. There has been some increase of demand from first class discount brokers, and prime short date commercial paper has been more freely dealt in at seven to eight per cent. per annum. The inquiry from the South for currency to move the cotton crop has been fair, but has not had any unfavorable influence on the local market. The Sub-Treasury has been disbursing currency interest on the Seven-thirty notes of the July issue, quite freely, through the week. The last city bank statement was regarded as a conservative and encouraging return. It indicated an increase of $751,730 in the specie reserve, with a reduction of $3,903,268 in the loans, $1,317,493 in the deposits, and $10,984 in the legal tender reserve, as compared with the preceding statement. The specie reserve of the banks is now $15,365,207, against $15,265,372, same time last year. The city bank deposits are now $201,200,115, against $228,484,370 week ending Oct. 6, 1866, and $198,816,248 week ending Jan. 20, 1866. The legal tender reserve amounts to $63,235,386, against $72,799,892 same time last year. The circulation now stands at $32,854,928, against $20,475,707 same time last year. The loans are now $255,032,223, against $279,135,790 nine weeks ago, and $239,377,726 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged only $86,673,338 a day, against a daily average of $108,522,010 the preceding week; and $97,395,557 the week ending with Jan. 5. The current week's exchanges average about $96,249,965 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $956,816; decrease of legal tender reserve, $558,156; decrease of deposits, $974,776; decrease of specie, $25,772; and increase of circulation, $1,018.

National Bank notes to the amount of $47,720 were issued last week, making the total issue to 1,663 banks thus far $300,802,621, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,150,931, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,652,680. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,365,150; and for the public deposits, $38,773,950—making a total of $379,139,100. The Treasury Department, last week, redeemed and destroyed $317,700 of worn and mutilated fractional currency, and issued $527,500 worth of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 19, were $13,109,054, including $2,360,715 from customs duties; payments, $9,450,690; balance at the close of the week, $104,823,360, against $101,164,996 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,635,160, and payments, $2,497,219; on Tuesday, receipts, $1,165,290; payments, $1,807,386. The balance at the close of business on Tuesday stood at $104,319,204, against $101,144,324 a week previous.

Government revenues suffered from the interruptions of the storm, during the week, as well as general business. For some days, there was a partial suspension of mail communication with various parts of the country. The withdrawal of goods from bonded warehouses was impeded by the obstructions to transportation. Yet, the excises, last week, yielded about $2,260,790, against $3,459,140 the preceding week; customs at the port of New York, $2,860,715, and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal about $6,539,400 in currency, against disbursements of only about $2,145,197 on account of the three leading execu-

tive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $180,000,000.

The gold market has been very seriously depressed, through the week, especially since Saturday. The passage of the Gold Sale Bill by the House of Representatives at Washington, though making no fresh modification of the power of the Secretary of the Treasury, beyond requiring of him public notice of contemplated sales, has been interpreted adversely to buoyancy in the market. Reports have likewise been industriously circulated by the *bear* operators to the effect that Government was selling freely of its coin reserve, thus increasing the supply in the open market, and preparing the way for a sharp, even though temporary pinch in money. These reports had for a foundation the fact that the current coin income from customs was being marketed by the Government, to provide lawful money to meet current interest and other calls upon the department, and to keep up the cash balances in the Treasury vaults. This coin income has averaged about $600,000 a day. The speculative demand has been moderate. The customs inquiry has been fair. There has been no export movement of importance. Wednesday's exports were only $76,120. The condition of the exchange market does not justify heavy specie shipments. The extreme rates of the week have been 137⅞ on Friday, and 134¼ on Wednesday, the market closing heavily and irregularly on the basis of 134½. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $91,773. The customs demand for Gold last week, averaged $393,452 a day; thus far, this week, it has been equal to $337,652 a day, or equal to a weekly aggregate of $2,025,912. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $23,362, and from California, $531,950. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $68,011,505, against $72,915,570 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $26,559,258, against $13,591,146 same time last year, showing an increase this year, of $12,968,112. The exports of specie from this port, last week, were $166,702. The total outflow of specie from the port, thus far in the current fiscal year has been $18,643,312, against $13,936,235 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $695,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $32,436,463, against $28,501,824 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Dec. 19, reached $43,669,752, against $14,293,327 same time in 1865.

Foreign Exchanges have been depressed, by rather more liberal offerings of bills. The demand has been quite moderate, in view of the unsettled state of the Gold market. Bankers' 60 day bills on London closed on Wednesday at 109@109¼, and on Paris to 5.20@5.16¼; sight bills on London to 109⅞@109⅛; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been less extensive since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,724,291, making the total value of exports since July 1, 1866, $92,303,968, against $120,833,672 same time in the preceding fiscal year.

The public funds have been quite freely purchased, since our last. All the coin bearing bonds, especially the various Five-Twenty issues, were in good investment demand and buoyant in price, while the price of Gold ranged above 136. Since Gold fell below that rate, that is, since Tuesday noon, there has been less firmness and less buoyancy in the market for the gold interest bearing obligations, which have been less sought after. Yet the offerings of the bonds have been light on the gradually yielding market, showing that holders were not less confident as to the immediate future of fund values. The Five-Twenties of 1862, 1864, and first issue of 1865, have been exceedingly scarce; so likewise have been the Six per cents of 1881. The most abundant of the national securities have been the consolidated Five-Twenties of 1865, the Seven-Thirties, and the Ten-Forties. U. S. sixes of 1867 closed here on Wednesday at 128½; U. S sixes of 1868, at 128; U. S. sixes of 1881, 107⅝@107⅞; U. S. Five-twenties of 1862 at 107@@107¾; U. S. Five-twenties of 1865 at 105⅞@106; U. S. Five-twenties of 1865, consolidated, 104@104¼; U. S. Ten-forties at 99½@99¾, and U. S. Seven-thirties at 104@104⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....116⅝	May, 1865 .....111½
July, 1864.....116⅛	August, 1865....110½
August, 1864....115⅝	September, 1865..110¼
October, 1864....114⅝	October, 1865....110
December, 1864..113⅝	

From an official statement just published, in response to inquiries from Congress, it appears that the total issue of five-twenty bonds, under the the act of March 3, 1865, was on the 1st of January, 1867, $266,665,350: of which amount there had been issued in conversion, viz.: Of compound interest notes, $53,778,750; of five per cent. notes, $620,700; of seven-thirty notes, $108,255,400; certificates of indebtedness, $257,000; total, $161,911,850, leaving to be accounted for as sales, $103,753,500. The avails of the bonds have been used in the purchase of seven-thirty notes to the amount of $41,212,250, and the balance in retiring compound interest notes, certificates of indebtedness and temporary loan. The premium on the $41,212,250 of seven-thirty notes purchased under the acts of June, 1864, and March, 1865, was $1,724,399; interest on the same, $768,286; total, $43,704,935. The sales of five-twenty bonds amounted to $103,753,500; premium, $5,946,315; total, $109,699,815. The commissions paid on the sale of the Five-twenty bonds are as follows: To Jay Cooke & Co., on $67,930,700, at the rate of one-eighth per cent., $84,913; to P. M. Myers & Co., on $3,167,500, at the same rate, $3,959; total compensation, $88,872. The commissions paid on account of Seven-thirty notes are as follows: To Jay Cooke & Co., $9,467,500, at the rate of one-eighth per cent., $11,834; Winslow Lanier & Co., $486,000, same rate, $607; P. M. Myers, & Co., $454,950, same rate, $568; total compensation, $130,009.

A severe contest between the *bull* and *bear* interests at the Stock Boards has been kept up, through the week, to the serious injury of all current values. The dealings on Tuesday and Wednesday were the worst of the week, and indicative of the temporary success of the speculators against the market. The most determined raid was made on the New York Central Share property and with the worst results. This excessively bearish temper of the market, in view of the growing ease in money, is not likely to have much further sway, and an early rally and upward movement may be expected to be inaugurated at any moment. The fall in values has already led to the suspension of a number of operators.

The week has been, by all odds, the dullest of the season in general business. There has been only a retail trade transacted in most kinds of domestic produce, in consequence of the snow and ice obstructions to transportation. Prices closed generally in favor of buyers, though without any special pressure on the part of holders to realize. The Cotton advances from Liverpool have been against the holders of the staple, and Middling grades have receded to 33½@35 cents lb. The stock of cotton now here is estimated at about 170,000 bales. The receipts at the port this week, have averaged 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 198,000 bales, against exports of 144,500 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 897,000 bales against 1,029,000 bales same time last year; exports, 389,000 bales, against 514,000 bales same time last year, estimated stock at latest dates, 545,000 bales, against 492,000 bales same time last year. Foreign merchandise has been generally inactive and somewhat nominal in prices. The total imports of foreign dry goods, last week, were $2,221,003, and the total amount marketed $2,047,361. The value of foreign merchandise imported last week, was $2,008,352—making the grand total specie value of last week's imports of dry goods and merchandise, $4,229,355, and since July 1, 1866, $142,224,579, against $155,402,069 same time in the preceding fiscal year. The ocean freight market is quite dull; rates are firm, with 520 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. @2s. 3d.per bbl.; grain at 5½@6½d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Jan. 22, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$4,860,386	$2,724,291
Prev. reported.....	9,095,150	7,973,282
Since January 1.....	$13,955,536	$10,697,573

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,902,895	$2,221,008
Gen. merchandise.....	2,547,788	2,008,352
Total for the week.....	$6,450,683	$4,229,355
Previously reported....	6,867,188	7,062,192
Since January 1.....	$13,317,871	$11,291,547

The commerce of New York from July 1st to date compare as follows:

	1865-'66.	1866-'67.
Imports merchandise.	$155,402,060	$142,224,579
Exports produce.....	120,833,672	92,303,958
Exports specie	13,966,348	18,600,312

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 9.	Jan. 16.	Jan. 23.
Consols .....—91	91⅛	90½
U.S. 5-20's of 1862..—72⅞	72⅞	72⅝
U.S. 5-20's of 1865..—71¾	71⅞	71¾
Erie .....—45	45	43¾
Ill. Central.....—81	81¼	81

The balance in the Sub-Treasury on Wednesday was $105,284,967 69.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois 6s 1879, 99; N. Y. State 6s, 1873, 99; do., 7s, Bounty Loan, 105¼; Minnesota 8s, 100; Ohio 6s, 1881, 100; Brooklyn 6s, Park Loan, 90; do., Water Loan, 91; Great Western 2d mort., 69⅝; Morris and Essex 2d mort., 90; New York and New Haven, 114; Sixth Avenue R. R., 120; Maryland Anthracite Coal, 8¼; American Coal, 60; Wilkesbarre Coal, 50; Spring Mt. Coal, 70; South Am. Nav. and Marine R. R. Co., 11⅝; Brunswick Land, 8; Mariposa pref., 26; Boston Water Power Co., 27½; Adams' Exp. Co., 67; Union Navigation, 107⅜; Am. Express, 70; Western Union Telegraph, 44½; do., Russian Extension, 96; Am. Ex. Bank, 115; Central Bank, 110; Continental Bank, 101; Importers' and Traders' Bank, 112; Bank of Commonwealth, 106; Bank of New York, 108; 4th National Bank, 104; Mechanics' Banking Ass., 111; Alamada Gold, 5.10; Atlantic and Pacific, 3.25; American Flag, 1.90; Bates and Baxter, 1.80; Benton, 1.05; Boscobel Silver, 2.25; Burrough, 0.30; Crozier, 0.13; Consol. Gregory, 13.95; Corydon, 6.00; Central, 0.20; Des Moines, 2.35; Downieville, 0.12; Grass Valley, 1.15; Gold Hill, 5.00; Gunnell, 1.28; Gilpin, 3.50; Hope, 0.50; Holman, 0.21; Keystone Silver, 0.08; Knickerbocker, 2.85; Leibig, 0.80; La Crosse, 1.40; Liberty, 0.09; Long Island Peat, 6.50; Montana, 0.60; New York, 1.85; Nyc, 0.09; People's Gold and Silver, 2.20; Perry and People's, 0.08; Quartz Hill 4.50; Rocky Mt., 1.75; Smith and Parmalee, 6.90; Texas, 0.40; Walkill Lead, 1.10; Bennehoff Run Petroleum, 3.25; United States, 3.90; Buchanan Farm, 0.20; Central, 1.15.

Philadelphia.—Allegheny County 6s, 89; do., 5s, 73⅜; Pittsburg 6s, 92; do., 5s, 73; West Jersey R. R. 6s, 85; Phila. and Reading mort., 6s, 90⅛; West Chester 7s, 96; Warren and Franklin 7s, 84½; 13th and 15th streets, R. R., 19⅞; Union R. R., 41; Girard College, R. R., 26; Camden and Amboy scrip, 46½; Buck Mt. Coal, 48; St. Nicholas Coal, 1½; Big Mt., 4¼; Commercial Bank, 56¼; Girard Bank, 57; Mechanics' Bank, 33¼; Bank of North America, 235; Ocean Oil, 2¾; Egbert, ¼; Dalzell, ¾; McElheny, 0.69; Maple Shade, 1¾; McClintock, ⅜. The latest quotations are: City 6s, 96⅜@96½; do., free of tax, 100⅛@100¼; State 5s, 94@95; do., coupon, 94½@95½; do., 6s, W. L., 101½@—; Phila., Wil. and Balt., 51; Reading, 51⅛@51½; do., 6s, 1870, 93@95½; do., bonds, 90@90¼; do., con., 103@—; Camden and Amboy, 126⅜@126½; Penn. R. R., 56⅜@56½; do., 1st mort., 99@99½; do., 2d mort., 97@97¼; Little Schuylkill R.R., 31@31; Morris Canal, 83@85; do., pref., 121@121½; do., bonds, 90@95; Wyoming Valley Canal, 52@53; do., 6s, 85@89; Susquehanna Canal, 13@13¾; do., 6s, 62½@63; Sch. Nav., 22@23; do., pref., 32½@33; do., 6s, 1882, 80¼@80½; Union Canal bonds, 21½@22; Delaware Div. Canal, 56½@56¾; do., bonds, 85@97½; Elmira and Williamsport, 29@32; do., pref., 41@45; do., 7s, 1873, 96@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54⅝@54¾; do., bonds, 1881, 91@91½; North Pennsylvania, 35@37; do., 6s, 89¾@90¼; Philadelphia and Erie, 30⅜@30½; do., 6s, 89@92; Minehill, 56⅛@56⅝; Catawissa, 29@29¾; do., pref., 29¼@29½; Lehigh Valley, 61@61½; do., bonds, 95@97; Fifth and Sixth street's (horse,) —@45; Second and Third, 84@86; West Philadelphia, 70@75; Spruce and Pine, 30@30⅛; Green and Coates, 51@52; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19¾@29; Girard College, 26@27; Tenth and Eleventh, 69@70; Union, 40@41½; Hestonville, 14⅝@14⅞.

Boston.—Boston, Hartford and Erie R. R., 9¾; do., 7s, 40; Rutland and Burlington 1st mort., 121; do., 2d mort., 60; Old Colony and Newport 6s, 1876, 97½; Vermont and Massachusetts 6s, 1883, 95; Eastern R. R. 6s, 1874, 97; Vermont Central and Vermont and Canada 8s, 103½; Vermont Central, old, 2¼; Granite Railway, 55; Ogdensburg and Lake Champlain, 68; do., pref., 102¼; do., 1st mort., 100; Conn. and Pass. Rivers pref., 78½; do., 6s, 95⅞; Sandusky, Dayton and Cincinnati old, 9½; Union R. R., 90¾; Everett Oil, 0.01; do., pref., 0.02; Massachusetts and Oil Creek, 0.08; Botolph, 0.60; Pepper Well Petroleum, 0.40; Central, 1.10; Excelsior, 0.10; Crescent, 0.06; Montezuma Gold, 0.60; Bullion Consol., 2.25; Renfrew, 0.20; Caledonia, 0.30; Colorado, 1.50; Mammoth Vein Coal, 1.75; Short Mt. Coal, 13.75; Summit Branch Coal, 10.50; Harleigh Coal, 32; Lackawanna Coal, 7; Gilberson Coal, 15; Mt. Pleasant Coal, 19; Collins Coal, 5; Boston Water Power Co., 26¾; Cary Imp., 9⅝; Waverly Land, 2¼; Union S. S. Co., 58½; Adams Exp. Co., 67; Boston Gas, 76½; Maine 6s, 1883, 99¾; Massachusetts 5s, 1894, gold, 99¼; do., 6s, 1872, gold, 110¼; New Hamshire 6s, 1867, 99; Boston 5s, 1867, gold, 133; do., 1875, 102¾; do., 6s, 1876, currency, 101; Albany 6s, 1871, 100; do., 1900, 75¾; Portland 6s, 1877, 97; do., 1870, 99¾; Chicago 6s, 1869, 96; Tremont Bank, 118¼; Blackstone Bank, 126; Traders' Bank, 101; Merchants' Bank, 120½; Third National Bank, 112½; Shoe and Leather Dealers' Bank, 132; Pawners' Bank, 97½; Howard Bank, 107; New England Bank, 126¾; Globe Bank, 129¼; Shawmut Bank, 116½; Atlas Bank, 115; Mt. Vernon 120¼; State Bank, 112; Allouez Mining Co., 5; Bay State, 9; Concord, 3; Dana, 1⅜; Eagle River, 2; Hancock, 8¾; Hecla, 50; Hanover, 1¼; Manhattan, 3¼; Madison, 2; Mesnard, 1⅜; Petherick, 2⅛; Pontiac, 1; Phœnix, 6; St. Clair, 4; Seneca, 5; Toltec, 1½.

Baltimore.—Marietta and Cincinnati bonds, 87½; Virginia and Tennessee 8s, 80; Western Maryland bonds, endorsed, 93½; N. W. Va., 1st mort., 93¾; Central Ohio R. R., 24; Virginia 6s, 60; do., reg., 31½; Maryland 6s, 1870, 101; Maryland Anthracite Coal, 7; Bare Hill, 0.25; Deep River, 0.15; Union Manuf. Co., 45; Farmers' and Merchants' Bank, 45; Mechanics' Bank, 153¼; Union Bank, 63; Bank of Baltimore, 102; Western Bank, 28. The latest quotations are: Balt. and Ohio, 116¼@116½¾; do., 6s, 1867, 98@100⅜; do., 1875, 97½@98¼; do., 1880, 97@97; do., 1885, 98¼@99; Northern Central, 47½@47⅝; do., bonds, 1885, 86@86; N. W. Va. 1st mort., 1873, 93@94; do., 2d mort., 90½@96; do., 3d mort., 17@17; Marietta and Cincinnati 7s, 1891, 87@87⅝; Central Ohio, 24@—; do., 1st mort., 89@90; Western Md. bonds, 65@70; do., guar., 93½@93½; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 101@102; Baltimore 6s, 1870, 96@96; do., 1873, 95@98½; do., 1875, 98@98; do., 1886, 96½@96¾; do., 1890, 98¾@99; do., coupon, 100@100; Park, do., 97¾@98; do., 1892, 96@97; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17¼@18½; Canton Co., 34@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 6¼@6⅝; George's Creek, 100@101; Santa Clara, 3@4; Balt. Chrome, 0.50@0.40; Bare Hill, 0.25@0.40; Atlantic Coal, 0.60@0.95; Mineral Hill, 0.35@0.45; Baltimore Coal, 150@190.

European and North American Railway.

A letter to the Boston *Journal*, dated Bangor, Me., January 17, 1867, says: "At last they have gone to work upon the European and North American Railroad, much to the joy of our people. The workmen broke ground in this city the first day of the year, and have been pushing the work vigorously since, under the superintendence of the contractors, Messrs. Peirce & Blaisdell. They are grading the road along Front street below the stream, and expect to commence the piers in the Kenduskeag in a few days. Workmen have also been placed upon the line at various points above. As they take the road bed of the old company partially built many years ago, the work will be comparatively light from here to Lincoln, most of the heavy labor of blasting and removing embankments and filling in having been done, and mostly remaining in good condition to this day. Even the piers for the bridge over the river at Oldtown, with one exception, need but little labor to perfect them. The contractors have advertised for supplies of sleepers, and will probably lay rails for work in grading very early in the spring, and be ready for laying them permanently early in the summer over a good portion of the route from here to Winn."

Railroad from Hawley to Wilkesbarre.

We learn from the Pittston *Gazette* that engineers are engaged in surveying a route for a railroad from the present terminus of the Hawley Branch of the Erie Railway at Hawley, Penn., to the coal basin at Wilkesbarre. The probable route is the Valley of Middle Creek to near the line of Wayne and Luzerne Counties, where a summit will be reached, thence down the Vallies of Oak Run and Roaring Brook to Dunmore, from where, instead of descending into the deep Valley of the Lackawanna, the line will diverge to the eastward by the Valley of Stafford Meadow and Dry Valley, crossing Spring Brook at a considerable elevation, thence by an almost level line to the summit at Yatesville, from where, by an easy grade of 20 to 30 feet per mile will reach any part of the almost inexhaustible coal field which surrounds Wilkesbarre. The route proposed is pronounced by competent engineers who know the country, as one every way feasible, admitting of easy grades and comparatively inexpensive constructions. We learn that the road is to be constructed by the Wilkesbarre Coal and Iron Co., and that arrangements have already been made with contractors.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Jan. 12th, 1867, were $115,481 00
Corresponding week of previous year.. 113,332 00

Increase..... $2,149 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Jan., 1867, were..... $66,760 00
Corresponding week of previous year.. 56,024 00

Increase..... $10,736 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Jan., 1867.... $23,596 00
Corresponding week previous year..... 18,872 00

Increase..... $4,724 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Jan., 1867, were..... $ 70,136 00
Corresponding week of 1866 ..... 76,116 0

Decrease $5,980 00

The earnings of the Chicago and Northwestern Railway for the second week in Jan., 1867, were..... $173,444 66
Corresponding week of previous year.. 122,102 90

Increase..... $51,341 76

The earnings of the Western Union Railroad for the week ending Jan. 14, 1867 . .. $9,903 69
Corresponding week previous year..... 9,584 10

Increase..... $319 59

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1867, were.... $71,133 76
Corresponding week of previous year.. 61,463 96

Increase..... $9,669 80

The earnings of the Chicago and Great Eastern Railway for two weeks in Jan. were... $48,440 40
Same period last year..... 43,558 11

Increase in 1867..... $4,882 29

The earnings of the Detroit and Milwaukee Railroad for the week ending Jan. 17th, 1867, were $22,168 00
Corresponding week of 1865..... 21,448 00

Increase $720 00

Immigration in 1866.

The following statement, taken from the Report of the Commissioners of Emigration, just presented to Congress, shows the number of immigrants that arrived in the United States during the past year, and the countries from whence they came, viz: Great Britain and Ireland, 107,308; Germany, 86,675; British North American Provinces, 29,189; Norway, 8,075; France, 4,950; Switzerland, 2,704; Sweden, 4,523; Denmark, 1,769; West Indies, 704; Italy, 1,028; Holland, 1,314; Belgium, 1,185; Spain, 518; Poland, 391; Azores, 348; Portugal, 238; Mexico, 118; Russia, 152; South America, 233; Africa, 27; Australia, 19; Turkey, 17; China, 2,278; Greece, 3; Sicily, 95; St. Helena, 2; East Indies, 30; Japan, 2; Egypt, 4; Brazil, 1; Peru, 4; Unknown, 32,539—total, 286,496.

These people are estimated as having brought with them at least $20,000,000 in money and effects, and if the labor they will perform here averages $500 worth annually, they add nearly $130,000,000 to the annual resources of the country. Immigrants are still coming, and it is reported by those having charge of the matter and conversant with the prospective business of the various lines across the ocean, that 1867 promises even a larger immigration than 1866.

Finances of New Jersey.

The following statement of the receipts and expenditures of the State during the fiscal year ending November 30, 1866, is from the Message of the Governor:

RECEIPTS.

Transit duties from railroads & canals.	$253,621 33
State tax	70,000 00
Dividends on stock and interest	52,658 89
Assessment on private acts, licenses, fees.....	17,661 16
Tax on capital stock railroad	4,260 71
	$398,202 09
American Dock and Improvement Co.	114,725 00
Transferred from war fund, balance due State.....	94,084 61
Transferred from other sources	6,144 84
Received from other accounts.....	429 20
Balance in bank, December 1, 1865..	55,876 54
Amount received from all sources....	$670,462 28

DISBURSEMENTS.

State militia	$72,131 03
Appropriation to Lunatic Asylum.....	57,000 00
Appropriation to N. J. Reform school.	49,429 20
Public schools.....	40,000 00
Printing.....	54,620 83
Legislature	85,205 30
Appropriation to State prison.....	82,500 00
Salaries of State prison.....	31,181 18
Salaries of judiciary.....	33,163 52
Transportation of prisoners and costs.	35,108 42
Commissioners of State library for new wing.....	18,852 74
Salaries	16,508 79
Disbursements to sundry accounts....	143,966 43
Balance in bank, December 1, 1866...	51,125 76
	$670,462 82

It appears from the above statement that the receipts of the State from all sources during the year have been $398,202 09, although other payments into the Treasury have been made to the amount of $215,383 65, which, with the balance in bank December 1, 1865, make a total of $670,462 28. The amount received from all sources of actual revenue for the fiscal year should really be stated at $449,421 73, the discrepancy being caused by the payment of the tax on the capital stock of certain railroads of $51,219 64 in November, 1865, in advance of the time when payable, which was January, 1866. It properly belonged to the receipts of the last fiscal year, but went into the account of the year before. The actual disbursements of the year have been $619,336 52, showing a deficiency between the receipts and expenditures on the State account proper of $169,914 79. This has been met by the payment of certain sums to the State, but it is no less a deficiency. Should appropriations of a similar character be made to those of last year, there must and should be some plan devised, either by taxation or otherwise, to meet the liabilities thus created.

The transit duties paid in during the year by the Delaware and Raritan Canal and Camden and Amboy Railroad Companies, and the New Jersey Railroad and Transportation Company, in comparison with the fiscal year of 1865, have decreased, to wit: the Delaware and Raritan Canal and Camden and Amboy Railroad Company, $66,752 11, and the New Jersey Railroad and Transportation Company, $20,906 67, which is owing undoubtedly to the cessation of the war and the great diminution of the military and other travel and transportation on their lines. The aggregate of this decrease is $87,658 78, whilst the duties paid in by the Delaware and Raritan Canal Company are in excess of the last year $33,893 05, which reduces the aggregate decrease to $53,765 73. From the other sources of ordinary State revenue there has been a small increased receipt.

The total amount of receipts on account of the War Fund, including taxes and special loans, was $1,132,969 51; and the disbursements, $1,075,352 15. The amount claimed to be due the State by the U. S. Government for arming, equipping and transporting the soldiers of the State, is $777,516 76. The aggregate of bounties paid and indebtedness incurred on account of the rebellion, by the several counties, cities and towns of the State, as far as reported, is $23,417,988 77. The following statement will show the condition of the War Debt at the close of the fiscal year:

Total amount bonds issued Dec. 1, 1865	$2,771,800 00
Special loans.....	247,000 00
Amount due sundry creditors.....	123,319 33
Indebtedness of war fund, Dec. 1, '65.	$3,142,119 33
Total amount of bonds issued Dec. 1, 1866	3,395,200 00
Increase of war debt	$253,080 67
Less balances in bank to credit of same	57,617 36
	$195,463 31

The amount of the sinking fund for the extinguishment of the war debt of the State on the 30th November, 1866, was $373,146 16.

The bonds payable on the 1st January, 1868, amount to $99,500.

Provision will have to be made by the Legislature for the payment of this sum and the interest for January and July of that year.

Summit Branch Railroad.

The title of this company would indicate that the transportation of freight and passengers was the ostensible object of the corporation, but it is, in fact, a well known coal company, the stock of which is almost entirely held in Boston. It was put on the market three years ago from December last, as the "Bear Valley Coal Company," the Summit Branch Railroad being invested with the title of the land. Subsequently, it was proposed to open another colliery, which was to be known as the "North Mountain," and a certain amount of money was paid in to develop it. It was finally concluded to consolidate these branches, and having leased the Lykens Valley Railroad which extends from the colliery of the company to Millersburg, and also transports the coal of the Short Mountain and Franklin Coal Company, and the corporation is now known as the Summit Branch Railroad Company. The company differs from many other coal companies as it owns in fee simple a large tract of coal lands sufficient for the location of a dozen collieries. The annual reports of the Directors, Treasurer, Railroad and Mining Superintendents have just been issued, and the exhibit is certainly a very favorable one. The profit derived from the railroad from July 1, to December 1, 1866, is $26,681 58, and the profit from the Williamstown colliery is $66,399 52.

The actual product of the colliery from April 28, to December 1, 1866, was 67,643 tons, all of

which, with the exception of a few tons, was promptly sold, as the coal from its free burning qualities, is in demand. Many delays took place, which prevented the yield from being much larger, and it is expected that next season the company will turn out nearly a thousand tons per day, while the cost of production will be much less.

The profits of the company have been used in placing $25,000 to the sinking fund, to meet the payment of the bonds, in purchasing a new locomotive of 32 tons, in repairing the rolling stock, furnishing new cars, and the erection of 40 new houses for the use of miners—the company now owning 72 houses, in addition to the necessary workshops, &c. The directors are sanguine of the ultimate success of this enterprise. Messrs. Geo. B. Upton, Samuel H. Gookin, David D. Stackpole, Henry A. Peirce and S. D. Crane are Directors, and George P. Sanger is President.

Atlantic and Great Western Railway.

In publishing the list of Directors of this road in our last issue, several errors occurred; we therefore re-publish it with the corrections. The election took place at Meadville, Pa., on the 8th inst., the following gentlemen were chosen: S. S. L'Hommedieu, Cincinnati, O.; J. J. Shyrock, Hon. G. Church, Hon. J. Dick, William Thorp, Meadville, Pa.; Samuel L'Hommedieu, Robert H. Burdell, B. Vanderpool, John Gardner, C. E. E. Blakeslee, T. W. Kennard, New York city; Marvin Kent, Kent, O.; J. W. Tyler, Warren, O.; J. Riblet, Galion, O; E. P. Brainerd, Ravenna, O.; John Howard, Dayton, O.; Hon. John Sherman, Mansfield, O.; Chas. Day, Henry Martin, Geo. R. Babcock, Buffalo, N. Y.; A. J. Allen, Jamestown, N. Y.

Afterwards the Board organized by the election of the following officers:

President, S. S. L'Hommedieu; Vice-President, J. J. Shyrock; Secretary and Auditor, J. C. Calhoun; Treasurer, J. M. Dick; General Superintendent, D. McLaren; General Freight Agent, J. M. Osborn; General Ticket Agent, E. F. Fuller.

Pictou vs. Albert Coal.

One of the Boston gas companies recently entered on an elaborate series of experiments in order to test the relative merits of the coal generally used for gas making purposes. The result is thus given in a correspondent's letter. He says that it imparted facts never yet known, viz:

"That a mixture of Pictou and Albert coal produces the best gas made; that the ordinary yield from Pictou coal is 3¼ feet of gas to the pound; from a pound of Albert about 6½ feet. A mixture of Pictou with about 7½ per cent. of Albert produces 4 feet to the pound. From a ton of Pictou coal, in addition to the gas made, coke to the amount of 65 per cent., of 2,240 pounds, is produced, and from about 8 to 10 gallons of coal tar. This tar sells at $2 50 per barrel. Albert coal makes but little or no coke; but from a mixture of Pictou with 10 per cent. of Albert about 60 per cent. of coke is secured."

☞ During the past year there were transported over the Cumberland and Pennsylvania Railroad, from the mines to Cumberland, 883,922 tons of coal, 291,027 tons of which were delivered to the Chesapeake and Ohio Canal, and 592,894 tons to the Baltimore and Ohio Railroad. The increase over the year 1865 was 6,157 tons to the canal, and 208,168 to the railroad. Total increase, 214,326 tons.

The Wool Trade.

It is estimated that there are in the United States about 1,600 woolen mills, containing about 6,000 sets of carding machines, capable of consuming annually 170,000,000 pounds of clean material. The amount of foreign wool imported into the United States is reported as follows:

	1866.	1865.	1864.
New York	36,066,176	30,266,540	51,798,943
Boston	20,027,958	14,292,412	20,780,124
Philadelphia	171,000	450,000	1,513,000
Baltimore	597,150	595,800	870,980
Total	56,862,284	45,604,752	74,963,047

The estimate of total wool clip of the United States in 1866, is as follows:

Washed	120,000,000 lbs.
Unwashed—California and Oregon	9,000,000 lbs.
Texas	6,000,000 lbs.
Sundry Southern	2,000,000 lbs.
Total	137,000.000 lbs.
Yielding about one-half pure wool, say	68,500,000 lbs.
The product of 56,862,284 lbs. foreign may be set down at 40 per cent. clean	22,744,913 lbs.
Leaving of pure wool grown and imported in 1866	91,244,913 lbs.

Education in Indiana.

There are in Indiana, between the ages of 6 and 21, 559,778 children and youth. Of the former, 390,714 attended the primary schools during the last year, and 12,098 of the latter attended the high schools. The number of teachers employed is 9,498, and the amount paid them is $1,020,440. There are 8,379 school districts, and in 8,166 of them schools have been taught during the whole or part of the year. New schoolhouses built during the year, 316. Total number of schoolhouses in the State, 8,231. The entire value of school property is estimated at $4,515,833. There are 2,026 private schools. The total school fund of the State is $7,611,337 44. The amount of revenue to be expended the next school year, for tuition exclusively, is $1,330,086 79.

Canadian Railways.

The total receipts of the Grand Trunk Railway in 1866 were $6,639,260—an increase of $53,067 over 1865. Those of the Great Western were $3,264,402—an increase of $3,648. Those of the Northern, $512,872—an increase of $19,095. The receipts of all the Canadian railways from which there are returns, including the above, were $10,968,963—an increase of $175,585. Number of miles in operation, 2,104. From two railways, which have together a length of about 120 miles, there are no returns.

American Railroad Cars.

Among the consignments of goods for the Paris Exposition, we notice a richly finished street railroad car, got up in the latest style of the art. This car is intended for a Bombay (India) street railroad, and stops at the Paris Exposition on its way thither. It is a curious fact that American builders have of late furnished cars for street railways in cities of England, South America and Canada, and in this branch of architecture leads the world.

☞ We are informed that the surveyors of the new route from Hoboken to Albany along the west bank of the Hudson have already run their lines through Nyack and Haverstraw. Contracts are also said to be let on the upper end of the line from Albany to Newburgh.

Interest and Dividends.

The Directors of the Delaware and Raritan Canal and the Camden and Amboy Railroad Company have declared a semi-annual dividend of five per cent. on the capital stock, and three and one-third per cent. on the receipts of the first installments paid on new stock Sept. 1, 1866, free of government tax, payable January 31.

The Philadelphia and Trenton Railroad Company have declared a dividend of five cent., payable on and after the 31st inst.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent. out of the profits of the company, payable on and after the 1st February next, free from government tax.

The Milwaukee and Prairie du Chien Railway Company will pay, in addition to the dividends heretofore announced on their preferred stock, one of three dollars per share on their common stock.

The Granite Railway Company have declared a dividend of $4 per share payable Jan. 25.

The Morris Canal and Banking Company announces a semi-annual dividend of five per cent. on the preferred stock of the company, and three per cent. on the consolidated stock of the company, payable on and after the 5th of February next.

Supply of Gold and Silver.

The *Bankers' Magazine* for January contains a recent and elaborate article, translated from the French of M. Chevalier, on "the annual production of Gold and Silver throughout the World." His conclusions are as follows:

	Gold. Francs.	Silver. Francs.	Totals. Francs.
America	264,332,000	283,338,000	547,660,000
Europe	42,228,000	13,089,000	55,317,000
Russia	4,445,000	85,367,000	88.812,000
Australia	1,111,000	320,000,000	321,111,000
Francs	312,116,000	701,784,000	1,013,910,000
All other countries	111,111,000	275,555,000	386,666,000
Tot. francs.	423,227,000	977,349,000	1,400,576,000

From 1848 to 1865, he estimates the gross production as 20,609,000,000 francs, equal to $4,121,800,000, viz:

	Francs.
Silver	5,591,000,000
Gold	15,018,000,000
Total	20,609,000,000

Omaha, Nebraska.

Omaha, the eastern terminus of the Union Pacific Railway, has now a population of 10,000. It is situated about midway between New York and San Francisco, two thousand miles from each. Since October, 1865, the company have constructed and are running 305 miles of road, westerly, and have aided the Chicago and Northwestern Company in building, since April last, 130 miles, a feat of railroading altogether unparalleled. They have also a contract for a bridge over the Missouri river to connect Omaha with Council Bluffs, and expect by July next to have their road in complete running order to the foot of the Rocky Mountains, more than half the distance to San Francisco.

The Intercolonial Railway.

It is stated that the Canadian delegates have settled all the points at issue with the New Brunswick and Nova Scotia delegates, on the one hand, and with the Imperial Government on the other, regarding the Confederation of British North America. A bill on the accepted basis will be introduced at the opening of next session to confirm this arrangement. The system of confederation, accompanied by an Imperial guarantee of the Intercolonial Railway, having been sanctioned by British Ministries of all parties, no doubt seems to be entertained of the measure being well received by the House of Commons. It is arranged that this Imperial guarantee, originally fixed at £3,000,000, shall be extended to £4,000,000—if that amount shall be found requisite. The delegates further compute that the Intercolonial line can be completed within two years, so as to connect the Grand Trunk Railway with Halifax. Indeed, three sections of this line between Quebec and Halifax are already constructed. At the same time a direct line from Chicago to the western terminus of the Grand Trunk at Port Sarnia is in progress. This opening with Europe and with the Far West can hardly fail to be of advantage tothe Grand Trunk Line,the mileage receipts of which, through its comparative isolation, are as yet but one-fourth of those of the great American through lines.—*London Railway News.*

Tyonesta Valley Railroad.

This company has been organized by the election of a Board of Directors with Henry Cullum, Esq., of Meadville, Penn., as President. The road will connect Tyonesta with Sheffield, a point on the Philadelphia and Erie Railroad. The Allegheny Valley Railroad will connect with it at Tyonesta, and with the completion of the Buffalo and Warren Railroad an almost direct route will be formed from Pittsburg by way of Franklin to Buffalo. Mr. L. H. Metcalf is Secretary, and Col. G. H. Bemus Treasurer of the company.

Dorchester and Delaware Railroad.

The prospects for success in this enterprise have never been so bright and encouraging as at present. The capital stock already subscribed amounts to about $70,000. Many, probably a large majority of the people of the county, are favorable to the issue of county bonds to the amount of $50,000. This done, the directors are confident of an immediate realization of $30,000 by private subscription, as numbers of those who have already subscribed are willing to double their pledges.—*Cambridge (Md.) Herald.*

☞ The Woodstock Railroad Company was organized at Woodstock, Vt., on the 9th inst., by the choice of the following Board of Directors: Peter T. Washburn, Thomas E. Powers, Albert G. Dewey, Charles Dana, Francis W. Clarke, Lewis Pratt, Frank N. Billings, Charles S. Raymond and Otis Chamberlin. Subscriptions to the amount of $136,000 have already been received. The proposed road will run from Woodstock to White River Junction, 13 miles, and will probably be extended to Rutland, about 45 miles.

☞ The following gentlemen have been elected directors of the Charleston and Savannah railroad under its new organization: James H. Taylor and J. Reid, of Boyleston; William S. Hastie, John Shyan and Alexander Isaacs, of Charleston, and F. F. Willis, of Savannah.

☞ The shipments of Petroleum by Wyoming, on the Great Western Railway of Canada, during the past year amounted to 49,880 bbls. These figures are the largest recorded since 1863, when 90,000 barrels were shipped from the flowing wells of Oil Springs.

Railroad over the Hoosac Mountains.

A resolution has been adopted by the Boston Board of Trade requesting the Legislature to consider the expediency of ordering a survey to ascertain the practicability of a railroad over or around the Hoosac Mountains. It will be twelve and possibly fifteen years before the tunnel will be completed, provided no unlooked for drawbacks present themselves. We believe that partial surveys have been made of a route over the Hoosac mountains, but we are not familiar with the decision. If the Alleghanies can be surmounted by the iron horse and prove a remunerative undertaking, we cannot believe there are any obstacles which are insurmountable in this new proposition.—*Boston Journal.*

Kansas.

The annual message of the Governor of Kansas announces an increase of 50,000 in the population of the State. The State debt is $6,680,000, and the resources $556,000. The Governor recommends the payment of $193,000 for claims arising from the Price raid. There are 60,000 children in the public schools; value of schools $320,000.

Nevada.

The Annual Message of the Governor of Nevada shows the state debt to be $278,000. Balance in the Treasury, January 1st, $51,000. Receipts for last fiscal year, $425,000. Disbursements, $320,000. Balance on hand, about $156,000.

☞ The Pittsburg and Steubenville Railroad Company have elected their Board of Directors for the ensuing year, with Wm. Phillips, Esq., as President. This company have leased their line to the Western Transportation Company, from whom they receive forty per cent. of the net earnings. The road is now doing a good business.

☞ By direction of the Pennsylvania Railroad Company, a corps of engineers are now engaged in making a survey of the route for a railroad from Westchester to some point on the former road, at or near the steamboat station.

☞ During the past year there was exported from Richmond, Va., $1,530,000 worth of domestic produce, principally of flour and tobacco. The imports amounted to $87,309, including $20,977 worth of salt.

☞ The Iowa division of the Chicago and Northwestern Railroad was finished to Council Bluffs on the 22d inst., which completes the link between the seaboard and the North Platte—three hundred miles west of the Missouri river.

☞ The Detroit and Milwaukee Railroad Co., have recently surveyed a branch railroad from Ferrysburg to Muskegon.

BURNSIDE & POTTER,

RAILROAD & COMMISSION OFFICE,

No. 26 Exchange Place,

NEW YORK.

AMBROSE E. BURNESIDE. ROBERT B. POTTER.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY, January 15, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

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BARSTOW, EDEY & CO.,

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HAVE REMOVED FROM

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OFFICE NO. 16.

TO RAILROAD CONTRACTORS.

LOUISVILLE, CINCINNATI AND LEXINGTON RAILROAD OFFICE,
LOUISVILLE, KY., December 24, 1866.

SEALED PROPOSALS will be received at this office, on the 31st January, 1867, for the Graduation and Masonry of over seventy (70) miles, (in mile sections), of the Cincinnati Branch of this railroad.

The work is of an unusually desirable character for good contractors, the line accessible by steamboat and turnpike, and the country full of supplies.

Profiles will be ready for examination on and after 15th January.

Payments for work done will be made monthly in cash and with the usual reserva ion.

References will be required from contractors not personally known and the company reserve the right to reject any bids not deemed to their interest.

L. M. ST. JOHN,
4t1 Chief Engineer.

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STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

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COMPANY,

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THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

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PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.

AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.

AMERICAN WATCH Co, Waltham, Mass.

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These Bridges possess **greater strength** and **stiffness** in proportion to the quantity of material, than can be obtained by any other plan in use, and therefore are the most economical.

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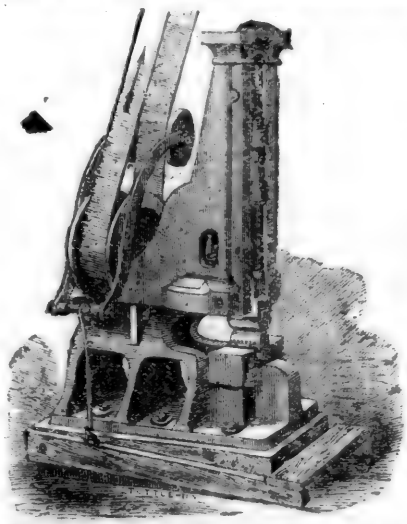
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D c. 31.—NEW YORK, Capt G W. Furber, connecting with CONSTITUTION, Capt. Caverly.
Jan. 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Lapidge.
Jan. 21.—RISING STAR, Capt. T. A. Harris connecting with GOLDEN CITY, Capt. I T. Watkins.

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Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

The Steamer of March 1:, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

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At MARQUETTE, Michigan.

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FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	58,184
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,106
" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " C. R. Lake Superior	89,582

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.

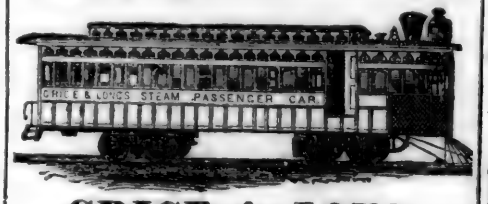
OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1855.

* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,) D. B. MARTIN,
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE,
Secretary and General Agent.

C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.
C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.
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RAILROAD IRON.
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84 Broadway.
New York, 1st January, 1866.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 5.] SATURDAY, FEBRUARY 2, 1867. [WHOLE No. 1,607, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 2, 1867.

Debt of Virginia.

The Second Auditor reports the public debt of Virginia, as of the 1st of January, 1867, at $43,166,286 52; but this includes $1,997,315 46 standing on the books in the name of the Commissioners of the Sinking fund, leaving the absolute debt at $41,168,971 06, viz:

Certificates and Bonds issued prior to Jan. 1, 1852			$10,200,252 03
Debt created since Jan. 1, 1852:			
From Jan. 1, 1852	to Jan. 1, 1853		2,979,087 00
" 1853	" 1854		4,605,916 87
" 1854	" 1855		4,112,184 37
" 1855	" 1856		1,504,403 09
" 1856	" 1857		2,653,570 00
" 1857	" 1858		630,260 00
" 1858	" 1859		1,866,800 00
" 1859	" 1860		1,454,600 00
" 1860	" 1861		3,621,825 00
" 1861	" 1862		1,146,870 00
" 1862	" 1863		131,380 02
" 1863	" 1864		41,350 00
" 1864	" 1865		18,100 00
" 1865	" 1866		5,800 00
" 1866	to Sept. 30, 1867		4,900 00
Debt created under Act, March 2 (funded interest)			1,951,596 21
Aggregate Public Debt, Oct. 1, 1866			$36,928,894 59
Brought forward			$36,928,894 59
To this must be added the interest accrued and not funded Jan. 1, 1867, amounting to			$6,237,391 93
Total Debt			$43,166,286 52
Deduct Sinking Fund			1,997,315 46
Debt less Sinking Fund			$41,168,971 06

The following, which is a recapitulation of the funded debt shows also the character of the securities of which it is composed and the rate of interest:

Under acts prior to April 17, 1861, viz.:		
6 per cent. certificates, reg. debt		$21,896,298 38
5 " " "		108,000 00
6 " coupon bonds		11,118,000 00
5 " " "		1,865,000 00
Total		$34,977,298 38
Under act of March 2, 1866, (funding) viz:		
6 per cent. certificates, reg. debt		$1,379,500 00
5 " " "		6,300 00
6 " fractional certificates		71,448 71
5 " " "		347 50
6 " coupon b'ds ($500 each)		494,000 00
Total		$1,951,596 21
Total public debt Oct. 1, 1866		$36,928,894 59

There is also an issue of $200,000 of State stock to the James River and Kanawha Canal Company, issued under an act passed March 18, 1862, the validity of which is questioned.

Of the coupon debt, embraced in the above schedule, viz.: $12,937,000, there is payable—in Richmond, 6 per cents, $63,000; in New York, 6 per cents, $10,900,000; and in London 5 per cents, (£378,000) $1,865,000. The remainder, $145,000, is accounted for as "lost at sea."

The registered debt is held almost wholly by parties resident within the State.

The issues under the act of March 2, 1866, are payable—in 1868, $71,038 91; in 1869, $757 50; in 1876, $1,350,900 00; in 1886, $489,300 00; and in 1900, $39,600.

The old funded debt runs 34 years from date, and is re-imbursable from the sinking fund, which calls for one per cent. of the principal yearly.

The greater portion, in fact nearly all these securities, were issued for subscriptions or loans to internal improvement companies within the State, and have a good basis on which to fall back for future profits. At present, however, very few, if any, of the public works are paying their expenses; and for some time to come will require all excess of earnings, when any accrues, for restoration and the replacement of equipment taken from them or destroyed by one or other of the forces lately contending along their routes. Not only this, but the whole property of the State is damaged and depreciated, and labor so disorganized as to prevent an early return to the prosperity which prevailed when the rebellion first broke out. This property, then, cannot be calculated upon towards either liquidating the debt (except by sale) or paying the interest thereon; nor is property generally in such a condition as to bear any extraordinary taxation. The debt has therefore no present prospect of satisfaction, and we have to deal with a dead weight. The following statement, compiled from the details exhibited in the report alluded to shows what the State's interest in the public works is made up of. Under the head "authorized," it shows the amount of subscriptions by the state to joint Stock Companies and the amounts appropriated for state improvements, and the next column shows how much has been "paid" and the third how much is yet "to be paid" if the laws appropriating the amounts set-down are carried out, but which is not probable. The statement is as follows:

Companies.	Authorized.	Paid.	To be Paid.
16 Railroad	$22,704,523	$18,584,928	$4,189,595
18 Navigation	12,277,290	12,234,116	43,174
10 Plank road	465,800	399,755	66,045
161 Turnpike	2,674,540	2,371,009	303,531
12 Bridge	106,100	104,462	1,628
30 State roads	1,868,099	1,825,829	42,270
Total	$40,096,352	$35,520,109	$4,576,243

From this showing it is obvious that the State is not entirely divested of the means necessary to sustain the credit which a long course of honorable dealing had earned for it. These works, on which a renewed credit may yet be founded, are spread over the whole state, opening its fertile lands to the markets of the world and connecting the vast west and southwest with its seaboard. By a wise and faithful administration of this property the burden which now presses so heavily on the resources of the state may be materially lightened, and hence it is a question of vast importance that

some early disposal of these should be concluded, and the public debt be reduced to an amount equivalent to the sums realized.

With regard to the debt, the First Auditor, (not the Second Auditor from whose report alone we have as yet quoted) does not think that its magnitude need excite apprehension as to the ability of the State to pay it. But he adds that "it is due to the creditors to state that the losses of the Commonwealth, growing out of the war, have been of such magnitude as to render it impossible to pay full interest on the debt for several years to come."

The Auditor then proceeds to unfold his plans for relief. In the first place, he proposes the consolidation of the debt, and in the second the scaling of the debt down to 66⅔ per cent., the 33⅓ per cent, excised to be taken up or not, as the result may be, by West Virginia. It will be seen that the first project is not very unlike the plan adopted by Missouri. He says:

"Supposing the debt consolidated, I propose to pay the interest upon it according to a graduated scale rising from three to nine per cent. per annum, and running through a term of thirty years, thus: for the first four years, 3 per cent.; for the next four years, 4 per cent.; for the next four years, 5 per cent.; for the next six years, 6 per ct.; for the next four years, 7 per ct.; for the next four years, 8 per cent. and for the last four years, 9 per cent. The scale averages, it will be observed, six per cent. per annum; and I may state here that the basis upon which it rests is the prospective appreciation of the taxable property of the State, and is so arranged that only a moderate tax will be required while the State is recovering from its prostrate position."

The theory and nature of the scaling system proposed may be best understood from the Auditor's own words:

"I beg leave to call the attention of the General Assembly to a plan which has been suggested for *reducing the public debt*, which claims attention from the number and respectability of its advocates. I will state it briefly. From figures (given in another part of this report) it will be seen that one-third of the whole population of the State in 1860, nearly one-half of its territory, and about twenty-five per centum of the value of its real estate, are now included within the territory of West Virginia. Assuming one-third as a proper proportion of the debt to be paid by that State, it is proposed to scale the whole debt by paying two-thirds ourselves and leave the remaining third to be adjusted between the creditors of this State and West Virginia. This would, I think, be an equitable ratio of settlement. But I should be unwilling arbitrarily to assign any portion of the debt to West Virginia, or to assume for ourselves any specific part of it, until the Legislature of that State can have an opportunity of appointing commissioners to confer with ourselves upon all unadjusted matters of account between the two States. Should West Virginia fail to appoint commissioners, or should those commissioners, when appointed, decline to assume any equitable portion of the public debt, then, I think, we would be fully justified in resorting to the expedient of scaling the debt according to the proposition indicated above."

That either or both of these plans of relief could be acceptable to the State's creditors is simply impossible. They would fail to fulfil the terms of the contract made between the State and those from whom the State received the means to construct those great public works which have been of so vast a benefit in developing the resources and wealth of the sections they traverse. The first portion of the project as before intimated is a reflex of that adopted by Missouri, but which has signally failed in accomplishing what it attempted, the creditors of that State having withheld their sanction thereto, and preferred to await events rather than make the sacrifices it calls for. The second proposition is perhaps more oppressive and objectionable than the first. It proposes to rid the State of one-third of its debt by force of a new law, thus imparing, against the express provisions of the constitution, the validity of one of the most sacred contracts that could be made. It, indeed, proposes to throw this one-third upon West Virginia, but without a shadow of justice; inasmuch as the country, now called West Virginia, never benefitted by the debt created, except in perhaps so far as the cost of a few turn pikes and bridges are involved; and hence we cannot comprehend why this State should assume so unprofitable a burden as such an apportionment of the debt would saddle it with nor will she assume it. It is evident, therefore, that in case the State of Virginia were to enforce this proposition, the creditors alone would be the losers, and such enforcement would be nothing more or less than determined repudiation.

But Gov. Pierpont, in his Message to the Legislature, makes other proposals, which contrasted with those of the Auditor, or taken by themselves, are alike upright and honorable. The Governor's proposition is to sell to the holders of the State's securities the State's interest in the railroads, for the construction of which the debt was created, the payment therefor to be made in Virginia bonds at par. The Governor, to this end, would divide the said roads by the James River, giving to the buyers all the roads south of that stream in one transfer and all the roads north of it in another. Three-fifths of the stock of most of these works is owned by the State. The total amount of stocks and bonds of railroad companies so owned is $18,584,000, and the total amount in all the public works is $35,520,000. Now, if all the stocks, &c., as above, were surrendered in exchange for the State's interest in these works, both the State and the creditors would undoubtedly be satisfied—the former would get quit of a burden that circumstances have made intolerable, and the latter receive all that their money has purchased, and which in the no distant future will pay handsomely.

That some definite action will have to be taken in relation to the debt of this State is obvious. The inability of the State to pay interest in full is confessed; and this disability will probably continue for many years. It will be wise therefore, on the part of the State to disburden itself; and it will be equally wise on the part of the creditors to accept the best compromise that may be offered. The propositions of the Auditor and the Governor are made for this purpose—the one would razee the debt, and at the same time hold fast to the property on which it is based; while the other, as in honorable bankruptcy offers the whole estate to the acceptance of those holding obligations against it. The legislation that will follow the consideration of these propositions will decide the States of Virginia among the States of the Union.

Previous to the late war the bonds of Virginia sold readily at 96@98. They are now scarcely saleable at 40@42. Such is the fallen estimate of the credit of a State, which up to 1861 held a high place in the monetary world. By exact justice to her unfortunate creditors she may regain her former elevated position. By a contrary course, she will allot to herself a future of financial and industrial troubles.

Western (Mass.) Railroad.

The receipts and expenditures of this road for the years ending November 30, 1865 and 1866, have been as follows:

Receipts:	1865.	1866.
From passengers	$1,366,565 25	$1,379,684 03
" freight	1,926,220 48	2,394,313 85
" mails, etc.	138,798 37	158,019 41
	$3,431,584 10	$3,932,017 29
Expenses, viz:		
Repairs of roadway	$427,804 17	$314,833 17
" engines	179,079 21	245,435 08
" cars	274,148 10	428,277 94
" buildings, ferry, etc.	85,331 80	65,432,64
Transportation exp.	1,209,572 46	1,447,019 55
General expenses	28,989 84	24,228 20
	$2,204,925 58	$2,525,226 58
Net income	$1,226,658 52	$1,406,790 71
From this deduct—		
Interest on State loans and exchanges	$415,601 93	
One per cent. to sinking funds	50,000 00	
Ten per cent. dividends.	616,925 00	
Excise tax on dividend.	32,469 73	
Balance of past taxes P. & N. A. R. R.	8,183 89	
		1,123,180 55
Surplus earnings		$282,610 16
Less government tax on same		14,180 51
		$269,429 65
Surplus last year.	$1,005,783 13	
Less government tax.	7,354 35	
		998,428 78
Total contingent fund Nov. 30, 1866.		$1,267,858 43

Compared with the previous year, the gross receipts show an increase of $500,433 19; with an increase in expenses of $320,301—making the increase in net earnings $180,132 19.

The receipts of the Pittsfield and North Adams railroad were $114,106 80; and the expenses $82,942 94—leaving net earnings $31,163 84. Two dividends of 3 per cent. each, amounting to $27,000, were paid, and the balance, $4,163 86, was appropriated towards the payment of State taxes.

The value of the Massachusetts Sinking Fund November 30, 1866, was $2,719,862; and of the Albany Sinking Fund $697,341 85—making the total value of both funds $3,417,203 85; against $3,452,340 in 1865—a decrease in funds of $35,137. The report says:

The securities in the Massachusetts and Albany sinking funds, with the accrued interest to Nov. 30, amount to $3,417,203 85, the Albany fund during the year having been reduced by the payment of $311,000 of the bonds which it was provided to secure. The cancellation of the bonds loaned for the purpose of building the road has thus commenced. The sinking fund, so wisely provided for the security of the State and the City of Albany, would in the ordinary conditions of a sound currency give ample promise of their sufficiency to meet these outstanding bonds. It is hoped that this promise will not be defeated by the future condition of the currency, and the high rate of exchange. If, however, gold should maintain its present value, it will be seen that the large increase of the business of the road, com-

mencing with the second year of the war, and largely augmented since the return of peace, has enabled us so to add to the contingent fund that we shall be able to make good from it any deficiency likely to exist.

During the present year, there have been used in the repairs of the track 5,783 tons of new rails, and the road and rolling stock were never in better condition than now.

The bridge at Albany was opened for business on the first of March last, and has since afforded free and uninterrupted passage to all trains. The advantages realized from this improvement have far exceeded the most sanguine expectations, and there can be little doubt that its benefits will be still further increased by the reduction of tolls which must follow the increasing traffic. The superstructure of the bridge, which is now of wood, with a single track, will at no distant day, it is hoped, be displaced by iron, with double track accommodations, the substructure having been built with a view thereto.

On the 30th of May last an act was passed authorizing this Corporation to increase its capital stock by the issue of 38,500 new shares. This increase was asked for by the corporation in order to provide funds for the completion of the second track, to make such other additions to the facilities of the road as the increasing business should render necessary, and to purchase, as opportunity may offer, any of the outstanding obligations of the corporation. This act was formally accepted by the corporation, and an increase of capital to the amount of $1,083,100 has been made and paid in under it. In anticipation of this action of the Legislature, work was commenced early in the year on the second track, and eighteen miles are already laid. Much heavy work has also been done on the rock cuttings of the twenty-two miles which remain to be completed, so that early in the Fall of 1867 the entire double track will be finished. We have added to the side tracks about three and a half miles at points where additional track room was needed. Large additions of real estate on the west side of the river at Springfield have been made, and new engine houses, both at Springfield and Hudson, with new turn-tables at Washington and Hindsdale, have been built. The repair shops at Springfield have been enlarged and increased, and at two points where public travel has been exposed, the road has been carried over the highway by bridges of substantial construction. Negotiations are now pending for the erection, at East Albany, of a first-class, fire-proof elevator, for the storage of grain. Preliminary steps have been taken to unite the passenger stations of the Western, the Pittsfield and North Adams, and the Housatonic Roads at Pittsfield, and the work will be completed before the expiration of the time fixed therefor in the act of the Legislature authorizing the change.

There have been added to the rolling stock of the road 10 first-class engines and 269 cars, including 6 passenger cars.

The tonnage transportation of the year, as compared with the previous year, shows an unexampled and unlooked for increase of about 40 per cent. It has demonstrated the necessity of the double track, and of a large increase of rolling stock. The rates for freight transportation for the last year have been a little more than 12 per cent. lower than those of 1865, and, with the increasing business, we are encouraged to believe that these rates may be still further reduced. The public have a right to demand that no delay in the transmission of freight shall occur from a want of cars or motive power; and it is our purpose to continue to increase all the facilities of the road to the extent demanded by the exigencies of the traffic, up to the full capacity of a double track road, amply equipped and stocked in all respects. Continuous freight lines, running cars without change to and from the most distant points in the West, are already in successful operation.

With these increased facilities for the transportation of freight from the West, it is easy to see that the amount of western produce that may find its way to tide water at Boston will only be limited by a failure there to provide the necessary storage and means of shipment to foreign parts. We are now able, in addition to our present business, to transport to tide water sufficient freight to load weekly a steamship of 3,000 tons burden. An effort, which it is hoped may be successful, is now making to establish a first class line of steamers to run between Boston and one or more foreign ports. Such an enterprise, while, we doubt not, it will prove remunerative to the owners, will also be of great benefit to all railroad lines terminating in Boston, and without making any recommendation, we suggest that it is worthy the consideration of the stockholders, whether a liberal subscription to the stock of the steamship line may not be profitably made by this corporation, under legislative authority obtained for that purpose.

The corporation is now in a condition financially to meet all the requirements of the business, and to put the road in a condition second to no other in the country.

Much has been done, as will be seen by the brief summary above given, during the past year. Another year will see the second track completed, and with the various measures already instituted for the increase of its facilities, the road will be prepared to meet any exigency of the future.

Another important work should be soon commenced, in substituting, as far as practicable, for the numerous wooden bridges, which in their aggregate length exceed one and a half miles, structures of iron and stone, permanent and indestructible. Neither the corporation or the public can afford to have the present heavy traffic delayed for the reconstruction of bridges. The damages which follow the delay would in many instances pay the cost of fire proof structures, and it is recommended that at an early day the work of substitution be commenced, and carried forward as rapidly as the officers then in charge may think best, using stone where it is possible, but putting either stone or iron in the place of wood. The expense will indeed be large, but this is a consideration which should not delay a corporation able to make the change.

The equipment of the road consists of 88 locomotives, 43 first-class and 8 second class passenger cars, 15 baggage, 1,073 box, 365 platform, 112 gravel and 46 hand cars; also 54-234ths of 25 passenger and 11 baggage cars of the New York and Boston Express Line, and 3 Post-office cars, built for the government, which have not been used.

The number of miles run by locomotives with passenger trains was 486,872; with freight trains 1,083,845; with gravel, etc., trains, 89,345—total, 1,660,062, an increase over the previous year of 301,548.

The number of passengers carried was 1,046,836, of which 71,529 were through and 975,307 way. Of the through passengers, 70,959 were 1st class, and 570 2d class; of the way passengers, all were 1st class. The whole number of 1st class passengers was 1,046,266; 2d class, 570. The passenger traffic shows an increase of 36,463.

The number of tons of merchandise moved was 884,564; of which 621,030 were carried east, and 263,534, west. The through tonnage eastward amounted to 140,191; do., westward, 43,991. All other tonnage eastward, 480,839; do., westward, 219,543. Equivalent number of tons carried one mile, 75,650,824. Equivalent number of tons carried over the whole road, 484,941. This shows an increase over the previous year in the number of tons moved, of 190,810; in the number of tons carried one mile, 21,460,755; and in the equivalent number of tons carried over the whole road, 137,569.

An aggregate of 120,604,667 passengers or tons of freight carried one mile in 1866, against 98,116,557 passengers or tons of freight carried one mile in 1865.

The cost of transportation for each passenger and each ton of freight one mile this year has been 2.094 cents, against 2.247 cents in 1865; or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost this year to be 1.287 cents per passenger, and 2.574 cents per ton for freight, against 1,447 cents per passenger, and 2.894 cents per ton for freight per mile in 1865.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1866, has been as follows:

Western railroad	$8,060,120 84
Equipment	1,280,114 77
Albany and West Stockbridge	2,411,055 75
Hudson and Boston	203,036 01
West Stockbridge Railroad stock	13,000 00
Total	$11,967,327 87

BALANCE SHEET, FOR 1866.

Cost of road and equipment		$11,967,327 37
Hudson River Bridge		263,800 00
Notes receivable		1,176,783 01
United States debt, certificates		192,923 18
Materials		382,428 15
Cash		367,434 05
Commissioners of Massachusetts sinking fund	$2,719,862 00	
Trustees of Albany sinking fund	697,341 85	
		3,417,203 85
		$17,767,899 61
Capital stock, 67,108 shares		$6,710,000 00
£899,900 stg. bonds	$4,319,520 00	
Albany city bonds	689,000 00	
Dollar bonds	936,500 00	
		5,945,020 00
Unclaimed dividends, and interest		5,319 00
Dividend No. 45		353,200 00
Interest accrued, not due		59,606 24
Due individuals and corporations		158,270 71
Accumulated sinking fund profits	$3,268,625 23	
Contingent fund	1,267,858 43	
		4,536,483 66
		$17,767,899 61

President.—C. W. CHAPIN.

Directors.—C. W. Chapin, Josiah Stickney, Jonathan Bourne, Jr., Ignatius Sargent, George A. Shaw, S. Johnson, Moses Kimball.

Superintendent.—HENRY GRAY.

☞ The citizens of Frederick Co., Md., met recently, and adopted a memorial to be presented to the ure asking for authority to construct a railroad "from the Federal Metropolis to the Pennsylvania line, *via* Frederick." A committee was appointed to visit Annapolis and urge upon the Legislature the great importance of granting the charter asked for by the memorial.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York monthly for a series of years. It will be seen that the total imports have reached the enormous sum of $306,613,184, in foreign gold value. If the freight and duty is added to this, and the whole is then reckoned in its relative value in our paper currency, the total will fall ttle below $600,000,000. This amount f

imports is without precedent in the history of this port, and is likely to be without a parallel in the succeeding returns for many years. To show what relation this result bears to the returns of former years, the following statement is given for each year since 1850. All the figures referring to the imports show only the foreign cost in gold, freight and duty not added.

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,734	12,898,033	230,618,129
1858.	128,578,256	22,924,961	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184,

Under the head of dutiable, in the above tables is given both the amount entered directly for consumption and that entered for warehousing, to show the total of duty-paying goods landed at the port. The relative receipts of free goods are each year decreasing—nearly all of the imports now being chargeable with duty.

We have already published the usual comparative statement showing the imports of Dry Goods at this port for a series of years, and have also given from week to week the value of the imports of General Merchandise, all of which are included in the returns given in the following tables; but it may be convenient for reference to divide the entire amounts, giving the imports of dry goods, general merchandise and specie separately, which will interest those engaged in different branches of trade. The following is a

CLASSIFICATION OF IMPORTS AT NEW YORK.

	1864.	1865.	1866.
Dry goods..	$71,589,752	$91,965,138	$126,222,855
Gen'l mdse.	144,270,386	130,654,000	170,812,300
Specie.	2,265,622	2,123,281	9,578,029
Tot. imp'ts	$218,125,760	224,742,419	306,613,184

The exports of merchandise are reckoned at their market price in currency, while the exports of specie are mostly given at their coined or tale value. Before giving the monthly details we present a quarterly statement, giving the total shipments of the year, exclusive of specie:

EXPORTS FROM NEW YORK TO FOREIGN PORTS EXCLUSIVE OF SPECIE.

Quarter.	1864.	1865.	1866.
1st.....	$41,429,756	$46,710,118	$60,972,531
2d	48,446,686	24,216,567	46,766,886
3d	79,519,134	40,521,493	38,381,202
4th	52,426,966	67,178,421	46,209,435
Total....	$221,822,542	$178,626,599	$192,329,554

It will be seen that the increase during the first two quarters of 1866 was a large part of it lost during the last two, and the entire gain on the year was less than fifteen millions in currency, against an increase in imports of over eighty millions in gold value.

The receipts for customs have not increased in the same proportion as the total imports, for the reason that the duties are collected only on the goods thrown upon the market, and not on those which continue in Government warehouse, or are transferred to the interior in bond.

Foreign imports entered at New York during the years 1861, 1862, 1863, 1864, 1865, and 1866:

ENTERED FOR CONSUMPTION.

	1861.	1862.	1863.	1864.	1865.	1866.
January	$8,178,837	$6,763,396	$8,741,227	$12,422,618	$5,217,495	$18,556,726
February	7,003,399	7,058,174	7,372,539	15,766,601	5,178,774	17,389,505
March	6,700,061	10,312,689	11,461,572	15,848,425	7,066,126	15,200,809
April	5,393,809	7,141,197	9,493,830	18,951,760	5,528,575	13,366,148
May	2,889,588	8,091 120	7,980,281	7,531,300	6,592,157	13 563,551
June	1,828,568	7,278,953	6,328,581	5,513,985	8,542,271	10,682,723
July	3,200,663	13,799,505	9,080,210	6,382,928	10,175,820	14,304,403
August	3,359,695	10,289,427	10,004,589	6,603,653	15,903,713	14,560,161
September	3,106,298	11,890,711	11,203,535	4,390,114	16,748,595	13,228,489
October	3,638,580	8,462,554	11,885,569	3,770,526	16,357,232	13,812,206
November	4,614,982	6,565,185	10,326,929	3,363,359	16,655,761	10,688,544
December	4,342,756	6,831,073	10,498,576	4,442,542	14,500,606	8,447,064
Total	$54,254,231	$104,483,984	$144,377,429	$104,988,811	$128,467,155	$163,800,629

ENTERED WAREHOUSE.

January	$8,560,680	$3,141,725	$1,482,794	$5,571,936	$4,510,225	$10,241,576
February	3,751,678	3,370,486	3,657,775	4,991,398	5,568,127	11,626,677
March	5,084,187	4,841,546	6,016,901	6,641,408	7,872,555	9,539,100
April	4,187,678	3,853,218	6,456,208	5,905,540	7,443,371	10,159,657
May	5,842 313	4,600.920	5,437,404	14,727,176	5,288,049	13,902,407
June	3,245,504	3,874,127	5,377,885	16,906,964	7,123,972	10,967,050
July	1,769,636	4,502,764	6,057,342	14,954,635	7,845,947	11,301,274
August	2,660,457	2,939,721	4,409,391	10,437,478	7,553,260	8,123,406
September	1,390,766	4,351,084	3,431,310	5,258,568	4,936,209	7,817,045
October	2,082,391	3,689,806	4,189,457	5,332,928	5,903,993	8,113,869
November	2,150,561	2,108,009	4,950,415	4,160,532	9,184,116	8,345,859
December.	2,346,387	4,212,725	5,676,955	4,250,862	10,506,502	10,105,018
Total	$41,072,228	$45,486,431	$60,144,337	$99,139,425	$83,741,146	$120,232,938

FREE GOODS.

January	$2,825,665	$2,552,050	$2,413,649	$841.050	$840,129	$1,238,757
February	2,312,563	3,381,473	783,561	797,788	620,063	1,504,253
March	2,873,697	3,476,004	1,328,806	1,072,849	830,450	1,179,177
April	3,351,905	2,93[illegible]315	1,328,216	1,025,517	961,026	1,152,683
May	2,730,568	1,146,093	710,021	1,056,576	818,818	959,416
June	2,191,513	1,122,092	781,053	1,258,634	953,226	1,002,330
July	2,972.054	1,831,932	683,860	917,684	886,450	899,549
August	1,816,224	962,992	509,781	936,474	836,533	931,877
September	1,577,385	1,784,804	786,864	832,557	795,468	840,082
October	2,163,452	1,004,870	741,888	855,079	795,508	1,471,951
November	1,964,644	1,526,496	665,207	911,976	1,159,248	873,514
December	2,574,248	1,950,504	834,079	1,125,718	913,937	947,999
Total	$30,353,918	$23,291,625	$11,567,003	$11,731,902	$10,410,837	$13,001,588

SPECIE.

January	$7,262,229	$163,658	$101,906	$141,790	$52,268	$72,771
February	2,274,067	62,007	213,971	88,150	106,704	172,122
March	5,546,406	88,327	123,616	104,437	243,242	285,854
April	1,953,001	26,152	107,061	285,814	236,492	161,817
May	3,486,812	110,388	197,217	660,092	177,085	393,073
June	5,387,153	61,023	109,997	146,731	236,082	94,549
July	6,996,498	219,001	182,245	128,052	253,640	345,961
August	1,049,552	92,703	113,877	245,858	182,072	269,221
September.	1,231,012	121,318	78,231	58,220	194,224	5,193,473
October	639,328	256,676	78,053	129,775	77,942	1,434,158
November	908,825	109,708	103,144	161,727	236,526	602,937
December	358,530	78,316	116,493	114,976	127,054	352,093
Total.	$37,088,413	$1,390,277	$1,525,811	$2,265,622	$2,123,281	$9,578,020

TOTAL IMPORTS.

	1861.	1862.	1863.	1864.	1865.	1866.
January	$26,827,411	$12,620,829	$15,739,576	$18,977,394	$10,620,117	$30,109,830
February	16,341,707	13,872,140	12,027,846	21,643,937	11,473,668	30,692,557
March	18.204,351	18,719,886	18,930,895	23,667,119	16,082,373	26,201,940
April	14,886,393	13,252,862	17,385,315	26,168,631	14.174,464	24,840,605
May	14,949,281	14,248,521	14,324,923	23,975,144	12,876,109	28,818,447
June	12,649,733	12,336,195	12,597,516	23,926,314	16,855,523	22,736,652
July	14,938,851	20,353,202	16,003,677	22,383,299	19,161,883	26,851,187
August	8,855,928	14,304,843	15,038,129	18,223,463	24,475,608	23,884,665
September	7,305,461	18,147 917	15,499,940	10,539,359	22,674,486	27,079,089
October	8,523,741	13,413,906	16,891,967	10,088,308	23,134,675	24,832,184
November	9,639,013	10 309,398	16,045,695	8,597,594	27,235,651	20,710,854
December	9,616,921	13,072,618	17,126,098	9,935,098	26,048,099	19,852,174
Total	$162,768,790	$174,652,317	$187,614,577	$218,125,760	$224,742,461	$306,613,184

WITHDRAWN FROM WAREHOUSES.

January	$2,543,273	$4,356,252	$2,881,531	$4,950,418	$5,653,554	$7,424,385
February	5,781,728	3,466,641	2,499,127	5,284,680	5,673,619	7,666,543
March	5,187,144	3,039,567	3,456,530	5,215,983	5,795,512	7,844,644
April	1,761,245	4,405,410	4,132,633	14,183,873	7,880,008	8,640,360
May	1,606,864	3,730,232	3,794,773	659,869	10,277,070	9,450,591
June	1,963,842	5,054,106	3,830,337	2,544,914	6,346,958	8,967,431
July	6,622,454	6,102,033	4,227,265	3,386,873	8,612,411	9,084,242
August	2,614,652	2,386,684	6,429,421	7,967,843	9,661,136	10,530,593
September	2,936,464	2,715,630	6,942,561	6,852,329	8,042,603	11,091,194
October	2,518,080	3,109,388	4,858,512	5,504,138	4,699,328	8,789,836
November	1,987,626	1,914,983	4,084,163	5,528,884	4,249,381	6,186,725
December	3,564,887	1,282,908	3,714,294	5,100,974	3,632,662	4,564,836
Total	$39,717,259	$41,563,754	$50,851,167	$67,480,778	$80,524,342	$100,241,282

RECEIPTS OF CUSTOMS AT NEW YORK.

	1862.	1863.	1864.	1865.	1866.
January	$3,351,657 22	$4,127,906 82	$6,180,536 09	$4,231,737 47	$12,437,474 16
February	3,565,063 83	3,590,713 97	7,474,027 93	4,791,247 10	12,008,273 74
March	4,626,862 36	4,554,460 13	7,659,770 47	5,392,099 26	11,173,134 62
April	4,149,952 36	3,957,197 57	13,982,555 60	6,309,994 34	10,950,896 78
May	4,704,924 62	3,873,865 42	3,355,186 45	8,133,403 06	11,418,492 10
June	4,664,927 19	3,738,934 06	3,311,148 45	7,837,075 84	9,559,898 38
July	7,211,817 68	4 912,718 49	3,585,848 44	9,778,276 65	11,507,186 60
August	4,762,581 54	6,296,735 58	6,267,365 17	13,113,689 50	12,349,760 82
September	5,239,045 50	7,270,543 05	4,084,492 54	12,929,615 64	12,284,144 66
October	4,309,119 87	6,238,943 46	3,679,188 38	10,973,513 01	11,002,048 08
November	3,003,270 23	5,075,846 24	3,455,156 53	9,933,483 76	7,716,883 67
December	2,664,593 82	5,248,189 03	3,440,852 67	8,348,750 31	5,707,547 99
Total	$52,254,116 72	$58,886,054 42	$66,937,127 71	$101,772,905 94	$128,079,761 60

Exports from New York to foreign ports during the years 1861, 1862, 1863, 1864, 1865, and 1866:

DOMESTIC PRODUCE.

	1861.	1862.	1863.	1864.	1865.	1866.
January	$10,277,925	$12,053,477	$14,329,398	$11,443,953	$16,023,621	$19,784,997
February	10,236,820	10,078,101	17,780,566	13,662,218	15,042,505	16,768,120
March	10,580,907	8,985,176	16,137,669	14,410,051	13,898,565	23,291,485
April	9,255,648	8,002,094	11,581,933	13,263,712	7,220,709	22,526,822
May	10,855,709	9,837,693	13,183,510	14,610,493	7,833,565	12,281,623
June	10,270,430	10,048,832	14,780,072	17,996,595	8,079,802	9,601,089
July	9,552,789	14,050,427	15,298,073	26,250,673	12,521,246	13.057,476
August	9,652,301	13,046,389	10,666,059	26,617,850	14,500,860	12,646,004
September	9,877,909	14,734,993	11,717,761	15,595,548	12,763,484	1,635,610
October	12,904,350	19,476,947	14,513,454	16,740,404	20,986,936	14,593,664
November	14,109,763	14,060,340	11,413,591	12,015,064	22,763,327	13,651,464
December	13,661,444	14,805,112	12,846,151	10,238,528	22,562,534	16,817,615
Total	$131,235,995	$149,179,591	$164,249,177	$210,855,989	$174,247,154	$186,655,969

FOREIGN FREE.

January	$399,940	$27.193	$73,111	$12,232	$105,421	$38,301
February	137,950	49,066	43,889	77,698	74,793	26,605
March	109,270	65,388	213,685	72,667	307,221	57,167
April	209,573	,56,350	74,949	48,461	57,544	130,254
May	180,114	76,971	101,337	40,898	54.500	131,393
June	648,482	43,868	49,380	75,709	35,417	55,074
July	293,325	1,117,193	77,232	249,404	28,236	27,269
August	57,965	417,100	90,815	126,537	45,045	50,720
September	30,013	667,987	55,400	848,742	64,003	29,373
October	60,868	179,205	145,235	69,965	33,235	32,061
November	41,973	45.538	56,534	64.914	109.155	61,001
December	75,474	108,489	55,555	425,231	24,165	44,265
Total	$2,154,947	$2,853,848	$1,037,212	$2,142,458	$958,735	$706,483

FOREIGN DUTIABLE.

January	$165,978	$149,493	$668,275	$664,485	$432,556	$284,909
February	429,537	208,757	610,009	456.493	633,509	400,782
March	859,115	458,917	758,266	599,959	191,927	320,165
April	231,784	607,678	375,224	558,812	433.395	654,019
May	567,872	752,797	602,254	569,888	320,210	759,857
June	903,877	372,561	298,067	1,282,218	131,425	606.255
July	260,866	449,948	448,601	5,137,460	262,593	401,724
August	176,532	256.6~0	231,774	2,231,782	135,172	226.786
September	264,168	572,572	238,972	2,460,138	200.854	306,244
October	192,196	434,265	350,614	1,101,299	252,072	186,108
November	377,170	284,873	383,948	1,126,059	208,091	268,600
December	494,514	352,902	458,575	1,632,502	238,606	551,657
Total	$5,203,959	$4,901,383	$5,424,795	$17,824,095	$3,440,410	$4,967.102

SPECIE AND BULLION.

January	$58,894	$2,658,274	$4,624,574	$5.459,075	$3,184,853	$2,706,336
February	1,102,926	3,776,919	3,965,664	3,015,367	1,023,201	1.807,030
March	301.802	2,471,233	6,595,412	1.800,559	381.913	1.045,039
April	1,412,674	4,037,675	1,972,834	5,883,077	871,249	588,875
May	128.900	5,164,636	2,115,679	6,460,930	7,255,071	23.744,194
June	244,242	9,807,614	1,307,774	6.533,109	5,199,472	15,890.956
July	11,020	8,067,337	6,263,381	1,947,329	723,986	5,821,459
August	3,600	3,713,532	3,405,261	1,001,813	1.554,398	1,587,851
September	15,756	3,085,919	3,480.385	2,835,398	2,494,973	834,550
October	15,038	6,707,519	6.210,156	2,517,121	2,516,226	1.463,450
November	48.385	6,213,251	5,438.363	7,267,662	2,046,180	3,776,690
December	893,013	3,673,112	5,259,053	6,104,177	2,752,161	3,297,270
Total	$4,236,250	$59,437,021	$49,754,066	$50,825,621	$30,003,683	$62,553,700

TOTAL EXPORTS.

January	$11,202,737	$14,888,437	$10,695,358	$17,609,749	$19,746,451	$22,814,543
February	11,907,233	14,102,843	22,400,148	17,211,776	16,774,008	19,002,537
March	11,831,394	11,980,714	23,695,082	16,883,236	14,779,626	24,713,856
April	11,109,679	12,703,797	14,004,940	19,754,062	8,582,897	23,899,970
May	11,732,595	15,832,097	16,002,780	21,682,209	15,513,346	36,937,067
June	12,067,031	20,332,375	16,495,293	25,887,531	13,446,116	6.153.374
July	10,028,000	23,684,915	21,092,787	33,585,866	13,536,061	19,307,928
August	9,890,448	17,433,701	14,454,809	29,977,982	16,235,475	14,511,361
September	10,187,846	19,061,471	15,492,518	21,739,826	15,523,314	12,805,773
October	13,172,452	26,797,936	21,219,549	20,431,789	23,788,469	16,275,283
November	14,577,291	20,603,942	17,292,436	20,473,699	25,126,753	17.750,755
December	15,124,445	18,939,615	18,619,334	27,410,438	25,577,766	20,710,307
Total	$142,931,151	$216,371,843	$220,465,034	$272,648,163	$208,630,282	$254,883,254

Newark and Paterson Railroad.

Since the stoppage of work on the above named railroad, a new Board of Directors has been elected, and it is confidently anticipated that the work will soon be re-commenced and prosecuted to completion. The new board consists of Mayor Peddie of Newark, President; Thos. W. Satterthwaitt of Franklin, Treasurer; Gasherie De Witt of Belleville, Col. Derrom of Paterson, and J. B. Thompson of Jersey City, directors. The suspension left the work in the following condition: Length of railway completed, 2 31-100 miles; length of road to be built, 10 43-100 miles; right of way arranged for, 3 94-100th miles; right of way to be purchased, 8 80-100 miles. The new Board state that a bona fide subscription of $200,000 is necessary to secure the continued progress of the work. The entire cost is estimated at $712,145.

New Castle and Beaver Valley Railroad.

On Monday, 14th ult., the stockholders of this company elected the following directors to serve for the ensuing year: President, A. L. Crawford, of New Castle. Directors, G. W. Cass, of Pittsburg; R. W. Cunningham, Wm. Patterson, of New Castle; John M. Crawford, of Philadelphia; Wm. M. Scott, of Erie; Wm. Harbaugh, of Pittsburg. Treasurer, James A. Crawford, of New Castle. Secretary, J. W. Blanchard, of New Castle. It was resolved to increase the capital stock of the company $100,000, as authorized by an act of Assembly.

☞ A movement is in progress at Portland to secure a charter for a railroad from that city west to Dalton, N. H., which will open a new route by way of Montpelier and Ogdensburgh, for the Western flour and grain trade. The building of eighty miles of railroad will effect the connection and bring to Portland and the tide-water much business which now goes to Boston.

☞ The annual meeting of the stockholders of the Reno, Oil Creek, and Pithole Railroads, was held at their office in Reno, on the 14th ult. A new board of directors was chosen, and Mr. Charles F. Hartwell, well known by his connection with the Reno Oil and Land Company, was chosen president of the company.

☞ A bill has passed the Virginia House of Delegates to increase the capital stock of the Fredericksburgh and Gordonsville railroad in the sum of $1,000,000, to borrow the same at a rate of interest not exceeding ten per cent., to construct and extend the road from Orange Court-house to Charlottesville.

☞ The Troy *Whig* states that surveys for the proposed new Hudson River, or West Side Railroad, running from Albany to Hoboken, are nearly completed, and arrangements are being perfected for commencing the work as soon as the frost is out of the ground.

☞ The Worcester and Nashua Railroad Co. are considering the expediency of extending their road to Great Falls, N.H., thus forming a new and shorter route from Portland to New York.

☞ A western paper says that the New Orleans, Mobile and Chicago Railroad is surveyed and under contract to be completed and put in running order within fourteen months.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton, Ca.	5	----	200,000	----
Acton Vale, Ca	5	----	50,000	----
Adventure, L. S.	25	3	20,000	----
Ætna, "	25	11	20,000	3
Albany and Boston, "	50	25½	20,000	7
Algomah, "	25	3	20,000	1
Alleuez, "	25	1⅜	20,000	8
American, "	25	1	20,000	----
Amygdaloid, "	25	17	20,000	----
Anita, Cal.		----	20,000	----
Annapolis, Md.	10	----	50,000	----
Arcadia, L. S.	25	----	20,000	----
Arizona, Ariz. T.	100	----	100,000	----
Arnold, L. S.	25	----	20,000	----
Ascot, Ca.	20	----	20,000	----
Astor, L. S.	25	1½	20,000	----
Atlas, "	25	2	20,000	3¾
Aztec, "	25	4¼	20,000	4
Balt. and N. C., N. C.	5	----	20,000	----
Bay State, L. S.	25	13½	20,000	9
Beaver, "	25	2	20,000	----
Bedford, Ca.	5	----	125,000	40c
Black River, "		2½	20,000	----
Bohemian, L. S.	25	17½	20,000	----
Bolton, Ca.	5	----	200,000	1
Boston, L. S.	25	2½	20,000	50c
Brooklyn, L. S.	25	2½	20,000	----
Brome, Ca.	5	----	100,000	----
Cabot, L. S.	25	¼	20,000	----
Caledonia, "	25	5	20,000	----
Cambridge, "	25	5	20,000	----
Canada, Vt	4	1	100,000	60c
Carp Lake, L. S.	25	----	20,000	----
Cascade, "	25	----	20,000	----
Central, "	25	5	20,000	60
Champlain, Ca.	1½	----	200,000	----
Chatham, "	2	----	200,000	----
Chetcamp, "	5	----	30,000	----
Chippewa, L. S.	25	----	20,000	----
Clifton, "	25	----	20,000	----
Collin, "	25	¼	20,000	----
Concord, "	25	4	20,000	8
Consolidated, "	25	5	20,000	----
Copper Creek, Mo.	100	----	10,000	----
Copper Creek, Wis.	25	----	20,000	----
Copper Falls, L. S.	25	24½	20,000	49
Copper Harbor, "	25	1	20,000	----
Copper Hill, Wis.	1	----	200,000	----
Corinth, Vt.	25	----	20,000	----
Cornwall, Ca.	2	----	100,000	----
Dacotah, L. S.	25	2½	20,000	----
Dana, "	25	3½	20,000	1½
Deep River, N. C.	5	----	10,000	15c
Delaware, L. S.	25	20½	20,000	----
Derby, "	25	----	20,000	----
Devon, "	25	1	20,000	----
Dorchester, "	25	1½	20,000	----
Douglas, "	25	----	20,000	----
Dover, Ca.	2	1	200,000	----
Dudley, L. S.	25	1½	20,000	----
Dunham, Ca.	2	----	200,000	----
Durham, "	5	----	200,000	----
Eagle River, L. S.	25	2½	20,000	2
Edwards, "	25	1½	20,000	----
Ely, Ca.	5	----	100,000	----
Empire, L. S.	25	10	20,000	----
Eureka, "	25	----	20,000	----
Everett, "	25	1	20,000	----
Evergreen Bluff, "	25	5½	20,000	16
Flint Steel River, "	25	4½	20,000	----
Forest City, "	25	3	20,000	----
Forest Shepherd, "	25	6	20,000	----
Franconia, N. H.	5	----	60,000	----
Franklin, L. S.	25	8½	20,000	52½
French Creek, Pa.	5	----	100,000	50c
Gardner City, L. S.	25	----	20,000	----
Girard, "	25	5	20,000	----
Glencoe, Ca.	1	----	200,000	----
Grand Portage, L. S.	25	2	20,000	----
Grand Trunk, Ca.	5	----	100,000	----
Great Western, L. S.	25	2	20,000	----
Green Mountain, Vt.	10	----	20,000	5½
Guilford, L. S.	25	5	20,000	----
Hamilton, "	25	2	20,000	----
Hancock, "	25	17½	20,000	9½
Hanover, "	25	1½	20,000	1½
Hartford, "	25	12½	20,000	----
Hazzard, "	25	----	20,000	----
Henwood, "	25	----	20,000	----
Highland, "	25	1	20,000	----
Hilton, "	25	2½	20,000	1
Hope, "	25	1½	20,000	----
Hudson, "	25	----	20,000	----
Hulbert, "	25	½	20,000	----
Humboldt, "	25	5	20,000	1½
Hungarian, "	25	1	20,000	2½
Huron, "	25	19	20,000	29½
Indiana, "	25	10	20,000	4
Inverness, Ca.	24	----	200,000	----
Isle Royal, L. S.	50	38	20,000	10
Jefferson, "	25	----	20,000	----
Keweenaw, "	25	5	20,000	----
Kickapoo, "	25	1	20,000	----
King Phillip, "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton, L. S.	25	8	20,000	5½
Lafayette, Ca.	25	----	20,000	----
Lake, "	25	2	20,000	----
Lawrence, L. S.	25	----	20,000	----
Lennoxville, Ca.	5	----	100,000	----
Logan, "	3	----	100,000	----
Lower California, Mo.	50	----	40,000	----
Lyster, Ca.	2	----	200,000	----
Madison, L. S.	25	6	20,000	2
Malden, "	25	2	20,000	----
Mandan, "	25	4½	20,000	----
Manhattan, "	25	5½	20,000	3½
Marquette, "	25	3½	20,000	----
Maryland, Md.	5	----	----	10c
Mass, L. S.	25	4⅜	20,000	----
Massachusetts, "	25	----	20,000	----
Medora, "	25	1½	20,000	----
Mendota, "	25	1½	100,000	4½
Merrimac, "	25	6½	20,000	----
Merryweather, "	25	----	20,000	----
Mesnard, "	25	8	20,000	1½
Meteor, "	25	----	20,000	----
Michigan, "	25	----	20,000	----
Middlesex, "	25	----	20,000	----
Milton, "	25	1½	20,000	----
Minnesota, L. S.	25	18½	20,000	11
Missisquoi, Ca.	2	----	150,000	----
Morrison, L. S.	25	----	20,000	----
Nashua, "	25	----	20,000	----
National, "	25	5½	20,000	17
Native, "	25	2	20,000	90c
Naumkeag, "	25	1	20,000	----
Nebraska, "	25	----	20,000	----
Nequaket, "	25	2	20,000	----
New England, L. S.	25	2	20,000	----
New Jersey cons., N. J.	10	----	100,000	----
Newton, Ca.	1	----	200,000	----
New York, L. S.	25	1	20,000	----
N. Y. & Passaic, N. J.	5	----	100,000	----
North Cliff, L. S.	25	4	20,000	1½
North State, "	25	5½	20,000	----
North Western, "	25	11½	20,000	3
Norwich, "	25	11	20,000	----
Ogima, "	25	7	20,000	8
Otisville, N. Y.	5	----	100,000	----
Ontonagon, L. S.	25	----	20,000	----
Ottawa, Ca.	1	----	200,000	----
Pacific, L. S.	25	----	20,000	----
Pennsylvania, "	50	50	20,000	----
Petherick, "	25	5½	20,000	2½
Pewabic, "	25	3½	20,000	21
Phila. & Boston, "	25	15	20,000	----
Phœnix, "	25	15	20,000	6
Pittsburg & Boston, "	25	5½	20,000	45
Pontiac, "	25	10½	20,000	1
Prescott, Ariz. T.	100	----	100,000	----
Providence, L. S.	25	----	20,000	----
Quincy, "	10	10	20,000	32
Reliance, "	25	----	20,000	----
Republic, "	25	----	8,000	----
Resolute, "	25	6½	20,000	----
Ridge, "	25	8	20,000	----
Rochester, "	25	2½	200,000	----
Rockland, "	25	12	20,000	8
Roscoe, Ca.	1	----	200,000	----
St. Clair, L. S.	25	3	20,000	4½
St. Flavien, Ca.	5	----	100,000	----
St. Louis, L. S.	25	1	20,000	8
St. Margaret, Ca.	5	----	200,000	----
St. Mary's (L. & M.), L. S.	25	5½	20,000	1
Salem, "	25	----	20,000	----
Seneca, "	25	1	20,000	5
Sharon Consol, "	25	½	20,000	----
Sheldon & Col., "	25	21	20,000	----
Silver Creek, "	25	1	20,000	----
Silver Hill, "	25	½	20,000	----
Silver Lake, "	25	----	20,000	----
Silver Valley, "	25	----	20,000	----
Societes Francaise,		----	10,000	----
South Bedford, Ca.	2	----	200,000	----
South Pewabic, L. S.	25	1	20,000	----
South Side, L. S.	25	2	20,000	1½
Star, L. S.	25	11½	20,000	1½
Stark, Vt.	2	----	100,000	----
Suffolk, L. S.	25	----	20,000	----
Superior, L. S.	25	8	20,000	3½
Sussex, "	25	----	20,000	----
Sutton, Ca.	5	----	100,000	2½
Toltec, L. S.	25	21	20,000	1½
Tremont, "	25	----	20,000	25c
Union (L. & M.), "	25	8	20,000	----
Ural, Wis.	25	----	20,000	----
Vermont, Vt.	5	----	100,000	----
Victoria, L. S.	25	1½	20,000	----
Vulcan, "	25	6	20,000	----
Washington, "	25	1	20,000	3
Waterloo, Ca.	5	4	100,000	----
Waukesta, L. S.	25	----	20,000	----
Wauba Yuma, Ariz.	100	----	60,000	----
West Minnesota, L. S.	25	2½	20,000	----
Wickopee, "	5	----	100,000	----
Winona, "	25	8	20,000	----
Winthrop, "	25	4½	20,000	1½
Wyandotte, "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top, Pa.	50	----	----	----
Copake, N. Y.	50	50	50,000	----
Foster, "	----	----	----	----
French Creek, Pa.	5	----	100,000	----
Garrison's, N. Y.	5	5	100,000	----
George's Creek, Md.	100	100	10,000	104
Harewood, "	5	5	20,000	----
Lake Superior, L. S.	25	25	20,000	----
Mount Pleasant, Pa.	50	50	10,000	----
Teal Lake, L. S.	25	----	20,000	----
Tyson, Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia, N. Y.	5	----	100,000	----
Bucks County, Pa.	5	----	40,000	----
Canada, Ca.	5	----	50,000	----
Champion, N. Y.	----	----	----	----
Clute, "	5	5	110,000	----
Continental, "	5	2½	200,000	----
Eastport, Me.	10	----	100,000	----
Erie, N. Y.	10	----	40,000	----
Gay's River, "	2	----	100,000	----
Hampton, Mass.	5	----	100,000	----
Jefferson, N. Y.	----	----	----	----
Kings Hill, "	5	----	10,000	----
Lake Superior, Mich.	5	----	200,000	----
Lancaster, Pa.	5	----	50,000	----
Lehigh, Pa.	----	----	----	47½
Macomb, N. Y.	5	----	110,000	----
Maine, Me.	10	----	50,000	----
Mineral Point, N. Y.	5	----	100,000	----
Morgan, "	5	----	100,000	----
Mount Hope, N. Y.	2½	----	80 000	----
New Hampshire, N. H.	5	----	100,000	----
New Jersey, N. J.	100	----	12,000	----
N. Y. & Boston, N. Y.	10	----	100,000	----
Oswegatchie, Ca.	5	----	100,000	25c
Phœnix, N. Y.	5	----	50,000	----
Placentia Bay, N. F.	5	----	200,000	----
Ramsay, Ca.	25	----	20,000	----
Rochester, "	2½	----	200,000	----
Roesie, N. Y.	5	----	100,000	----
Shawangunk, N. Y.	5	----	100,000	----
Sussex, N. J.	5	----	125 000	----
Union, Pa.	5	----	100,000	----
Wallkill, N. Y.	----	----	----	0.90
Warren, N. H.	----	----	----	----
White Mountain, "	----	----	----	----
COAL & ANTHRACITE.				
American, Pa.	25	----	60,000	58½
Appleton, "	----	----	----	----
Ashburton, Pa.	50	50	50,000	65
Atlantic & G. C., Md.	----	----	----	60c
Baltimore, "	100	100	----	----
Bear Valley, "	12	----	40,000	----
Beaver Meadow, Pa.	50	50	100,000	----
Belmont, "	50	50	10,000	1
Big Mountain, Pa.	----	----	----	4
Boston & Pictou, N. S.	5	----	100,000	7
Bridgeport, Pa.	10	10	30,000	----
Broad Mountain, "	10	10	30,000	----
British American, N. S.	----	----	----	----
Cape Briton, N. S.	2½	2½	200,000	1½
Cameron, Pa.	50	----	50,000	10
Central, "	100	100	20,000	50
Coal Brook, "	50	50	20,000	----
Columbian, "	----	----	----	----
Consolidation, Md.	----	----	----	35
Continental, Va.	50	----	10,000	----
Cumberland, Md.	100	100	50,000	35
East Mahanoy, Pa.	----	----	----	----
Everhart, "	25	----	20,000	50c
Franklin, "	100	----	5,000	----
Fulton, "	5	5	60,000	5
Gilberton, "	50	50	5,000	18
Hamp. & Balt., Md.	10	10	50,000	----
Hazleton, Pa.	50	50	32,300	58½
International, N. S.	50	50	20,000	----
Lackawanna, Pa.	50	50	----	54
Lawrence, "	100	100	2,000	----
Locust Dale, "	50	----	----	15
Lehigh & Susq., "	50	50	----	44
Lorberry, "	100	100	4,000	----
Mahanoy, "	20	----	10,000	2
Mammoth Vein, "	----	----	----	2
Maryland Anth., Md.	20	20	25,000	7
Metropolitan, "	100	100	----	----
Mt. Pleasant, Pa.	----	----	----	19
Narragansett, R. I.	10	10	8,000	----
N. Y. & M. C. Fl'da, Pa.	----	----	----	4
North Carbondale, "	----	----	----	----
Pennsylvania, "	50	50	64,000	145
Potomac, Md.	10	----	40,000	----
Schuylkill, Pa.	10	10	20,000	8
Short Mountain, "	50	50	16,000	13½
Shamokin, "	----	----	----	4
Somerset I. & C., "	----	----	----	----
Spring Mountain, "	50	----	----	70
Spruce Hill, "	10	----	100,000	4
St. Nicholas, Pa.	----	----	----	1½
Shawmut, "	20	----	40,000	----
West Virginia, W. Va.	----	----	----	----
Wilkesbarre, Pa.	100	100	21,750	40
Wolf Creek, "	----	----	----	----
Wyoming Valley, "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia, N. S.	3	----	100,000	----
Ada Elmore, Idaho.	10	----	100,000	----
Albion, "	3	----	100,000	----
Altona, Col.	5	----	100,000	----
American, Col.	100	----	50,000	----
American Flag, Col.	10	----	60,000	1.10
Ascot, Can.	100	----	50,000	----
Atl. & Pac., Nev.	50	----	100,000	0.10
Baltic, Col.	----	----	----	----
Bates & Baxter, "	----	----	----	2.00
Benton, "	5	----	100,000	1.00
Black Hawk, "	100	----	50,000	----
Bob Tail, "	10	----	100,000	----
Briggs, Col.	100	----	10,000	----
Burroughs, "	10	----	100,000	----
Bullion, Mtns.	5	----	200,000	----
Bullion Consol., Col.	1	----	300,000	2.05
Chebucto, N. S.	5	----	100,000	----
Central, Col.	5	----	200,000	----
Central Gold, "	5	----	20,000	----
Chandiere, Can.	5	----	100,000	----
Golden, Idaho.	10	----	100,000	----
Columbia, Nev.	100	----	800 000	----
Consol Gregory, Col.	100	----	50,000	2 50
Copalinsche, "	50	----	250,000	----
Corydon, "	25	----	100,000	7.25
Continental, "	100	----	20,000	----
Denver, "	20	----	50,000	----
Downieville, "	1	----	300,000	0,11
Eagle, "	10	----	100,000	----
East Bannock, Mtns.	2	----	100,000	----
El Dorado, Col.	5	----	500,000	----
Empire, "	20	----	250,000	----
Excelsior, "	10	----	30,000	3.00
Garrison's, "	50	----	100,000	----
Gem, "	50	----	25,000	----
Golconda, "	20	----	200,000	----
Gold Mountain, Col.	10	----	600,000	----
Gold Mining, "	100	----	50,000	----
Gunnell, "	10	----	300,000	1.05
Gunnell Central, "	50	----	20,000	----
Gregory, "	50	----	20,000	----
Great Western, "	10	----	60,000	----
Hope, "	25	----	80,000	2 50
Holman, "	2	----	150,000	0.17
Idaho, Nebra.	----	----	100,000	----
Isaac's Harbor, N. S.	5	----	100,000	----
Kansas-Colorado, Col.	10	----	100,000	----
Kip & Buel, "	2	----	100,000	0 75
La Crosse, "	10	----	100,000	1.00
Liebig, "	5	----	200,000	----
Lake Major, N. S.	50	----	12,000	----
Mariposa, Cal.	100	100	50,976	9½
Do. preferred, "	100	100	57,744	21½
Mammoth, Col.	10	----	100,000	----
Manhattan, "	10	----	100,000	----
Massachusetts, "	5	----	250,000	----
Mount Vernon, Nev.	10	----	300,000	----
Montana, Col.	4	----	100,000	0.05
National, "	10	----	300,000	----
New York City, Nev.	100	----	50,000	----
New York, Col.	10	----	100,000	1.50
N. Y. & Nevada, Nev.	10	----	100,000	----
N. Y. & N Sco., N. S.	10	----	100,000	----
North Clear Creek, Col.	10	----	100,000	----
Pacific, "	100	----	40,000	----
Peoples', Col.	50	----	100,000	2.00
Prescott, Ariz.	10	----	100,000	----
Quartz Hill, Col.	25	----	40,000	380
Republic, Nev.	100	----	15,000	----
Rocky Mountain, Col.	10	----	50,000	1.25
Sherbrooke, Can.	10	----	100.000	----
Smith & Parmalee, Col.	20	----	125,000	0 35
Standard, "	10	----	50,000	----
Steptoe, Nev.	100	----	20 000	----
Tascher, Can.	10	----	100,000	----
Texas, Col.	10	----	50.000	0.20
Union, "	50	----	200,000	----
United States, "	20	----	75,000	----
Waddingham, Idaho.	25	----	24,000	----
SILVER:				
Arizona, Ariz.	100	----	100,000	----
Columbia, Nev.	100	----	30 000	----
Empire, G. & S., "	100	----	100,000	----
El Dorado, "	25	----	500,000	----
Essex & Diadem, "	20	----	125 000	----
L. California, L. Cal.	50	----	40,000	----
Madison, Nev.	100	----	80,000	----
Morning Star, Idaho.	1000	----	5,000	----
Mount Vernon, Nev.	10	----	500,000	----
New York City, "	100	----	50,000	----
N. Y. District, "	100	----	50,000	----
Tolyabee, "	100	----	50,000	----
Washington, "	100	----	22,500	----
QUICKSILVER:				
Pacific, Cal.	100	100	40,000	----
Panoche Grande, "	50	----	100,000	----
Quicksilver, "	100	100	100,000	37½
Santa Clara, "	100	----	30 000	----
MISCELLANEOUS:				
American Tin, N. H.	----	----	----	----
Rutland Marble, Vt.	25	25	40,000	----
Saginaw Salt, Mich.	25	25	100,000	----
Sunapee, plumba, N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [--] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equival't in single T'k	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6⅔	....	41⅔
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,080	10,130	5¼	....	43⅛
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	....	93⅝
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	....
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,700	—	1,413	15,157	loss.	—	....	....
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	120,157	loss.	4	....	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,00	64,452	66,222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	38.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	51
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,858	2,577	—	....	47
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	708-341	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	....	....
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	....	....
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	3½	....	90⅝
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,000	2 922	4	....	....
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	....	65,155	501	—	....	....
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,565,466	900,000	610,000	46 000	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,86	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1260000	100,000	612,779	198,982	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	25 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3 666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	529,162	366,000	200,000	37,602	104.691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7 500	35,000	—	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	—	528 090	74.053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4.192	150,634	34.102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1.200,915	1,000,000	160,000	—	627,153	90.670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72.000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	....
30 Sep.'65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep.'65	11.00	—	—	18	—	Rochester City & Brighton	251,552	133,400	100 000	—	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	—	139,604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope:by T.& L. R. R.			—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	—	30,752	loss.	—	—	....
30 Sep.'65	1 50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,600	—	12,839	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7.370	—	—	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300 000	20,950	105 358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	51½
31 Oct.'65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100.000	56,300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91 545	—	50	16½
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8 227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39.721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	194,195	49 561	—	—	28
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36.832	4	50	26
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9.000	6.728	3 562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 815	39,179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct.'65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,724	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	11
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	90
31 Oct.'65	5.62	—	87	9	7	17th & 18th st. (Phila.)	114,368	120 000	—	—	51 683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	8	Spruce & Pine (P. ll. & Gr's F.)	249.411	217,697	15,000	10,000	84,900	20,545	4½	50	32
31 Oct.'65	7 00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38.435	5	50	19½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,186	291,475	80,000	263.128	206,593	5,800	—	50	41
31 Oct.'65	6.00	—	347	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81 335	10	50	70
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,551	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31.549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var	....
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	...
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	124,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	91½
Malden and Melrose:					
1st Mortgage guaantied	64,452	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex:					
1st Mortgage	32,000	..	.....	.....	-
Maldon & Melrose bonds	49,451	..	.....	.....	....
Real Estate	10,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	105
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1.					
Loan of Jan. 28, 1847 ..... registered	$7,070,500	6	Jan & July.	1867	120
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	128
" " " ..... coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " ..... coupon		5	" "	1874	102½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " ..... coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108½
" " " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan & July.	1881	107½
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..registered	264,309,850	5	" "	1881	107½
" " " " ..... coupon		6	" "	1881	108
Loan of Feb. 25, 1862 (5-20s)...registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s)..... coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) ..registered	100,000,000	6	May & Nov.	1884	104½
" " " (5-20s) ..... coupon		6	" "	1884	105
Loan of March 3, 1865 (5-20s)...registered	244,344,600	6	May & Nov.	1885	105½
" " " (5-20s)..... coupon		6	" "	1885	105½
Loan of March 3, 1864, (10-40s)..registered	171,989,350	5	Mar. & Sept.	1904	99½
" " " ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) ..registered	19,622,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,360	---	Due.	1867	----
" June 30, '64 & Mar. 3, '65 1st series	376,856,600	7.3	Feb. & Aug.	1868	104
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	104½
" " 1865 ..... 3d series		7.3	Jan. & July.		104½
Matured Debt not presented	15,967,249	6	At maturity.	----	----
Gold Certificates of Deposit	10,442,580	---	----	----	----
Compound Interest Notes of 1864	144,900,840	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	380,497,842	---	----	----	----
Fractional currency	28,732,812	---	----	----	----
Navy Pension Fund	11,750,000	---	----	----	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" " " ..... "	688,000	6	" "	1876	----
" —Funded Interest Bonds ...	----	---	----	----	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	Jan. & July	'78-'80	115
" —War bonds ..... "		7	" "	1872	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan & July	'72-'90	98½
" " " (free.) ..... "		6	" "	1872	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" " " ..... "	2,271,750	6	" "	'88-'89	109
" " " ..... "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	97½
" " " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 ..... "	229,372	6	" "	'65-'79	----
" " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" " ..... "	1,778,677	6	" "	1877	100
" " " ..... "	241,000	6	" "	1879	----
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	87
" " " ..... "	2,058,173	2½	" "	1866	----
" " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	94½
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" " " ..... "	3,204,000	6	" "	'68-'72	96½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	90
" —Funded Coupons	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" " " ..... "	1,727,000	6	"	1870	101
" " " ..... coupon	3,192,763	6	"	1890	100
" " " ..... inscribed		6	"	1890	----
" " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " "	244,000	5	Jan. & July.	'70-'74	100
" " "	375,000	5	April & Oct.	'72-'74	100
" " "	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	99½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	125½
" " "	1,024,000	6	Jan. & July.	'71-'75	110
" " "	2,080,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " ..... "	1,750,000	6	" "	'72-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1882	----
Missouri—State Bonds (rai road) ..... "	13,701,000	6	Jan. & July.	'71-'89	92
" " " (H. & St. J. R. R.). "	3,000,000	6	" "	'72-'85	77
" " " (Pac. R. R.)... "	7,000,000	6	" "	'72-'87	90
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds..coupon	1,950 000	6	" "	'83-'85	99½
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var	100
" —War Loan ..... coupon	731,000	6	" "	'71-'72	100
New York—State Bonds ..... general fund	700,000	7	quarterly.	1870	105½
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105½
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	"	1866	----
" " " ..... general fund	500,000	6	"	1868	100
" " " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	----
" " " ..... "	2,250,000	6	"	1874	99½
" " " ..... "	500,000	6	"	1875	100½
" " " ..... "	900,000	6	"	1877	----
" " " ..... general fund	800,000	6	"	1878	97½
" " " ..... "	909,607	5	"	pleas.	----
" " " ..... canal fund	192,585	5	"	1866	----
" " "	1,163,000	5	"	1868	----
" " " ..... general fund	442,960	5	"	1868	----
" " " ..... canal fund	167,000	5	"	1871	----
" " "	4,600,000	5	"	1874	94
" " " ..... general fund	900,000	5	"	1875	93
" " "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	72½
" " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	62
Ohio—State Bonds ..... coupon	634,053	5	Jan. & July.	1865	----
" " " ..... "	536,798	6	" "	1860	98
" " " ..... "	379,886	6	" "	1868	----
" " " ..... "	2,183,532	6	" "	1870	100
" " " ..... "	1,600,000	6	" "	1875	100
" " " ..... "	4,095,309	6	" "	1881	100½
" " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	96½
" " " ..... coupon	6,168,000	5	"	'77-'82	96
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	98
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,199,000	6	" "	'77-'90	----
" " " (new) ...	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " ..... "	239,167	5½	" "	'72-'79	----
" " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	872,813	6	" "	1892	63
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,050,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	3½
" " " ..... coupon	11,108,000	6	" "	'86-'95	60
" " (sterling) ..... "	1,865,000	6	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	32½
" " " ..... coupon	----	6	" "	'76-'96	45½
West Virginia—State Bond ..... coupo	----	6	----	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new)... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	----
" " "		6	"	1870	97
" " "		6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	98
" " "		6	Jan. & July.	1886	97½
" " " ..... coupon		6	quarterly.	1890	98½
" " "		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	----
" " "		5	"	'71-'75	99
" " "	7,846,028	5	"	'76-'80	99½
" " "		5	"	'81-'85	101
" " "		6	"	'67-'76	142½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " " "	305,000	5	Jan. & July.	'77-'78	----
" " " (sterling)	1,919,711	4½	" "	'72-'73	102
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July	'65-'71	89
" —Public Park Loan ..... "		6	" "	'81-'87	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	94
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " "	4,714,000	6	" " "	'76-'78	----
" " "	1,800,000	6	" "	1883	----
" " "	5,149,271	6	" "	1887	100
" " "	275,000	6	" "	1898	100
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'89	----
" " "	3,125,200	5	" "	1870	94
" " "	319,000	5	" "	1873	----
" " "	1,000,000	5	" "	1874	----
" " "	334,700	5	" "	1875	----
" " "	2,016,000	5	" "	1876	----
" " "	2,375,000	5	" "	79-'80	----
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	----
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	----
" " " (new)	739,2 2	6	" "	'67-'82	----
" " " (old)	2,232,800	6	" "	'66-'93	----
" " " (new)	7,898,717	6	" "	'66-'99	96½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	100½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	92
Portland—Municipal Bonds	985,326	6	Various.	'68-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	----
" —Water Loan ..... "	484,000	6	" "	'71-'83	85½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	94
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	86
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	90
" " " ..... "	329,000	6	Jan. & July.	1875	133
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" " " " "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,544	328,828	3,235,892
1865	289,445	347,211	432,340	355,045	472,493	440,800	493,882	596,584	541,481	675,446	634,245	576,365	5,525,335
1866	476,036	433,549	386,459	412,423	464,906	495,690	467,813	568,504	533,414	596,366	474,056	368,681	5,675,.97
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	75,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,629	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,940	156,869	153,294	1,673,706
1864	160,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,563	275,283	299,063	258,480	322,278	355,270	395,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	347,067	322,749	285,413	3,677,795
Chicago and Rock Island:													
1861	83,020	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,288	161,603	138,795	135,595	1,423,439
1863	140,024	120,225	122,542	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,960,267
1864	158,735	176,482	243,150	185,013	198,679	242,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	240,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,295	183,285	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
Chicago and Northwestern:													
1863	------	------	------	------	------	306,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,578	663,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	921,886	749,191	546,669	7,968,980
1866	522,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	--- ----
Chicago and Great Eastern:													
1861	13,216	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,893	31,757	36,578	33,931	37,440	328,656
1863	33,329	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,289	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,057	107,051	103,037	132,725	138,911	102,957	1,298.157
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,554	734,108	714,211	6,214,182
1862	699,097	601,595	638,008	626,070	587,416	528,842	595,024	615,962	756,421	885,126	902,906	963,859	8,400,534
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,236	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865	1,001,007	947,116	1,258,566	1,458,455	1,153,461	1,177,372	1,202,180	1,331,046	1,336,615	1,478,689	1,322,472	1,429,765	16,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,333
Illinois Central:													
1861	321,844	279,268	229,324	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,618	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	280 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	423,797	406,573	510,100	423,578	640,179	799,236	661,391	657,141	663,102	6,339,447
1865	571,526	528,972	616,605	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	582,828	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	28,579	32,668	29,284	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,926	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	95,546	96,308	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	118,495	116,146	105,767	1,224,058
1866	90,071	81,218	82,910	82,722	95,664	106,215	96,023	106,410	108,238	111,444	110,932	111,085	1,196,822
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,627	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,807	47,010	61,769	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,784
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	165,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,895	226,840	110,664	1,965,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,999	245,701	244,854	98,787	1,983,900
Michigan Southern & Northern Indiana:													
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,883
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	328,464	330,641	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,986	366,361	413 974	365,180	351,489	287,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	329,447	4,635,717
Michigan Central:													
1861	142,324	119,764	151,671	172,614	149,650	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	210,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	208,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,157	344,228	337,241	401,456	365,063	329,105	413,501	460,681	490,694	447,670	328,869	4,504 549
1866	282,428	265,796	337,158	343,757	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4,260,112
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,805	106,269	203,018	237,562	251,906	241,370	300,841	396,579	346,717	171,125	2,536,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,190	188,223	275,906	304,257	327,926	128,741	2,423,417
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,975	968,228	1,002,766	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,491	1,157,818	11,009,853
1864	921,831	936,587	059,023	1,105,684	1,004,435	1,029,726	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	615,381	955,659	1,246,734	1,255,521	1,152,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	268,443	224,957	223,242	268,176	302,596	332,400	278,006	346,242	275,950	3,311,070
1865	259,223	236,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	------	---- ----
Philadelphia and Reading:													
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	261,824	296,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,586,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,206	1,351,579	1,419,222	1,196,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	452,911	506,641	625,647	675,260	701,352	691,556	914,082	7,120,466
1865	680,144	678,504	857,583	763,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	555,488	474,738	654,390	666,078	672,628	644,573	554,828	641,848	661 608	741,968	681,552	550,483	7,464,096
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	122,115	113,798	123,949	118,077	130,378	153,470	144,756	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170.079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	155,893	192,128	167,300	168,699	167,099	166,015	222,953	198,884	244,854	212,226	177,304	2,261,524
Toledo, Wabash and Western:													
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,696	161,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	165,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924.643
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
Western Union:													
1865	42.716	37 265	32,278	33,972	63,862	82,147	68,189	59,862	75.677	92,715	61,770	37,830	699,361
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,037

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	832,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,000	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	97½
" " " 1856	1,085,000	6	Jan. & July.	"	1875	97
" " " 1831	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1890	92
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	" "	"	1879	99½
Buffalo, New York and Erie						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	336,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct	New York.	1866	101
Income 6 in '69, 7 in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870	60
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	90½
" " $2,500,000	867,000	6	"	"	1889	90
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,386,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	610,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111½
" " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	92

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st Genera'l Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	70½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	90
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	2,600,000	7	" "	" "	1886	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	85
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	100½
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	99
Columbus and Xenia:						
Dividend	30,660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000	8	Jan & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,469,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	92
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1873	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	767,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1860	85
Mortgage Bonds	160,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,530,308	6			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	77
Land Security	3,344,000	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	105
2d Mortgage (S. F.)	2,000,000	7	June & Dec	" "	1885	100
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central: *						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,000	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct	Boston.	1870	
2d Mortgage	250,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	110
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible).	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N Y & Boston	1869	106½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct	" "	1882	113
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov	" "	1885	96
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug	New York.	1893	86
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	81
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,362	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	891,000					
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '65 and '65.	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov	New York.	1915	95
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp)	105,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000		Feb. & Aug	" "	1876	
Exchanged Stks [S. F.] Bds	606,000	6	May & Nov	" "	1883	103
" " " " B & N. F.	77,000	6	" "	" "	1883	91
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	87
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	86
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	118
New York and Erie:						92½
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	100½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	400,000	6	Feb. & Aug.	New York.	'73–'75	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$329,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Jn. Oc.	Baltimore.		
York and Cumberland 1st Mort	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	116½
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage - Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	460,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (nowstock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
Construction Main Line	1,500,000	7	" "	" "		86
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	240,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct	"	1875	97
2d Mortgage Sterling	2,283,940	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug	Bangor.	1876	
Petersb'g and Lynch'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	385,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norris'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1876, "	182,400	5	" "	"	1880	
" 1849, "	2,695,000	6	April & Oct	"	1870	95
" 1861, "	166,000	6	Jan. & July	"	1871	96
" 1935, "	1,525,800	6	" "	"	1880	90½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1867, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	91
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	165,500	7	May & Nov.	Philadelphia.	1878	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (Western Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1875	
Richmond and Petersburg:						
Coupon	159,000				1875	25
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122
2d Mortgage	937,500	7	" "	"	1863	57¼
3d Mortgage	440,000	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	78½
2d Mortgage	16,000	7			1868	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1883	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	120
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1880	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '59-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,000)	4,219,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	180,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance, Profit and Loss, and other reserved and liabilities	Road run by steam power.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,889	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,891	—	335,040	109,500	21,632	518,905	30.3	.....	55,791	31,582	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	287,026	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,775	21,000	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—							1,102,858	695,570	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	595,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,521	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '58	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	102,333	26,249	3	....
31 Jan. '58	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	....
31 Aug '58	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,565	75.2	498,002	1,591,804	514,677	12	175
31 Dec. '58	74.0	—	8.9	—	10	12	261	Housatonic	2,430,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	....
31 Dec. '58	57.0	—	2.0	—	8	11	188	Naugatuck	1,345,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,974	419,469	135,922	10	—
28 Feb '58	50 0	—	2 6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738.538	766,000	.....	.....	62.0	....	67,143	loss.	—	....
30 Nov. '58	76.2	3.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '58	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18.746	871.742	86.0	202,567	306,766	83,204	8	85
31 Mar. '58	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,658,362	970,220	855,456	5,000,000	2,000,000	140.785	8,681,181	117.4	629,300	1,982,213	549,854	9	114
30 Nov. '58	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,000	580,000	9,261	2,952,861	66.4	329,984	744,058	268,386	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
— — '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,252 500	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf –M. Trunk	.....	.....	—	.....	.....	.....	.....	50.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,880,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,342	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,244	404 618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,554	—	669,950	249,000	.....	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,034	62,374	—	1,279,901	10,200	180,624	1,473,140	71.0	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19.915	3,822,915	228.8	.....	.....	388,855	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	852,345	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,223	280.0	1,450,280	3,840,092	1,883,517	81	0 ½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,410	400.0	2,085,380	6,175,566	2,799,456	31	1
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,393,791	*	2,356,660	26,155,641	12,620,483	825,398	39,989,1 2	240.0	.....	.....	1,802,272	—	....
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050.132	*	2,265,632	6,000,000	1,448,000	.....	10,515,764	228.4	1,234,851	3,154,238	1,442,781	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	464.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,814	*	—	23,374,406	15,231,500	.....	40,668,060	708.3	3,507,176	7,181,208	2,174,924	10	111½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114.962	4,970,931	111.0	224,566	580,235	250,189	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,743	488,598	—	55
								INDIANA.													
— — —	234.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	234.0	.....	.....	.....	—	44
31 Aug. '65	152 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,512,514	288,255	125,587	1,142,884	1,240,000	4,062	2,726,187	152.0	240,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,800	2,102,761	109.0	.....	442,893	158,641	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	140.0	.....	448,888	230,834	9	85
31 Dec. '64	84.0	—	....	—	16	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,765	307,882	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	342,369	527,863	268,136	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,300	840,000	—	1,588,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	56½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,206,428	73.0	411,278	1,248,720	598,671	12	130½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	....
31 Dec. '65	144.0	—	....	176.0	13	9	151	Dubuque and Sioux City	5,091,841	*	151,455	3,690,992	960,000	438,41	5,245,318	141.0	282,884	618,205	180,982	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok,. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 miles.	458,821	21,556	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,960,000	337,532	4,375,995	111 8	.....	426,408	227,954	—	....
30 Jun. '66	29.0	—	3.1	—	} 14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,046	79,000	8,641	729,257	29.0	239,626	174,049	56,707	7	80
30 Jun. '66	65.1	—	5.4	—	}			} Louisville and Frankfort	1,305,910	126,735	142,015	1,109,584	319,519	20 497	1,675,258	65.1		889,171	108,883	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	66	42	679	Louisville and Nashville	10,962,764	*	2,691,982	5,499,100	3,128,491	465,051	12,764,546	334 0	959,947	3,145,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,518	536,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	613	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,252,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada							
30 Jun. '62	138.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,388	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,18 ,190	329.3	1,741,670	1,446,490	1,458,114	15	106
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,183	1,644,259	1,314,784	10,471,500	8,537,178	663,971	19,672,646	523.8	2,181,615	1,686,445	1,936,788	6	100
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,351,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	52.7	.....	176,462	116,433	—	....
31 Dec. '58	85.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	85.2	.....	250,047	121,689	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.5	579,324	1,017,567	420,026	—	....
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,100,000	106,235	8,023,361	182.0	.....	1,029,089	267,804	—	57½
31 Dec. '62	152 0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,604,015	439,157	3,581,599	9,200,000	1,150,743	15,628,188	283.9	851,435	1,794,356	400,856	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,758	1,308,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	....
28 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 568	6,382,109	90.1	280,199	399,291	129	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,171,560	1,985,870	7,982,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,110	530,316	97,709	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,021,755	11,886,233	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	115½
30 Sep. '63	30.0	—	.....	—	7	38	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	705,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	47½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,000	71,887	19,429,287	34.0	95,003	110,047	—	—	9½
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,038	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	8	116½
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	151
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	5,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	136
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,057	10	142
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	260,000	104,138	2,117,249	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,284	993,894	314,255	8	115½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	352,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	210	Nashua and Lowell	620,153	92,870	101,968	800,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,295,643	526,448	8	96½
30 Nov. '65	18.6	—	0 7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,935	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Op	er. by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,306	—	(Surrendered to the C			ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	568,955	—	3,635,667	77.3	151,327	390,086	122,397	2	56½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,538,514	3,451,584	1,226,658	10	154
30 Nov. '65	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 85½)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 236	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	18	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,022	101,259	2½	—
31 Mar. '66	34.5	—	—	—	21	22	494	Concord (par $50)	1,600,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,554	807,957	101,242	8	112
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	—	8	—
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	—	—	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,008,400	*	740,298	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	216,973	9	104
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,625,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,057	1,702,359	10	126½
31 Dec. '65	60.2	—	—	—	—	—	—	Camden and Atlantic	1,885,944	*	—	1,082,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,500,000	838,636	13,861,755	86.0	1,147,978	3,038,390	1,287,956	10	125
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	146,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	53.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,795,004	5,000,000	805,000	—	6,434,399	53.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,321	483,321	21.2	103,815	185,832	26,874	—	.....
31 Dec '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,075,489	*	—	2,529,700	1,498,800	684,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	38.5	—	.....	17.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	388,000	1,376,400	—	—	250,693	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	5,369,088	*	—	960,000	2,380,000	Leased	to Erie	Railway	Co.	—	236,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,676	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,148	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	135	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,895	867.0	6,839,028	15,434,775	5,066,511	4	55½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	15,250,299	2,914,287	—	6,563,250	7,762,840	1,167	16,264,896	130.0	1,092,279	1,432,280	984,668	8	133½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	381,312	—	1,852,746	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	64
30 Sep. '66	297.8	268.1	432.8	—	276	292	9,309	New York Central	27,512,534	5,621,577	9,985,892	26,550,000	12,566,894	816,150	44,119,901	692.2	6,667,261	14,296,788	3,291,112	6	99½
30 Sep '66	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,911	1,479,957	1,047,106	6,589,050	6,098,015	—	12,685,995	164.0	1,592,080	3,609,726	422,348	—	97
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,194,900	—	4,081,624	122.0	399,920	707,521	44,819	—	67
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	62	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	973,810	36.7	87,502	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water't'n & Ogdensb'g	3,090,542	368,304	—	1,991,300	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	365,000	"	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,035	386,921	93,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,000	—	—	926,319	37.5	53,548	135,486	75,510	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,550	85,000	600	184,250	10.3	20,395	50,108	23,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,563	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	389,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	975,500	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	16.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,216	791,055	102,391	3,114,954	171.0	325,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,962,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	$922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	655,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	484	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	987,820	2 386,132	663,205	10	105
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	78
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	118
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	*	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	—	951,357	339,924	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,672,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	110½
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,068	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,346,042	20,549,420	192.8	.....	—	828,982	119,032	—	.....
31 Jun. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1 218,972	109,813	4,972,748	205.9	246,671	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	19	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,520	2,228,824	125.0	241,240	382,807	166,132	—	.....
31 Dec '64	242.4	—	—	—	48	18	859	Toledo & Wabash	9,080 918	*	—	3,437,060	6 663,308	—	10,243,915	250.0	1,244,368	2,050,292	945,492	3½	41

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. roads leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	366,277	125,89[illegible]	—	16
31 Dec. '65	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,706,588	48,660,780	4 00	2,647,709	5,511,[illegible]	2,125,[illegible]	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,654,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240.18	370,223	149,887	—	—
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180.08	4	140,729	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	294.5	1,467,36[illegible]	1,753,320	35,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.			502,872	580,973	loss.	5	50
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,338	454,480	138,985	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	(oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,878	58,529	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,518	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,755,613	40,714	—	1,335,000	2,276,726	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	94.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,050	3,049,560	1,851,630	10	60½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	30
31 Oct. '65	150.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	"	"	"	"	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,580	6,529,199	69.8	318,861	875,064	412,353	—	29½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,641,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,386	17,459,[illegible]	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., German'n & Norrist'n	1,159,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	686,739	856,879	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	5,069,450	13,009,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	30½
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,873	6,900,663	—	30,008,075	371.8	3,688,309	11,142,549	4,812,273	10	91½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,356,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,458	345,891	10	126
31 Oct. '65	96.0	—	83.0	—	52	85	988	Phila., Wilmington and Balt.	8,562,122	744,425	1,562,695	8,973,300	516,000	452,886	10,669,742	197.0	981,466	3,884,609	1,046,804	10	54
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361,684	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,365	130,361	—	—
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	25,183,381	*	3,362,312	9,312,442	12,573,000	1,597,020	26,545,695	483.3	4,623,078	8,489,062	3,283,547	10	94½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased to Northu	Cen	144,000	316,498	176,000	4	46
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,936	982,300	130,840	1,777,176	50.4	158,578	347,240	200,998	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	457,800	326,000	28,292	790,092	30.0	112,409	305,328	128,826	4	48
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	—	62.0	340,000	625,641	169,823	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	15	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,659	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,459,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	541,130	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,820,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	—	415,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	605,214	514,600	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,267	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,053	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	287,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,980	1,462,314	11,053,891	291.0	405,051	1,274,997	624,142	—	—
1859	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,297	141,144	—	670,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.0	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	288,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	85,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	25,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	—	—	169.0	—	754.115	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	840,000	204,544	—	45.8	57,960	127,955	87,245	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	415,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, *(all aided by State).*													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,566	—	50.0	31,200	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,598	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,863	*	190,797	1,837,500	605,700	136,005	3,981,460	105.0	172,500	480,577	175,995	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	566,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,591	423,027	112,168	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,685	—	1,097,000	—	—	1,208,583	62.5	156,761	185,474	67,785	—	—
31 May '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	6,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,34[illegible]	1,477,782	334,326	—	2[illegible]
31 May '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '66	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	—	—	23.6	—	90,275	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,985,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Boat.	85,362	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	778,500	118,789	—	113.7	703,034	150,302	43,982	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,532	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,220	—	—	103.5	346,427	248,004	loss	—	16½
30 Sep. '60	88.5	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	107.7	270,946	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,259	133.4	—	410,196	201,544	—	—
30 Sep. '59	59.2	21.5	—	—	14	17	131	Petersburg and Roanoke	1,227,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	215,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000,000	1,65[illegible],500	775,142	8,711,091	191.7	—	185,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,845	145,385	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	825,700	204,308	28,853	—	43.5	1,058,054	163,752	79,586	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	25	Richmond and York River	704,840	20,564	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	—	—	—	Seaboard and Roanoke	1,469,246	*	1,300	844,200	472,811	52,926	1,639,648	80.0	—	240,446	124,055	7	—
30 Sep. '66	178.2	—	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,393,679	1,799,822	804,785	6,[illegible]43,808	195.0	—	487,449	120,130	—	—
30 Jun. '66	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	858,476	2,400	3,452,813	3,285,000	571,968	10,283,271	214.9	480,193	740,889	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	—	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 55	—	36
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,527	7,110,000	402.00	951,880	8,755,527	285.9	915,288	1,985,511	647,851	—	66
10 May '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,916	*	—	2,705,720	1,417,000	1,085,[illegible]25	5,692,471	142.8	466,045	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	16
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,389	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	65
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	[illegible],10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,164,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,610	1½	—
31 Dec. '64	94.5	1.6	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,13[illegible]	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,668,706	—	—	—	108.0	—	148,239	55,777	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60[illegible]	—	132 [illegible]55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	168,416	139,107	37,184	—	—
								NEW GRANADA.													
1 Dec 62	8,[illegible]		—	—	11	25	120	Pan ma	9,000,000	0	988	4,000,000	75,000	—	10,968,725	49.7	—	[illegible] 037,438	1,328,924	20	98

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	56½
Chicago & Alton (preferred)	2,425,400	7	7	110
Chicago & Northwestern (pref.)	12,994,720	7	7	63
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	78½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,987 351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	—	44
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	3	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	28
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	92
" " " (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	—	54½
New Haven & Northampton (guar.)	1,010,400	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382.700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908,422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1885	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,270	6	"	1884	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J	1882	80
Improvement	1,601,670	6	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,589	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,695	—	----
Delaware Division	100	1,625,350	—	58½
Delaware and Hudson	100	10,000,000	10	115½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	55
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	121
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22
" " (preferred)	50	2,888,988	—	32
Susquehanna and Tide Water	50	2,048,260	—	13½
Union	----	----	—	2
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 46 —	@ 48 —
Pig, American, No. 1		— —	@ 47 —
Bar, Refined, English		91 —	@100 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		Store Prices.	
Bar, Swedes, assorted sizes		162 50	@ — —
Bar, English & American, Refined		112 50	@117 50
Bar, English & American, common		132 50	@137 50
Scroll, English		142 50	@170 —
Ovals and Half-round		137 50	@147 50
Band, English		142 50	@ — —
Horse Shoe		137 50	@142 50
Rods, English		117 50	@172 50
Hoop, English		147 50	@210 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	— 19	@ — 21
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English	(gold) per ton	55 —	@ — —
Rails, American		85 —	@ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18	@ — 22½
English Spring	(1st & 2d qlty.)	— 10½	@ — 12
English Blister	(1st & 2d qlty.)	— 11	@ — 19
English Machinery		— 13	@ — 14
German		— 13½	@ — 14½
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 19	@ — —
American, Cast, Rolled		— 12	@ — 15
American Spring		— 15	@ — —
American Machinery		— 13	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— —	@ — 40
Sheathing, Yellow		— 23	@ — 30
Pig, Chile		— —	@ — —
Bolts		— —	@ — 40
Braziers'		— —	@ — 40
American Ingot	(cash)	— 26½	@ — 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 87½	@ 7 —
German Refined		6 87½	@ 7 —
English		6 87½	@ 7 12½
Bar	per lb.	— —	@ 10 —
Pipe and Sheet		— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	— —	@ — 24
Straits	(gold)	— 22½	@ — 22½
English	(gold)	— 21½	@ — 21½
	Gold.	Currency.	
Plates, I.C. Charcoal, p. box	9 — @ 9 25	12 50 @ 12	—
Plates, I. C. Coke	6 50 @ 8 75	10 50 @ 12	—
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 10	—
Plates, Charcoal Terne	9 — @ 9 25	12 25 @ 12	75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash) per 100 lb.	6 50	@ 6 75
Clinch	(cash)	8 —	@ 8 50
Copper		— —	@ 48
Ausable Horse, Norway Iron, Forged		28 —	@ 30
Zinc Nails	(6 mos.)	— —	@ 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 19	@ — —
Refined, free L. S. to White		— —	@ — 45
Refi'd, in bond, prime L. S. to White		— 28	@ — 28½
Refi'd, in bond, Standard White		— 31	@ — 32
Naptha, Refined (60@63 gravity)		— 24	@ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	Th 24	F. 25	Sat. 26.	M 28.	Tu. 29.	W. 30
Atlantic M. S. S. Co.	104	98	99	100	94	97
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45	43	45	45	43	44
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	107	106½	107½	107	109	108½
" " pref.	----	108	----	----	110	----
" " 1 M.	99	99	98	----	----	98
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	130	130	130	----	----	----
" " " 8 p.c.	----	----	----	----	110½	----
Chic. & Northwest'n	39	35	36½	36½	33½	36
" " pref.	73	61	64½	64½	59½	63
" " 1st M. '87½	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	80	----	----	----	----	81
Chicago & Rock Isl.	97	95½	96½	96	93½	95
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	83	80½	82½	82½	77	78
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118	118	119	119	117	119
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	40	23	38½	38	----	36
Del. & Hudson Canal	140	----	----	----	143	145
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	63½	58	59	58½	54	56½
" pref.	70	71	----	----	70	70
" 1 M. 7 p.c. '67	----	----	----	101	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	100½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	121	121	122	125	120	123½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114	112½	112½	114	113	114½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	28	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	12	10	10½	10½	----	10
Michigan Central	103	103½	104	106	105½	106½
" S. F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	71½	70½	72	72½	69	71½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	96	----	----	96½	96
" " 2 M.	----	----	----	----	92	----
Mil. and P. du Chien	----	90	90	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minn. and St. Paul	----	37	----	38½	35	35½
" " pref.	56	52	54	55½	53	54½
" " 1st mort.	----	----	----	----	88	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	90	90	----	93	92	92
" ass. to H. & St. J. R.	79	----	----	----	77	----
" " Pacific	91	90	----	----	----	----
New York Central	100	99½	101½	101½	98	99½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	93	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	101	----	----	----	101½
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	51½	----
" new	50½	----	----	52½	50½	52
Ohio & Miss. cer.	25½	24½	24½	24½	23½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	159	154	158	160	152	157½
Panama	----	----	----	----	260	----
Phila. and Reading	101½	101	102½	102½	101½	103½
Pitts. Ft. W. & Chicago	95½	95	95½	96	95	95½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	91	91	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	38½	37	39½	38½	37	37½
St. Lc., Alton & T. H.	----	36½	34	34	31½	33
" " pref.	66	----	----	60	62	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	95	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	62½	61½	----	63½	62½	64
" new	62½	61	62½	63½	62	63
Tol. Wab. & Western	40½	39	41	41	38½	41
" Pref.	----	----	----	----	----	----
" 1M. ex.	75	----	----	----	92	----
" 2M.	76	----	----	----	----	75½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	Th 24	F.25	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99⅜	99½	----	99¼	----	99⅜
U. S. 5s, 10-40s, reg.	99⅜	----	99⅜	----	----	----
U. S. 6s, 1881, reg.	----	----	107½	107½	107½	107½
U. S. 6s, 1881, coup.	107⅜	----	107⅜	107⅜	107⅜	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	107⅛	----	----	107¼	107⅜	----
U. S. 6s, 5-20s, c. 1864	105⅞	105⅞	----	105⅞	----	----
U. S. 6s, 5-20s, c. 1865	105⅛	----	105⅛	----	105⅜	----
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, 1st series.	104⅛	104	----	104	----	----
" " 2d series.	104⅛	104	104⅛	104⅛	104⅛	104⅜
" " 3d series.	104⅛	104	104⅛	104⅜	104⅛	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	W.23	Th.24	F.25.	Sat.26.	M.28.	Tu.29
Cattawissa	----	----	----	----	----	----
" preferred	----	29½	29½	29	29	28½
Camden & Amboy	126½	126⅞	126	126	----	126
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	90	----
" mort. 6s,'89	95	95	95	----	95	95
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	56½	----	----	56	56½
Elmira & W'mport	----	----	----	30	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	97½
Lehigh Navigation	54⅝	54⅝	54⅝	55	----	55
" " 6s,'84	----	91½	91½	----	----	91
Lehigh Valley R. R.	----	61½	61½	61½	60½	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	32	----	30	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56¼	----	56¼	56½	----	56½
Morris Canal	----	----	----	----	----	----
" " pref.	121	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	47½	----	47	----	----	----
Pennsylvania R. R.	56¾	56⅛	56	56	56⅝	56⅞
" 1st m.	----	----	99¼	----	99¼	99¼
" 2d m.	----	----	----	----	97	----
Penn. State, 5s	94⅛	----	----	94⅛	----	96⅛
" " 5s, coupon	----	96⅛	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	96⅛	96⅛	96⅛	95⅞	----
" " new	100⅛	100⅛	100⅛	100⅛	100⅛	100
" " munic	100⅛	100⅛	----	----	----	100⅛
Philad., Germ. & Nor.	64	63	----	62½	62	----
Phila. & Reading	51⅛	51⅛	50⅛	51	51⅛	50⅞
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	95	----
Philadelphia & Erie	30⅜	30⅛	30½	30⅛	----	----
" " 6s	----	92	----	91¾	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	22⅛	----
" " pref.	----	----	32⅛	32⅛	32⅛	----
" " 6s '82	----	----	80	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	15⅛	----	----
" " 6s '78	----	----	62	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	21⅛	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	14⅜	14	----	14⅛	----
Chestnut & Wal. "	----	51⅛	51⅛	----	51⅛	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	31	----	31

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	W 23.	Th 24.	F.25.	Sat.26.	M 28.	Tu.29
Baltimore City 6s, 1875	98	97⅛	----	----	97⅛	----
" " 1886	----	----	----	----	----	97½
" " 1870	----	96	----	----	----	96
" " 1890	98	98⅛	98⅛	98⅛	----	98
Balt. and Ohio	----	116	115⅛	115⅛	115⅛	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	97⅛	97	----	----	----	----
" " " '80	----	97⅛	97⅛	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	47⅛	----	----	47½	----
" " b'ds, 1885	86	----	----	----	85½	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	Th. 24	F.25.	Sat 26.	M.28	Tu.29.	W30
Boston and Lowell	----	115½	----	----	115½	
Boston and Maine	131	131	----	----	131	
Boston and Providence	136½	136	----	----	----	
Boston and Worcest.	----	----	----	----	----	
Cheshire, pref.	56	56½	----	----	56½	
Concord	----	----	----	----	67	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	107⅞	107½	107½	107½	107½	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	116	116	----	116	115½	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	106	106	----	104	----	
Old Colony & Newport	98⅜	98	97	96⅞	96⅜	
Ph., Wil. & Baltimore	54½	54	54	----	55	54½
Port'd, Saco & Ports.	100	100	----	100	100	100
Vermont & Canada	99½	99½	----	----	----	100
Vermont & Mass.	56½	----	56⅞	----	----	----
Western	135	135	134⅞	----	134	134
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	93½	----	93⅝	----	93⅞
Metropolitan "	50⅞	----	50	----	----	51
Middlesex "	----	----	----	----	----	47
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	46	51	49	51	50	49
Franklin "	29	33¼	----	33	32½	32⅝
Huron "	----	29	----	29	29⅛	----
Isle Royale "	----	----	----	10	----	----
National "	----	----	----	----	----	----
Minnesota "	10⅛	----	----	11	11	11
Pewabic "	20⅜	21	20½	----	20⅛	21
Pittsburg "	----	----	----	----	----	45
Quincy "	32	32	32	----	32	----
Rockland	----	----	----	8	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of January.

United States 5-20 yrs., 1882, 6 per cent	72½@ 73
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. exc., 1st mort., 1880, 7 per cent	60 @ 65
Do. do., 2d mort., 1881	63 @ 68
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	60 @ 65
Do., consolidated mortgage bonds, 1890	40 @ 41
Erie shares, $100 (all paid), 8 p. c.	43 @ 43½
Do., convertible bonds, 6 p. c.	69 @ 71
Illinois Central 6 per cent, 1875	— @ —
Do. 7 per cent., 1875	70 @ 72
Do. $100 shares (all paid)	80 @ 81
Marietta and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c.	101 @ 103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	89 @ 91
Do $50 shares	35 @ 40
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78
Do., with option to be paid in Philadelphia	76 @ 78

American Railroad Journal.

Saturday, February 2, 1867.

Stock Exchange and Money Market.

The week has been an excited one in Wall street, but comparatively tame elsewhere. The bank managers, early in the week, were surprised by the sudden explosion of one or two notorious stock speculators, which resulted in the failure of a number of interested and theretofore respectable commission firms. One of the bankrupt concerns overdrew its account quite heavily at the National Bank of North America, the exposure of which fact added largely to the prevailing alarm and distrust. The President of the Bank, thus cheated, partly through his too confiding disposition, died very suddenly, of apoplexy. Most of the local banks, made unusually cautious by these events, resorted to the extreme remedy for their own improvident inflation, of summarily calling in temporary loans on miscellaneous stock collaterals. This action wholly unsettled railway and other share values, bringing all unprovided speculative holders into the market as involuntary sellers, forcing down prices with extraordinary rapidity, and crippling several brokerage houses. The consequence was a decidedly panicky business, on a close, and unusually exacting, money market. Even the best houses in the Stock Exchange line found much difficulty in negotiating for aid, and could get little, if any, assistance at less than seven per cent., with wide margins on miscellaneous collaterals. The panic culminated on Tuesday morning, when the lowest figures of the week, and of the past year, were touched by many of the speculative favorites of the Stock list, under the very rigid discrimination against the Stock brokers, at bank, and in private channels, in the negotiation of loans. Tuesday afternoon and Wednesday witnessed some relaxation in the call loan market. Stock houses, in respectable standing, met with more liberality on the part of lenders, and the price of temporary accommodation tended in favor of responsible borrowers. The ruling figure was 7, with exceptional transactions reported, at 6 per cent. Notwithstanding the monetary troubles of the Stock firms, the supply of money was on the increase. There was an influx of currency from the West, and a falling off in the demand from the South. The dealers in the national securities were freely accommodated, early in the week, at 6 and subsequently at 5, and even 4 per cent. On Wednesday, large balances were placed under their control at the minimum rate of 4 per cent., pending the restoration of confidence at the Stock boards. In the discount market, the reports were of moderate offerings of prime short date commercial paper, and the prevalence of a fair inquiry for such at 7@8 per cent per annum. Though the city banks, during the week, contracted their loans nearly three and a half million dollars ($3,357,420), they gained $648,800 in specie, and $187,173 in legal tender reserve, issuing at the same time an addition of $102,270 to their circulation, chiefly in the form of bills of the smaller denomination. They lost $3,248,039 of their deposits, because of the very urgent needs of their depositors, resulting from the suddenness with which the banks contracted their loans, on the first symptoms of the bursting of the speculative bubbles, which the banks themselves had done so much to foster. The specie reserve of the banks is now $16,014,007, against $13,106,759, same time last year. The city bank deposits are now $197,952,076, against $228,184,370 week ending Oct. 6, 1866, and $195,012,454 week ending Jan. 27, 1866. The legal tender reserve amounts to $63,142,559, against $70,319,146 same time last year. The circulation now stands at $32,957,198, against $20,965,883 same time last year. The loans are now $251,674,803, against $279,155,790 nine weeks ago, and $240,407,836 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $94,803,800 a day, against a daily average of only $86,673,338 the preceding week; and $108,522,010 the week ending with Jan. 12. The current week's exchanges average about $90,815,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $1,289,834; decrease of legal tender reserve, $84,728; decrease of deposits, $1,046,866, decrease of specie, $3,273; and increase of circulation, $3,088.

National Bank notes to the amount of $104,275 were issued last week, making the total issue to 1,663 banks thus far $300,907,896, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted

the currency returned, including worn out notes, amounting to $2,158,932, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,748,964. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,514,000; and for the public deposits, $38,761,450—making a total of $379,275,450. The Treasury Department, last week, redeemed and destroyed $268,000 of worn and mutilated fractional currency, and issued $435,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 26, were $12,364,322, including $2,399,315 from customs duties; payments, $8,601,270; balance at the close of the week, $108,586,411, against $104,823,360 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,143,663, and payments, $4,852,268; on Tuesday, receipts, $2,723,826; payments, $1,411,990. The balance at the close of business on Tuesday stood at $108,159,242, against $104,319,204 a week previous. The balance to the credit of the Government at the United States Sub-Treasury, Boston, on the 26th inst., was $11,136,717, including $8,956,313 in coin.

Government revenues are again on the increase, though the mails are still delayed by difficulties in the way of transportation, in consequence of the recent adverse weather, thus retarding the delivery of reports of receipts from all sources, at the Treasury Department. The excises, last week, yielded about $3,400,766, against $2,260,790 the preceding week; customs at the port of New York, $2,399,315, and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal about $7,720,000 in currency, against disbursements of $4,970,386 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $184,000,000. The officially reported customs revenue of the Government through all the ports of the Country, week ending Jan. 19, was $3,061,313, or only about $51,000 more than the estimate published by us a week in advance of the official report.

The gold speculation was remarkably uniform, during the better part of the week. The fluctuations were less than one per cent., and within the extremes of 134 and 135. The market was not disturbed by the troubles in the Stock line, or by any sensational reports. The speculative demand was very moderate, and the legitimate inquiry mainly for coin for custom house purposes. The export call was limited. On Tuesday evening, it was reported that the Senate Finance Committee had decided to report in favor of rejecting the Gold (Sale) Bill, and of leaving Secretary McCulloch free to act, under existing laws, in his efforts to advance the public credit, by the reduction of the floating obligations of the Government, and the funding of the maturing claims against the Treasury. The *short* interest in the Gold Room were frightened by this intelligence into the covering of the extensive contracts which they had put out against the market, in the anticipation that the Secretary would be compelled to make early public sales of coin, and thus forced to side with the *bear* operators, in their legitimate efforts to depress the price. Hence, on Wednesday, there was a sudden rise of nearly two per cent. from the opening rate, followed by almost as sudden a decline to 134¾. Part of the advance was ascribed to the influence of a vague report of an over-issue of National bonds, and of the advices of a warlike nature from Europe. The latest dealings on Wednesday were at 134⅞. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $123,388. The customs demand for Gold last week, averaged $399,934 a day; thus far, this week, it has been equal to $402,939 a day, or equal to a weekly aggregate of $2,417,634. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $31,615, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $70,421,505, against $76,141,630 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $26,559,258, against $13,591,146 same time last year, showing an increase this year, of $12,968,112. The exports of specie from this port, last week, were $676,169. The total outflow of specie from the port, thus far in the current fiscal year has been $19,313,481, against $14,593,047 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $418,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $32,854,463, against $28,781,667 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Dec. 19, reached $43,669,752, against $44,293,327 same time in 1865.

Foreign exchange has been further depressed by the increased offerings of bills, and the absence of a demand sufficient to absorb them. Some bills have been made against the shipments of U. S. 5-20 bonds to Europe, whence orders are again being received in considerable numbers, partly by telegraph. Bankers' 60 day bills on London closed on Wednesday at 108⅝@108⅛, and on Paris to 5.20@5.16¼; sight bills on London to 109⅜@109⅞; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been moderate since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,210,976, making the total value of exports since July 1, 1866, $95,514,944, against $124,283,142 same time in the preceding fiscal year.

Government securities have been in high favor all through the week, with investment buyers, and prices have been well supported, on a more than usually active counter trade, both in the gold bearing bonds and in the Seven-thirty-notes. The chief demand was for the Five-twenty bonds and the Seven-thirties. Some considerable foreign purchase of the Five-twenties of 1862 were made on Tuesday and Wednesday. The later telegraphic advices from Europe indicate a much more satisfactory market for American securities with a better inquiry at buoyant prices. The Five-twenties of 1862, like those of 1864 and the earlier issue of 1865, have now a quarter of a year's coin interest accrued on them, worth, with gold at 134½, nearly 2⅛ per cent., which would make the net cost to the purchaser of the bonds of 1862 about 105¼, and of the bonds of the 1865 first issue about 103½, prices which capitalists consider more than usually tempting, particularly in view of the prevailing distrust of other stock values. On Wednesday, a report of an over-issue of two three million of bonds was circulated, but it was not credited, and was not deemed of any importance. Hence it failed of the effect, which which it was doubtless wantonly intended to produce, the depression of the market for the public funds, which left off buoyantly. U. S. sixes of 1867 closed here on Wednesday at 128½; U. S. sixes of 1868, at 128; U. S. sixes of 1881, 107⅝@107⅞; U. S. Five-twenties of 1862 at 107¾@108; U. S. Five-twenties of 1865 at 105⅞@106⅛; U. S. Five-twenties of 1865, consolidated, 104⅛@104¼; U. S. Ten-forties at 99⅝@99⅞, and U. S. Seven-thirties at 104⅜@104⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	116⅞	May, 1865	111¾
July, 1864	116⅜	August, 1865	110¾
August, 1864	115⅞	September, 1865	110½
October, 1864	114⅞	October, 1865	110¼
December, 1864	113⅞		

The contest between the *bull* and *bear* interests at the Stock Boards, referred to in our last, terminated in a wholly unexpected, and unexpectedly decisive, victory for the operators against the market. The sudden contraction of bank loans on stock collaterals, the exaction of extreme margins on even substantial property, and the exclusion of the more purely speculative shares from favor at bank counters, led to some sweeping realizations on a rapidly declining market, the failure of several commission houses, and the awakening of a feeling of unaccountable anxiety and distrust in stock circles. The market rallied fitfully toward the close, on increased purchases for investment, largely by or for account of cash buyers, and symptoms of a revival of confidence began to manifest themselves.

Very little improvement can be noticed in general business. There has been rather more animation in the leading kinds of domestic produce, but in most instances, at a lower range of prices, the main exception having been cotton, which closed buoyantly on the basis of 34@35½ for middling grades, under rather more favorable foreign advices. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged 4,150 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 220,500 bales, against exports of 154,232 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 968,000 bales against 1,097,000 bales same time last year; exports, 437,000 bales, against 559,000 bales same time last year, estimated stock at latest dates, 550,000 bales, against 497,000 bales same time last year. In foreign merchandise, the business of the week has been extremely light, especially in the dry goods line, in which an increase of supplies, and much irregularity in values are reported. The total imports of foreign dry goods, last week, were $2,520,061, and the total amount marketed $2,432,252. The value of foreign merchandise imported last week, was $1,143,909—making the grand total specie value of last week's imports of dry goods and merchandise, $3,663,970,

and since July 1, 1866, $145,888,549, against $160,031,697 same time in the preceding fiscal year. The ocean freight market has been more active and very firm, with 510 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. @2s. per bbl.; grain at 6½@7½d. per bushel; cotton at ¼@5.16d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 16.	Jan. 23.	Jan. 30.
Consols	—91⅛	90½	90¾
U. S. 5-20's of 1862	—72⅞	72⅝	73½
U.S. 5-20's of 1865	—71⅞	71¾	72⅞
Erie	—45	43¾	44⅞
Ill. Central	—81¼	81	82½

The New York exports, exclusive of specie, for the week ending Jan. 29, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,449,470	$3,210,976
Prev. reported	13,955,536	10,697,573
Since January 1	$17,405,006	$13,908,549

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,588,313	$2,520,061
Gen. merchandise	2,041,310	1,143,909
Total for the week	$4,629,628	$3,663,970
Previously reported	13,317,871	$11,291,547
Since January 1	$17,947,499	$14,955,517

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$160,031,697	$145,888,549
Exports produce	124,283,142	95,514,944
Exports specie	14,623,160	19,276,481

The balance in the Sub-Treasury on Wednesday was $103,342,122 90.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100½; N. Y. State 7s, Bounty Loan, reg., 105½; do., coupon, 105; Chicago, Rock Island and Pacific 7s, 89¼; Great Western 2d mort., 69; Long Dock bonds, 98; Morris and Essex 1st mort., 95; New York and New Haven, 114; Indianapolis and Cincinnati, 85; N. J. Central, 125; Wilkesbarre Coal, 40; American Coal, 56½; Ashburton Coal, 65; Pennsylvania Coal, 145; South Am. Nav. and Marine R. R. Co., 117; Boston Water Power Co., 24; Mariposa pref., 21¼; Western Union Telegraph, 43⅞; do., Russian Extension, 96; Adams' Exp. Co., 66; Wells, Fargo & Co., 67; Bank of America, 101; Continental Bank, 102; Bank of Commerce, 112; 4th National Bank, 103; Central Bank, 108; Shoe and Leather Bank, 112; Metropolitan Bank, 123; Merchants' Ex. Bank, 108; Phœnix Bank, 100; Bank of North America, 100; Hanover Bank, 108½; Bank of New York, 106; American Flag, 1.10; Boscobel Silver, 2.15; Benton Gold, 1.00; Consol. Gregory, 10.50; Crozier, 0.13; Charter Oak Copper, 1.00; Corydon Gold, 7.15; Des Moines, 2.40; Gold Hill, 4.65; Gunnell, 1.05; Gunnell Union, 0.45; Gilpin, 3.50; Grass Valley, 1.30; Hope, 0.50; Hibbard Gold and Copper, 1.00; Holman, 0.17; Keystone Silver, 0.07; La Crosse Gold, 1.00; Liberty, 0.07; Montana, 0.55; New York, 1.50; Nye, 0.07; People's Gold and Silver, 2.00; Perry and People's, 0.08; Quartz Hill, 3.80; Rocky Mt., 1.25; Smith and Parmalee, 6.35; Tudor Lead, 2.95; Texas, 0.20; Walkill Lead, 0.90; Yellow Jacket, 0.55.

Philadelphia.—Tioga R. R. bonds, 95; West Chester 7s, 96; Belvidere Delaware bonds, 85½; Reading mort. 6s, 90⅜; Warren and Franklin 7s, 84; Phila., Wil. and Balt. R. R. 54; New Jersey 6s, 100; Allegheny County coupon 5s, 73¾; Germantown Passenger R. R., 26; Ridge Avenue R. R., 11; 13th and 15th streets, R. R., 19¾; Morris Canal Boat Loan, 93; Lehigh Valley scrip, 15; Susq. Canal scrip, 62; Big Mt. Coal, 4; St. Nicholas, 1.56; Buck Mt., 47; N. Y. and Middle Coal Fields, 4; Fulton Coal, 5; Bank of North America, 232; Philadelphia Bank, 152½; Mechanics' Bank, 33¼; Commercial Bank, 57; 1st National Bank, 140; Bank of Commonwealth, 58; 7th National Bank, 105; Farmers' and Mechanics' Bank, 136; Maple Shade Oil, 1¾; McClintock, ¾; McKean, 6¾; Caldwell, ⅜; Ocean, 2⅝. The latest quotations are: City 6s, 96¼@96⅜; do., free of tax, 100¼@100⅜; State 5s, 96½@97; do., coupon, 95¼@97½; do., 6s, W. L., 101⅛@—; Phila., Wil. and Balt., 54; Reading, 51⅝@51¾; do., 6s, 1870, 94@95½; do., bonds, 90@90¼; do., con., 103@—; Camden and Amboy, 126@126⅛; Penn. R. R., 56¼@56¾; do., 1st mort., 99@99¼; do., 2d mort., 97⅜@97½; Little Schuylkill R. R., 30⅝@30⅞; Morris Canal, 75@80; do., pref., 121@121½; do., bonds, 92@95; Wyoming Valley Canal, 52¼@53; do., 6s, 85@89; Susquehanna Canal, 13@14; do., 6s, 62@62½; Sch. Nav., 22¼@22⅞; do., pref., 32¼@32½; do., 6s, 1882, 79¾@80; Union Canal bonds, 20½@21½; Delaware Div. Canal, 55¾@56; do., bonds, 85@99; Elmira and Williamsport, 29@32; do., pref., 40@44; do., 7s, 1873, 97@98; do., 6s, 65@67; Lehigh Coal and Navigation, 54¾@55; do., bonds, 1884, 90½@90¾; North Pennsylvania, 36@38; do., 6s, 89¾@91; Philadelphia and Erie, 30@30⅛; do., 6s, 91½@92; Minehill, 56@56½; Catawissa, —@25; do., pref., 28⅜@28⅝; Lehigh Valley, 61@61⅛; do., bonds, 95@97; Fifth and Sixth streets, (horse,) —@45; Second and Third, 82½@85; West Philadelphia, 70@75; Spruce and Pine, 31@33; Green and Coates, —@33; Chestnut and Walnut, 51¼@51½; Thirteenth and Fifteenth, 197⅛@201⅛9; Girard College, 26@27; Tenth and Eleventh, 65@70; Union, 40@41; Hestonville, 14⅛@14¼.

Boston.—Rutland and Burlington 1st mort., 122; do., 2d mort., 57¾; Vermont Central, 1st mort., 7s, consol., 73; do., 2d mort., 40; Old Colony and Newport 6s, 1875, 96½; N. Y. and Boston Air Line 6s, 37¼; Boston and Lowell 6s, conv., 99¼; Eastern R. R. 6s, 1874, 96; Boston, Hartford and Erie, 9½; do., 7s, 40; Conn. and Pass. Rivers R. R., 78½; Worcester and Nashua, 111; Sandusky, Dayton and Cincinnati old, 10; Ogdensburg and Lake Champlain, 67; do., pref., 102¼; Montezuma Gold, 0.75; do., bonds, 0.50; Coryden Gold, 7.25; Bullion Consol., 2.05; Consol. Gregory, 8.50; Benton Gold, 1; Collins Coal, 5; Locust Dale Coal, 15; Short Mt. Coal, 13¼; Mammoth Vein Coal, 1.60; Harleigh Coal, 30; Roaring Brook Coal, 30; Belmont Coal, 1; Boston and Mahanoy Coal, 4.50; Lackawanna Coal, 5.25; New Phila. Coal, 6; Adams Exp. Co., 66½; Boston Water Power Co., 24¾; Cary Imp. Co., 9; Union S. S. Co., 55; Waverly Land Co., 2; Essex Land Co., 102; Botolph Oil, 0.30; Pepper Well Petroleum, 0.40; Tremont, 1.00; Beebe Farm, 2.50; St. Louis 6s, 1880, 86¼; Boston 5s, 1875@1883, 99¾; do., 6s, 1867, gold, 132½; do., 6s, 1876, currency, 102; Albany 6s, 1895, 95½; Bangor, 6s, 1874, 96; Bath 6s, 1870, 95¼; Fall River 5s, 1878, 86; Chicago 7s, River Imp., 99¾; Merchants' Bank, 120; State Bank, 111; Suffolk Bank, 116; New England Bank, 126½; Blackstone Bank, 125¾; Shoe and Leather Dealers' Bank, 132; Traders' Bank, 100¼; Tremont Bank, 118½; Howard Bank, 107½; Globe Bank, 120¾; Shawmut Bank, 119; North Bank, 116¼; Third National Bank, 112¼; Eagle Bank, 117¼; Revere Bank, 133¾; Hamilton Bank, 125¼; Columbian Bank, 115¾; Everett Bank, 100; Union Bank, 117; Atlas Bank, 115; Allouez Mining Co., 8; Bay State, 9; Canada, 60c.; Concord, 3; Dana, 1⅜; Humboldt, 1½; Hancock, 9⅛; Hecla, 50; Mesnard, 1⅜; Native, 60c.; Petherick, 2⅛; St. Clair, 1⅛; Superior, 33¾; South Side, 1⅜; Tremont, 25c.; Toltec, 1½.

Baltimore.—Virginia and Tennessee 8s, 80; N. W. Va., 1st mort., 94; Marietta and Cincinnati bonds, 86¾; Western Maryland bonds, endorsed, 93½; Virginia 6s, 32¼; Central Ohio R. R., 24; Maryland Anthracite Coal, 7; Bare Hill, 0.25; 3d National Bank, 101¾; Franklin Bank, 13; Bank of Baltimore, 101¾; Union Bank, 63; Farmers' and Merchants' Bank, 0.15; Mechanics' Bank, 15¾. The latest quotations are: Balt. and Ohio, 115@116; do., 6s, 1867, 98@100⅜; do., 1875, 97¼@97½; do., 1880, 97@97½; do., 1885, 98@99; Northern Central, 47½@47¾; do., bonds, 1885, 85@86¼; N. W. Va. 1st mort., 1873, 93½@93¼; do., 2d mort., 90½@96; do., 3d mort., 17@17; Marietta and Cincinnati 7s, 1891, 87@87¼; Central Ohio, 24@24; do., 1st mort., 89@90; Western Md. bonds, 65@70; do., guar., 93@94; Maryland 6s, coupon, 1870, 101½@102; do., Ins., 101@102; do., 1890, 101½@102; Baltimore 6s, 1870, 95¾@96; do., 1873, 95@98; do., 1875, 97¾@98; do., 1886, 97@97¼; do., 1890, 98⅛@98¼; do., coupon, 100@100; Park, do., 97¾@98; do., 1892, 96@97; do., 5s, 1858–'70, 83@83; City Passenger R. R., 17½@18¼; Canton Co., 33@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.90; Maryland Anthracite Coal, 7¼@8½; George's Creek, 100@101; Santa Clara, 3@4; Balt. Chrome, 0.50@0.40; Bare Hill, 0.25@0.40; Atlantic Coal, 0.60@0.95; Mineral Hill, 0.30@0.45; Baltimore Coal, 150@200.

Warren and Franklin Railroad.

This road is 52 miles in length, commencing at Irvineton, a point on the Philadelphia and Erie Railroad, 6 miles west of Warren, and running thence *via* Tidioute, Tionesta and Oleopolis, to Oil City; here a connection is made with the Atlantic and Great Western Branch to Meadville, and a road extending up Oil Creek and Cherry Run. The road was opened on the 4th of August, 1866, and up to the 31st of December, a little less than five months, 65,000 passengers passed over it. The time occupied from the commencement of the survey to the completion and opening of the road for business, was nine months. The road is controlled by a few parties connected with the railroad enterprises of the State. The Managers are: Edward F. Gay, President; Wm. G. Moorhead, C. B. Wright, Milton Courtright, Edw. Miller, C. P. B. Jeffries and R. D. Barclay. Superintendent, Isaac Blakslee.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Jan. 19th, 1867, were $108,918 00
Corresponding week of previous year.. 102,242 00

Increase..... $6,676 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Jan., 1867, were..... $67,211 00
Corresponding week of previous year.. 66,052 00

Increase..... $1,159 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Jan., 1867,... $17,418 00
Corresponding week previous year.... 20,386 00

Decrease..... $2,968 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1867, were..... $66,831 00
Corresponding week of 1866 ..... 54,289 00

Increase..... $12,542 00

The earnings of the Chicago and Northwestern Railway for the third week in Jan., 1867, were..... $149,212 83
Corresponding week of previous year,. 128,048 77

Increase..... $21,164 06

The earnings of the Western Union Railroad for the week ending Jan. 21, 1867 . .. $8,819 12
Corresponding week previous year.... 9,511 71

Increase..... $692 59

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1867, were.... $64,586 32
Corresponding week of previous year.. 56,509 18

Increase..... $8,077 14

The earnings of the Detroit and Milwaukee Railroad for the week ending Jan. 24th, 1867, were..... $19,264 00
Corresponding week of 1866..... 20,845 00

Decrease..... $1,584 00

Liability of Ferry Companies for Injuries to Passengers.

The case of Short *vs.* Knap, just decided by the Court of Common Pleas of this City, involves an important question as to the liability of ferry companies for negligence, and will be found of equal interest to the public and common carriers generally. The opinion (in which Judges Daly and Cardozo concurred) was delivered by

Brady, J.--The plaintiffs' horses with carriage attached were led by one of the plaintiffs, who was acting as driver of the team, on board of the defendant's ferry boat, at the foot of Twenty-third street and the East River. There was no light at the ferry gate or upon the boat. It was about 5.30 in the morning and very dark. The deck of the boat was slippery although the driver who led the horses as stated did not notice that fact when he so led them on board. There were some persons in the coach, one of whom called to the driver, who went to the door of the coach to see what he wanted. While talking to him the whistle of the boat blew and the horses started. The driver told them to stop, and they did so. They were not frightened. The whistle blew again, and the boat moving caused the horses to start again. The driver hurried to them, to stop them, and did all that he could do, but could not stop them because the deck was slippery. When they started they turned round and went overboard, and one of them was drowned. There was a chain at the end of the boat which sagged at the centre, and was not more than twelve inches high at that point, which was not sufficiently elevated to stop the horses, but did stop the carriage. The driver, at the time the horses started, was talking to his passengers, having one foot on the step of the carriage and one foot inside, and was apparently guilty of negligence in thus leaving his horses; but he testified that in consequence of the movement made by the horses and the slippery condition of the deck of the ferry boat it would have been impossible for him to have stopped the horses whether he had been at their head or on his box; a fact which others, accustomed to manage horses also testified to, and corroborated his evidence on that subject. Several witnesses also testified in reference to the chain, its arrangement, its sagging in the centre, and its insufficiency for the purpose for which it was intended. The evidence given in behalf of the defendant made a conflict upon the various elements of the plaintiffs' case, as to the elevation of the chain, the ability of a person to stop the horses if standing at their heads, the position of the driver when the horses started, and the condition of the deck. Under the circumstances disclosed the plaintiffs' right to recover depended upon the absence of any negligence on their part which contributed to the injury sustained. The jury were so instructed. If the driver had been upon his box or standing at the heads of his horses, there could be no doubt about the right of the plaintiffs to recover, inasmuch as the horses were shown to be gentle and reliable—obedient to command and not inclined to run away; and there was proof establishing the fact that the guards used by the defendant in his boat were not sufficient for the purpose intended—that there was no place to tie the horses, and no proof that any person was employed on board of the boat who was charged with the care or custody of these or any other horses. Assuming this conclusion to be correct in principle, it follows that if the driver, being on his box or at the heads of his horses, could not have arrested them, his absence from both the places designated was not, *per se*, evidence of negligence contributing to the injury suffered.

The facts and circumstances were considered and passed upon, and if the jury thought the plaintiffs guilty of negligence, they could not recover. For these reasons the justice did not err in refusing to dismiss the complaint. It does not follow because the plaintiffs may have been guilty of negligence that they cannot recover. The negligence must in some degree contribute to the injury, and unless it does it cannot effect the right to indemnity. Haley *vs.* Earles, 30 New York, Rep., 208. Although the liability of a common carrier of animals is not in all respects the same as that of a carrier of inanimate property, and although he is not an insurer against injuries arising from the nature and propensities of animals, yet if diligence and care can prevent them he is bound to the exercise of such diligence and care. Clarke *vs.* The Rochester and Syracuse Railroad Company, 14 N. Y., Rep., (4 Ker.) 570.

It is the duty of a ferry company "to have all suitable and requisite accommodations for the entering upon, the safe transportation while on board, and the departure from the boat of all horses and vehicles passing over such ferry." They are also required "to be provided with all proper and suitable guards and barriers in the boat for the security of the property thus carried, and to prevent damage from such casualties as it would naturally be exposed to though there was ordinary care on the part of the traveler." Per Dewey J., in White *vs.* The Winnisummet Co. 7, Cushing 157. Accepting this statement of the duties devolving upon ferry companies as a concise and ample exposition of them in reference to the subject under consideration, and more particularly since the case from which it is extracted was cited by the defendants' counsel, it is established by the verdict of the jury that the defendants' boat had not suitable guards and barriers to prevent damages from such casualties as the plaintiffs' property would naturally be exposed to. It is true that the plaintiff did not recover in the case just referred to, but it was for the reason that he had contributed to his injuries by his own negligence. The opposite finding on conflicting evidence sustains the judgment in this case, the jury having been instructed by the justice, not only in relation to the plaintiffs' negligence, but also that the defendants were not liable unless the damages sustained by the plaintiffs were occasioned by the defendants' negligence. Upon an examination of the case, in reference to the propriety of the verdict, we cannot say that it was not just. It appears clearly that the plaintiffs horses were frightened by the act of the defendant's servant who blew the whistle, and that defendant was therefore the original impelling cause of the accident. Whether the use of the whistle did not impose additional caution on behalf of the defendant is a question upon which we are not called upon to express an opinion, but if such use of it is necessary in conducting the business of the ferry or the navigation of its boats, it would seem from the events which this case has proven, to call upon the defendant to employ ampler means for the security of passengers and animals than those adopted. We cannot interfere with this judgment. The evidence admitted under the defendant's objection bore directly upon the question of negligence, and was pertinent and proper, and the jury were properly instructed upon the legal rules by which their deliberations were to be governed.

The judgment should be affirmed.

Nebraska Territory.

From the report of the Acting Governor of Nebraska to the Territorial Legislature, which convened on the 10th ult, we learn that the finances of the Territory are in excellent condition. From cash in treasury, taxes due and collectable, &c., the Territory has of undoubted assets, $147,281 66. Its indebtedness is $85,471 44, leaving an available surplus of $61,810 22. The taxable wealth of the property is valued at near eighteen millions of dollars, which, at a levy of four mills on the dollar, would produce enough to carry on the Government. The Governor complains of the issues of land scrip and certain reservations of lands for railroads. He thinks that laws should be passed, first, prohibiting any further issuing of warrants or land scrip, for any purpose whatever except for the usual endowments to new States or for internal improvements in the States and Territories where the lands are located. Second, forbidding the location of land warrants or agricultural college scrip on a greater amount than two sections in each township. And, third, withdrawing the Government lands from public sale, and reserving all, except those donated, exclusively for location under the Homestead and Preemption Laws. He says that Railroad reservations keep out of market for too great a length of time and detrimentally to the interests of actual settlers, large bodies of valuable land, thereby retarding the progress of the country. He believes that if the Union Pacific Railroad, the rapid construction of which has excited the wonder and admiration of the world, could now be induced to exchange the lands obtained under its grants for the bonds of the Government, at a fair price, the whole country would be benefited by the transaction; provided that every acre thus regained by the Government should be held exclusively for location under a homstead law, which should require every settler to cultivate at least twenty acres of timber on his homestead, the preservation of which for five years should be one of the essential conditions of obtaining the fee-simple of his land. During the past year the construction of the Union Pacific Railroad has progressed with unparalleled rapidity. A year ago the utmost limit it was supposed the track would reach on the 1st of January 1867, was Fort Kearny, 190 miles west of Omaha. That point was reached on the 1st of September, and now four regular trains run daily between Omaha and North Platte Station—a distance of 303¼ miles from the initial point; and the track is complete to the 305th mile-post. The

total number of miles of main track laid during the past year is 262 miles. A distance of about 240 miles of roadway was constructed the past season, including a Howe Truss bridge, 1,505 feet in length, across the Loupe Fork, and a pile bridge of 2,640 feet across the North Fork of the Platte. Three hundred and five miles of the main line have been accepted by the Government Commissioners, who have reported it as thoroughly constructed and equipped, with all necessary turnouts, buildings rolling stock, &c., of a first class road. Beyond the end of the track the railway is graded twenty-five miles, under contract for grading to Julesburg, and definitely located to the foot of the mountains.

Land Sales of Minnesota.

The St. Paul *Press* gives the following statement of land sales in Minnesota during the past year: For cash, 54,188 acres; military bounty land warrants, 68,998 acres; Agricultural College scrip, 226,304 acres; under Homestead law, 384,339 acres; total number of acres sold, 731,634. The returns under the homestead law indicate an accession to the population of the state of some 3,000 families. Since 1847, 10,216,713 acres have been sold in Minnesota by the government to private parties. This is about one fifth of the entire area of the state, about one-third of the area already surveyed. The railroad grants amount to 7,000,000 acres; the school lands to 3,000,000; 1,500,000 acres are absorbed in Indian reservations; military reservations cover about 138,020 acres; 500,000 acres have been granted for internal improvements; some 680,000 acres are yet to be entered with college scrip; there is a swamp land grant of "unknown dimensions." In all, more than 23,000,000 acres have passed out of the hands of the government, and the public domain in Minnesota, comprises, at the present time, 30,550,000 acres. The large entries with Agricultural College Scrip is regarded as an alarming feature of the exhibit. The land is bought by non-resident speculators. The *Press* says:

"The people of our Minnesota frontier, especially in the northern part of the state, where the evil is most severely felt, are unanimous in the demand that the Agricultural College law, which virtually consigns a million acres of our soil to solitude and desolation, shall be modified so as to prevent this diversion of the public domain from settlement. The northern portion of this state, especially east of the Mississippi, where the range of land speculation had full course from the enactment of the Homestead law, is now blasted, in all its length and breadth, with the curse of non-resident ownership, and cultivation and settlement are practically excluded from the larger part of the country east of the Mississippi, by the vicious system which threw vast tracts into the hands of speculators. Our people have learned, therefore, by sad experience, to look upon this college scrip as an unmixed local calamity."

Shamokin Coal Trade.

The Shamokin *Herald*, after noticing the continued dullness of the coal trade in the entire coal regions, and especially in the Shamokin Basin, says:

The Enterprise Railroad is being pushed rapidly, and is now completed within a mile and a half of Big Mountain. This will greatly increase and develope the business of our operations. Besides, it is confidently anticipated that the Northern Central Railway Company will, dusing the year form a junction with the Quakake Road at Mt. Carmel. This will not only send freight and passengers from New York to Lake Erie through Shamokin, but will give us a direct outlet to the New York markets for our coal. The competition thus raised between those roads and the Reading must certainly result to our advantage.

The statistics for the year 1866 show an increase of almost 100,000 tons over that of 1865. This has been accomplished in face of the great depression that has directly affected business for more than three months of the year. Had prices and demand remained as good as they were in the beginning of the year, our increase would have reached 150,000 tons. As it is the improvement is such as to prove the steady growth in the business, wealth, and resources of the place, and give us new hopes for the future.

Interest and Dividends.

The New York Central Railroad Company has declared a dividend of three per cent., free of government tax, payable February 20.

The Ogdensburg and Lake Champlain Railroad Company has declared a dividend of three per cent., payable February 1.

The Northern Central Railroad Company has declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable 26th February.

The Dubuque and Sioux City Railroad Company have declared a scrip dividend of seven per cent (less goevrnment tax) on the preferred stock, out of the earnings of the road for 1866, payable at the office of Messrs. M. K. Jesup & Co., No. 84 Broadway, on the 1st of March next.

St. Croix and Lake Superior R. R.

This company has issued a circular in London inviting subscriptions for £1,300,000 First Mortgage Sinking Fund Land Grant Bonds, bearing 7 per cent interest, for the completion of the road from Hudson on the border of Minnesota, through Wisconsin to Bayfield, on Lake Superior. It has a grant of 1,504,000 acres of land and is described as constituting the shortest land carriage between the navigable waters of the upper Mississippi and the Lakes. The London *Railway News*, from which the above is obtained says:

Any person who examines the map of the Northwestern States of America will perceive at once how valuable and important such a line is likely to become in connection with the rapidly-extending trade of the country through which the line runs. The enormous mineral deposits on the Canadian and American shores of Lake Superior were fully described in one of the letters of our Special Correspondent last autumn; and in the developement of this and other branches of industry the proposed railway will certainly find ample and remunerative employment. The Congress of the United States has acted with respect to this line in a manner similar to that which was adopted in the case of the Illinois Central, and has given a grant of land for every mile of road; only in the case of the St. Croix and Lake Superior line, the land grant equals ten square miles, while in the case of the Illinois line it was six square miles for every mile of road built. Our readers are fully aware of the result of the working of the system in the case of the Illinois line, and there is no reason to suppose that the well-timbered and excellent farming land in this case will be less valuable than the open prairie lands of Illinois. The Legislature of Wisconsin, desirous of still further aiding in the completion of the work, has released the lands now granted them from all State taxation for a period of ten years. The lands are covered to a great extent with the valuable white pine timber, and the portions cleared and cultivated already yield twenty bushels of wheat per acre. The bonds of the present issue will be received at par in payment for the land at the scale of prices fixed by the company. With the view of securing efficient control over the expenditure of the money to be raised by these bonds, three gentlemen, well known in commercial circles at New York, viz., Messrs. Swift, Tilden, and Green, have been appointed trustees for the bondholders, and all moneys received for these bonds will be paid to and expended by them, upon satisfactory vouchers for work done or materials furnished in the construction and equipment of the road. The bonds are of £200 sterling, and the price of issue is fixed at £125, principal and interest being payable at the City Bank in London. All the cash receipts from the sale of land are to be applied to form a sinking fund in liquidation of the principal and interest of the debt until a sufficient amount is absolutely in the hands of the trustees to provide for the entire mortgage debt. The board of trustees is in every respect entitled to confidence, and as an investment, yielding 11 per cent, the project deserves support in this country.

Tuscarawas Branch Railroad.

This road is 32 miles in length, commencing at Byard, a point on the Cleveland and Pittsburg Railroad, 69 miles from Cleveland, and running thence to New Philadelphia, in Tuscarawas Co. The question of the extension of this road is now being agitated, not only by "outsiders," but also by the stockholders. The Tuscarawas *Advocate* says: "The day is not distant when the company will find its interests materially advanced by the extension. The question to be considered is, after leaving New Philadelphia, the present terminus, where should the road connect with the Pittsburg, Columbus and Cincinnati road? Manifestly the interests of the Cleveland and Pittsburg Company demand that the connection should be made as far south as practicable. A very good route would be, to cross the Tuscarawas River at New Philadelphia, thence up the valley of Oldtown, and down Buckhorn Creek to New Comerstown. This route would open up the richest coal fields of Tuscarawas County. The cost of construction would be comparatively light, as there would be but one heavy grade on the route. It would make a line of road nearly sixty miles in length, and open up a business that would richly pay the company for the cost of construction."

Lawrence Railroad.

An election for directors of this company was held in Newcastle, Penna., on the 14th ult., and resulted in the choice of the following gentlemen: Wm. McCreery, Wm. Harbaugh, and Gen. G. W. Cass, of Pittsburg; Wm. Larvill and Kent Jarvis, of Wooster, O.; J. N. McCulloch, of Wellsville; C. B. Wick, Jr., of Youngstown. The work on this road, notwithstanding the extreme cold weather, has been pushed forward with energy, and it was expected that the last rail would be laid, the connection formed, and trains passing over the road by the 1st inst. It is stated that arrangements have been made to run two through express trains daily, each way, between Cleveland and Pittsburg. An excursion train from Pittsburg passed over the road from Newcastle to Youngstown on the 22d ult.

New Castle and Franklin Railroad.

The following gentlemen were elected officers and directors of the above road, on the 14th ult.: President, Robert W. Cunningham, of New Castle; Vice President, G. W. Clingan; Directors, James C. Shaw, of Neshannock Falls; Hon. William Stewart; A. G. Egbert, of Mercer County; General G. W. Cass, Samuel M. Kier, of Pittsburg; A. L. Crawford, David M. Courtney, of Lawrence County. The New Castle *Journal* says: The entire board consists of men who have sufficient capital to push the work through to completion; how-

ever, we are informed that one hundred thousand dollars of stock has been subscribed.

Finances of the State of New York.

The following abstract of the Report of the Comptroller, presented to the Legislature in January, exhibits the financial operations of the State for the past fiscal year, embracing its debt, revenues, receipts and expenditures, and the condition of the Trust Funds under its care and management. From this we learn that the aggregate debt of the State on the 30th of September, 1865 and 1866, was as follows:

	1865.	1866.
General Fund debt	$6,050,954 37	$5,642,622 22
Contingent	224,000 00	218,000 00
Canal	19,597,395 49	18,248,460 00
Bounty	23,989,000 00	27,644,000 00
Total	$49,861,349 86	$51,753,082 22

GENERAL FUND DEBT.

That portion of the State indebtedness known as the General Fund Debt, included the following items:

Astor stock, chap. 302, Laws of 1827, and 86 of Laws of 1832	$561,500 00
Deficiency loans, under chap. 216, Laws of 1848	4,880,848 82
Comptroller's bonds	71,578 55
Indian annuities	122,694 87
Not paying interest	6,000 09
	$5,642,622 22
On the 30th Sept., 1865, the debt was	6,050,954 37
Reduction during the year	$408,332 15

The reduction is made up of the Comptroller's bonds, issued for the purpose stated below:

5 per cent., issued for loans from the railroad sinking funds in 1844	$3,367 00
5½ per cent., issued in 1842, for a loan to the Treasury	11,000 00
Six per cent., issued in 1846, for loans from the railroad sinking funds	3,965 15
Six per cent., issued under chapter 225, Laws of 1849, to pay the claims of the canal fund upon the general fund, redeemable July 1, 1866	385,000 00
New York and Erie Railroad Co. State stock, redeemable in 1861 and 1862, 6 per cent.	5,000 00
	$408,332 15

The principal of the debt is payable as follows:

On demand	$35,578 53	1875	900,000 00
1868	942,961 05	1878	800,000 00
1870	700,000 00	At pleasure	2,258,082 64

Paying interest	$5,636,622 22
Not paying interest	6,000 00
Total debt	$5,642,622 22

GENERAL FUND DEBT SINKING FUND.

The receipts and disbursements on account of this fund for the year ending September 30, 1866, were as follows:

Balance in the Treasury September 30, 1865		$159,120 12
Received from the canal revenues		782,961 04
Transferred from general fund for interest		27,883 23
		$969,964 39
Redemption of State stock and Comptroller's bonds	$408,332 15	
Interest on general fund debt	337,145 05	
Indian annuities	7,360 14	
		752,837 34
Balance in the Treasury Sept, 30, '66		$217,127 05

BOUNTY DEBT.

The following statement gives a classification of the debt, according to the several forms of indebtedness by which it was represented at the close of the fiscal year:

Comptroller's revenue bonds not converted, issued under chapter 56, Laws of 1865	$3,358,500 00
Coupon bonds issued under chapter 325, Laws of 1865	2,559,000 00
Registered stock issued under chap. 209, Laws of 1866	21,726,500 00
Total	$27,644,000 00

The receipts and disbursements in money on account of the debt up to that date were as follows:

Paid—	
Advances to Paymaster-General	$4,484,000 00
Interest on bonds	2,029,018 52
Expenses	7,858 44
Total	$6,520,876 96
Received—	
Subscriptions to loan	$5,509,000 00
Advanced from general fund	1,011,876 96
Total	$6,520,876 96

BOUNTY DEBT SINKING FUND.

By the act, chapter 325, Laws of 1865, it was provided that the debt thereby authorized should not exceed the sum of $30,000,000, and that there should be imposed an annual tax sufficient to pay the interest and create a sinking fund adequate to pay the principal in 12 years from the date of the act. At that time the amount of the debt could not be anticipated with sufficient accuracy to allow of a correct estimate of the annual amount required; but at the last session of the Legislature, assuming that the debt would reach $28,000,000, a tax of 2⅛ mills was imposed and appropriated to that object, for the fiscal year commencing Oct. 1, 1866. On the valuations of 1865, this should produce $3,295,619 33. This sum was erroneously taken as the correct amount, on the supposition that the indebtedness was to be paid in 12 years from its issue, instead of 12 years from the passage of the act, which period will expire on the 17th of April, 1877. To pay the interest and provide for the principal of the debt at that time will require an annual contribution for the 10 years the debt has to run, counting from April, 1867, of $3,953,911 66, or over 2½ mills on the valuations of 1866. There will also be required the additional sum of $658,292 33, to make up for the deficiency of the appropriation of 1866, applicable to the payments to be made during the fiscal year ending Oct. 1, 1867. To realize these amounts it will therefore be necessary to impose a tax of 3 mills for the next fiscal year, for the objects here specified. It is proper to add in this connection that the calculation has been made on the assumption that the sinking fund moneys can be invested so as to yield 6 per cent. semi annually.

CONTINGENT FUND.

The contingent liabilities of the State, which on the 1st of February, 1842, amounted to $5,235,700, had been reduced on the 30th of Sept., 1866, to $218,000—showing a decrease of $5,017,700; of this amount, $3,665,700 had been assumed by the State as a portion of the General Fund Debt, in cases of insolvency, and the remainder, $1,352,000 had been paid by corporations.

CANAL DEBT.

The receipts on account of the canals during the year ending September 30, 1866, were:

From tolls		$1,248,931 17
" rent of surplus water		4,293 75
" interest on current revenues		38,249 73
" miscellaneous sources		18,271 47
Total		$1,309,746 12
Payments:		
To Commissioners for repairs	$255,265 20	
Contractors for do	685,446 80	
Superintendents for do	292,811 89	
Collectors for salaries, office expenses, etc	74,584 30	
Weighmasters	11,306 35	
Salaries chargeable to annual revenue, refunding tolls, printing, etc	53,121 98	
Overdraft on account of Champlain Canal locks, per act chap. 543, Laws of 1866	62,453 21	
		1,434,989 73
"Surplus revenues"		$2,874,756 39

—which have been transferred to the sinking fund under article 7, sections 1, 2 and 3 of the constitution.

By comparing the receipts with those of the preceding year, which were $3,577,465 45, it will be seen that there is a gain to the extent of $732,280 67.

The following is a statement of the Canal Debt, 30th Sept., 1866, showing each description of stock, the amount redeemable in each year, and the annual interest on the same:

When due.	7 per cent.	6 per cent.	5 per cent.	Total.
1837		$160		$160
1860			$10,000	10,000
1864	$2,000			2,000
1865		8,300		8,300
1866		43,300	18,400	61,400
Pays no interest	$2,000	$51,460	$28,400	$81,860
1868			$89,600	$89,600
1871			67,000	67,000
1872		$3,050,000		$3,050,000
1873		6,000,000		6,000,000
1874		2,250,000	4,500,000	6,750,000
1875		500,000		500,000
1877		900,000		900,000
Debt paying interest		$12,700,000	$5,466,600	$18,166,600
Debt not paying int'st	$2,000	51,460	28,400	81,860
Total debt	$2,000	$12,751,460	$5,495,000	$18,248,460
Annual interest	$140	$762,000	$273,330	$1,035,330

The following is a recapitulation of the foregoing statement of the Canal Debt paying interest on the 30th September, 1866:

Under article 7, section 1, of the Constitution	$4,899,600 00
Under article 7, section 3	11,567,000 00
Under article 7, section 12	1,700,000 00
	$18,166,600 00

The interest on the debt is about 5.7 per cent.

REVENUES.

Deficiency of the general fund revenue on the 30th September, 1865		$1,179,394 06
Amount of warrants drawn on the Treasury during the year ending September 30, 1866		8,854,290 59
Amount transferred to the following funds for interest on money in the Treasury, during the year, belonging to said funds, viz:		
School fund	$42,751 57	
Literature fund	5,128 02	
U. S. Deposit fund	3,804 62	
Long Island R. R. Co. sinking fund	241 48	
General fund debt sinking fund	27,888 23	
		79,808 92
Amount of warrants remaining unpaid on the 30th September, 1865		559 87
		$10,114,053 44
Amount of receipts into the Treasury during the year ending 30th September, 1866		$7,489,042 09
Transferred from the school fund for bonds for lands		597 52
Amount of warrants remaining unpaid on the 30th September, 1866		776 14
		$7,490,415 76
Deficiency of the revenue on the 30th September, 1866		$2,623,637 68

The revenues of the general fund are derived mainly from direct taxes, from duties on salt and auction, and from the sums set apart by the Constitution to be paid from the income of the canals. The total amount received from these sources for the fiscal year ending September 30, 1866, was $6,015,007 14, divided as follows:

Salt duties	$70,411 66
Auction duties	269,720 23
Taxes	5,674,875 25
	$6,015,007 14

The revenues of the canals being appropriated to certain specified objects which are entitled to priority of payment, the general fund can receive nothing from this source, until these prior claims are satisfied. For this reason the annual contribution of $200,000, under article seven, section three of the Constitution, was not paid for the last fiscal year, but the sum of $782,964 04 was paid into the General Fund Debt Sinking Fund, being deferred payments to the 30th of September, 1864, with interest to the 30th of September 1865, under article seven, section two.

The Superintendent of the Onondaga Salt Springs reports that the quantity of salt manufactured during the past fiscal year was 7,092,230 bushels. The revenue accruing therefrom was $71,003 30, and the expenditures $45,657 16, leaving the surplus revenues $25,346 14. The estimates for the next year amount to $50,000.

TAXATION.

The following estimate of the taxes required for the fiscal year, commencing October 1, 1867, is submitted with the remark that it includes only the rates necessary for objects recognized by existing laws. Should extraordinary appropriations be made, the tax for the General Fund will have to be proportionally increased:

For General Fund	1¾ mills.
For schools	¾ "
For canals	¼ "
Bounty loan	⅛ "
	3 "

RECEIPTS AND EXPENDITURES.

The receipts into the Treasury during the fiscal year ending on the 30th September, 1866, on account of all the funds except the Canal Fund, were $12,576,144 60. The payments on account of these various funds, during the fiscal year, were $13,651,102 36. Treasury overdrawn Sept. 30, 1866, $1,074,957 76. In the report from this office, submitted to the Legislature in January, 1866, the receipts on account of the General Fund Revenue, for the then current fiscal year, were estimated at $10,130,064 85. The expenses for the same year, including deficiency, $9,690,078 64. Estimated surplus Sept. 30, 1866, $439,986 21. The actual receipts, from all sources, were $7,490,415 76. The actual payments, including deficiency from the previous year, were $10,114,053 44. Actual deficiency Sept. 30, 1866, $2,623,637 68. The receipts on account of the General Fund revenue for the present fiscal year, ending Sept. 30, 1867, are estimated at the sum of $10,821,552 75. Estimated payments for the same year, including deficiency, $10,877,646 55. Estimated deficiency Sept. 30, 1867, $56,093 80.

STATE OF THE TREASURY.

Amount of warrants drawn on the Treasury on account of the several funds, during the year ending 30th September, 1866		$13,650,542 49
Amount of warrants remaining unpaid on the 30th Sept., 1865		559 87
		$13,651,102 36
Balance in the Treasury on the 30th September, 1865	$90,569 78	
Amount received into the Treasury on account of the several funds, during the year ending 30th September, 1866	12,484,798 68	
Amount of warrants remaining unpaid on the 30th Sept., 1866	776 14	
		12,576,144 60
Amount overdrawn on the 30th September, 1866		$1,074,957 76

STATEMENT OF BALANCES DUE FROM AND TO THE TREASURY ON THE 30TH SEPT., 1866, viz:

From the General Fund revenue		$2,623,637 68
From the U. S. deposit fund revenue		25,438 56
		$2,649,076 24
To the school fund, viz:		
Capital	$1,011,555 09	
Revenue	89,144 98	
		$1,100,700 07
To the literature fund, viz:		
Capital	$211,774 18	
Revenue	13,919 55	
		225,693 73
To the U. S. Deposit fund, viz:		
Capital		7,392 48
To the Mariner's fund, viz:		
Capital	$164 81	
Under protest	1,169 76	
		1,334 57
To the college land scrip fund, viz:		
Capital	$440 00	
Revenue	11,857 55	
		11,797 55
To the Long Island R. R. Co. sinking fund		8,304 32
To the soldiers' allotment fund		54 96
To the General Fund debt sinking fund		217,127 05
To the military record fund		1,713 75
		$1,574,118 48
To the Treasurer for amount overdrawn		1,074,957 76
		$2,649,076 24

It will be noticed from the foregoing statements, that the payments from the Treasury for all purposes, for the fiscal year ending Sept. 30, 1866 exceeded the receipts $1,074,957 76, and that there was a deficiency on that date in the revenues of the general fund of $2,623,637 68. This was caused by the delay in the payment of the taxes due from the City of New York, amounting to $2,435,903 09, or more than a third of the whole State taxes. Had they been paid before the close of the fiscal year, the Treasury, instead of being overdrawn, would have had a balance in its favor of $1,360,945 33, and the deficiency in the general fund revenues would have been reduced to $187,734 59. The deficiency just stated of $2,623,637 68, was made up of the sum for which the treasury was overdrawn, $1,074,957 76, and the item given in the statement of balances, due from the Treasury to the several funds mentioned, being $1,574,118 48, less $25,438 56, the deficiency in the United States Deposit Fund revenue. In another form of statement, the general fund was indebted to the depositing banks $1,074,957 76, and to the school, literature and other funds, $1,548,679 92, which sums make up the amount of the deficiency $2,623,637 68 as previously stated.

The subjoined statement gives the capitals of the several trust funds, together with the receipts and payments for the past fiscal year:

	Capital 30th Sept., 1865.	Receipts during the year including balances Oct. 1, 1865	Payments during the year.	Balances 30th Sept. 1866.
School fund	$2,799,630 04	$117,287 56	$223,142 58	$93144 98
Literature fund	270,452 12	57,152 73	43,233 18	13,919 55
U. S. Deposit fund	4,014,520 71	248,663 54	274,107 10	*25,438 56
College land scrip fund	144,440 00	11,357 55	.....	11,357 55
Tonawanda Railroad Company sinking fund	.....	.....	.....	.....
Long Island Railroad Company sinking fund	.....	6,000 00	6,000 00	.....
Mariners' fund	8,592 14	+258 75	.....	.....
Soldiers' allotment fund	11,351 57	.....	.....	.....
Metropolitan Police fund	.....	54 96	54 96	.....
Military record fund	.....	2,705,924 98	2,705,924 98	.....
Metropolitan Fire Department fund	.....	1,715 75	.....	1,715 75
Metropolitan Board of Health fund	.....	509,000 00	509,000 00	.....
Indian annuities	122,904 87	60,847 06	60,847 06	.....
	.....	7,361 07	7,360 14	1 53

* Deficiency. † Transferred to the capital.

The receipts from the State Prisons were $304,156 96, and the payments $692,294 96, being an excess of expenditures over receipts of $388,138. From this sum should be deducted the value of stock on hand at the close of the fiscal year, which is not included in the receipts.

TO CIVIL ENGINEERS.

AN ENGINEER of practical experience, from England, would be happy to treat with any gentleman requiring his services, for the execution of all kinds of work appertaining to the above profession. Address A. Z., care of Messrs. BROWN, COOMBS & CO., 189 Broadway.

NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, Jan. 28, 1867.

TWENTY-SEVENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twenfieth day of February next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the ALBANY NATIONAL CITY BANK.

The Transfer Books will be closed at the close of business on Thursday the thirty-first day of January instant, and be re-opened on the morning of Saturday, the twenty-third day of February next.

4t5 E. D. WORCESTER, Treasurer.

NOTICE.—Contractors with capital can hear something to their advantage, by addressing the undersigned. *None* but those *with capital* and good references need apply.

TENCH F. TILGHMAN,
Eng. & Sup't Md. & Del. R. R.,
2t5 Greensborough, Maryland.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY, January 16, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

To Engineers and Boiler Owners.

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Treasurer.—WILLIAM R. GARRISON.
Secretary.—J. R. ESTELL.
Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G. Leisenring. 3m47

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Feb 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with GOLDEN AGE, Capt. Lapidge.

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THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

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PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 9, 1867.

Debt of Virginia.

We have received the following communication in reply to an article under the above heading published in our last issue:

BANKING HOUSE OF JOHNSTON BROTHERS & Co.
Baltimore, Md., Feb. 2, 1867.

Editors American Railroad Journal.

Gentlemen:—In your article recently published on the debt of Virginia, you make an arbitrary statement that "the State of West Virginia never benefitted by the debt created, except so far as the cost of a few bridges and turnpikes."

This statement is *not true;* the Legislature of West Virginia has declined to appoint Commissioners, or has, to be more exact, *failed* to appoint Commissioners to meet *those appointed* by Eastern Virginia, for the purpose of inquiring into what portion, if any, of the debt, should be justly assumed by West Virginia.

Eastern Virginia is willing to abide by the decision of the Commissioners, and in the event of their disagreement, to *submit the question to arbitration.*

There is now no impediment to the payment of the full interest on the Virginia debt, *if* West Virginia will be honest enough to meet the responsibility belonging to her under whatever decision the Commissioners or arbiters may make.

West Virginia was a partner of an insolvent house, and is bound by the debts of that house, most of which were incurred by the *express votes* of her own representatives in the Legislature—she cannot *shirk* this responsibility, and your efforts should tend rather to awaken her to a sense of honesty, than to censure the poor but honest people of East Virginia who are ready to pay *their own debts*, but *not* the share of West Virginia.

There is held in this city probably five millions of Virginia sixes, and we do not hesitate to say that nine-tenths of these stockholders are willing *cheerfully* to accept the proposition made by the second auditor.

Commending the enclose pamphlet to your attention we are respectfully your obedient servants,

JOHNSTON BROTHERS & Co.

We publish in this connection the pamphlet alluded to in the above communication. It is entitled "The State Debt, and how to Pay it," and is addressed—

To the General Assembly of the State of Virginia:

What scheme can be adopted to meet the just obligations of the State without impairing her good faith to her creditors, which at every cost should be preserved?

If the State pay all that she *justly owes*, it is all that can be asked by her creditors; and in view of her present poverty, if she decline to pay more, no complaint can be made against her; and in assuming such a position she neither proposes to *scale* or *repudiate* any portion of her honest debts.

The debt of the State as reported by the auditor of public accounts, exclusive of unpaid interest, in round numbers is *thirty-five millions* of dollars. Does the present State of Virginia owe this entire debt? It was created mainly for Internal Improvements, when the State embraced not only its present territory but also that of West Virginia. In the language of your able auditor "the debt of the State was contracted while West Virginia formed an integral part of it; and by the votes of her delegates in the General Assembly, West Virginia contributed not a little to its creation; and hence she stands this day as sacredly bound for its payment as if she had never dissolved her connection with this State. She can claim no juster exemption from its obligations than could an individual by retiring from an embarrassed copartnership claim thereby to be exempted from the payment of his portion of its liabilities."

Besides, West Virginia after having voted for the appropriations creating this debt, can with no propriety, say that as these improvements are not within her territory, therefore she should not pay her equitable proportion of the debt. With much more reason can the counties along our seaboard and rivers, and within whose limits there is not a foot of turnpike, plank road, railway or canal, and whose delegates opposed these appropriations, say that they should not be taxed to pay the State's debt.

By reference to the map of the State you will find, even omitting the appropriations for turnpikes and canals within the limits of West Virginia, that of the entire debt of the State $35,000,000, an aggregate of $25,000,000 has been expended in subscriptions and loans to railways and canals running westward, and whose termini were to be, either contiguous to or within the territory of present West Virginia, thereby in the future enuring as much to her benefit as to that of Virginia. Again, of the entire liability of the State of say $2,000,000, as the guarantor of internal improvements bonds, $1,500,000 of these bonds were for the railroads and canals above referred to. Therefore West Virginia cannot claim that she should not pay her proportion of the State's debt. For her to do so, would be as reasonable as if, in the case of two farmers living on adjoining plantations and needing a common road to mill, the one living more remote from the mill should demand of his neighbor next to the mill that he should build the road from the mill across his plantation at his exclusive expense, although designed to be used in common by the two. It therefore appears plain that West Virginia honestly owes a certain portion of the State debt, and the most equitable basis of settlement would seem to be the relative *area, population* and *property* of the two States, by the census of 1860.

Your auditor reports that "*one-third* of the whole population of the State in 1860, nearly *one-half* of its territory, and about 22 *per cent.* of the value of its real estate are now included in West Virginia." Assuming therefore that *one-third* of the debt is a proper proportion for that State to pay, and *two-thirds* for this State, this scheme appears feasible: Let this State issue a circular to its creditors, reciting the facts of her loss of territory during the war; of the obligation of West Virginia to assume her proportion of the debt; of her losses incident to the war—the one item of loss of her slave property amounting to $236,323,500, besides the losses in personal property, bank and other stocks, involving many millions; and her loss in productive white labor resulting from the death, disease and maiming of the flower of the State, during the war. And then, on the basis of these facts propose to them, that if they will surrender their bonds, she will issue new bonds

for *seventy per cent.* of the old, and commence in July next the payment of 6 per cent. interest, on same, giving to the creditor a certificate that he has thereby relinquished *thirty per cent.* of his debt, which he may hold as an evidence of claim against West Virginia, to be prosecuted by him or not as he may elect—but relinquishing all further claim against this State. We think that, in this proposition the State would assume the full measure of her separate obligation for the debt, and that therefore no stigma could be cast upon her plighted faith.

The next question is, would the creditor accept the proposition, on due consideration of his interests? We think he would—bearing in mind that the proposition is coupled with the promise of the State to pay 6 per cent. interest on these new bonds commencing July next.

Registered bonds of the State are now selling at 31 cents; that is to say a $100 bond will bring in the market $31. These bonds have steadily declined in value and probably will not improve until the payment of interest is resumed. By this scheme, the creditor would receive for his $100 bond, a new bond for $70. It is safe to say that under the resumption of interest, this new bond would, in the financial centres of this country and Europe, sell as high as Tennessee bonds. The debt of that State is now $30,000,000, and her bonds before the war sold below those of Virginia, and at its close were for months at about the same price as the Virginia bonds; but Tennessee having paid her interest in July, last, and again the 1st of Jan., her bonds have averaged 70 per cent. for the past six months; therefore concluding that these new Virginia bonds will command 70 per cent., the $70 bond would bring $49 instead of $31 the present market value of a $100 bond; and the difference of $18 or nearly 60 per cent. would be actual profit realized by the bond holder by the exchange. Would he therefore hesitate to accept the proposition, even if he should receive nothing from West Virginia? This however we assume would not be the result.

The thirty per cent. upon the whole debt, say:

Bonded debt	$35,000,000
Unpaid back interest	9,000,000
Total	$44,000,000

would involve a claim of $13,000,000 against West Virginia. The large bond holders would hold their claims, the smaller ones would sell out to them, and in a short time, the entire claim would be concentrated in the hands of a few, who with the aid of local and political influence and the ablest counsel before the Legislature of West Virginia, would probably secure the speediest and surest recognition of their claim founded both in law and equity; and through this direct, personal interest, much more would probably be accomplished than through the intervention of joint commissioners appointed by each State, to meet and confer at their leisure upon the questions at issue.

In case any bondholders should decline to accept this proposition, thereby insisting that this State shall settle the question with West Virginia, the State in good faith recognizing her obligations might appoint commissioners for this purpose, saying to these bondholders that as soon as these commissioners can agree upon this question, she will settle with them in full, but of course until that time *paying no interest* upon these unsettled claims. We anticipate however that the proposition of the State would be generally accepted both for its justice and manifest advantage to the bondholders; and this opinion is forfeited by the expressed views of bondholders within and without the State who are now largely interested in the debt of the State. We think there need be no apprehensions about the ability of the State to pay this year 6 per cent. interest upon this reduced debt. Those most conversant with the resources of the State affirm that a tax of 30 cents on the $100 will, with the present special taxes return to the treasury of the State more than sufficient to do this.

The Federal taxes for the past year averaged $16.04 per capitum, and $3.92 per $100 of the aggregate wealth, real and personal of the United States. Besides these apparently heavy taxes, the following cities paid the spcified *municipal* taxes:

Philadelphia	4.00 per $100	on real estate.
New York city	3.99 per "	real and personal.
Brooklyn	3.41 "	"
Rochester	5.62 "	"
Utica	5.61 "	"
Albany	3.76 "	"
Syracuse	3.72 "	"

In view of these figures, cannot this State while no private debts are being paid, pay 30 cents, or if necessary 60 cents on $100 of her property to meet her civil expenses and interest on her debt? The plan has been favorably entertained to pay three per cent interest upon the entire debt, increasing the rate regularly through a series of years until 6 per cent. interest shall have been paid upon the debt; whereas, the reduction of *thirty per cent.* leaves only 70 per cent. to be paid, which at 6 per cent. interest would be only 4 1-5 per cent. on the present debt, or an increase of only 1 1-5 per cent. on 3 per cent. interest on the present debt. This small difference of 1 1-5 per cent. can be easily paid by economy and retrenchment beside inspiring the tax payer with new energy and hope by the reduction of $13,000,000 of debt.

Another proposition has been suggested: It is, that as the registered bonds of the State embrace, say *two-thirds* of the entire debt, and the coupon bonds the remainder, say *one-third*, that this State should assume as her portion, to pay the *registered bonds*, and shall provide for their interest, making no provision for the *coupon bonds*, expecting that West Virginia shall assume them as her just proportion.

While we are satisfied that it is not so designed, we think that the success of this scheme would inevitably involve the honor and credit of the State, and result in but little practical benefit to the registered bonds. Disguise it as we may, the proposition is based upon the supposed fact that the registered debt is mainly *domestic*—held within the limits of the State; while the coupon bonds are mainly *foreign*—held beyond the limits of the State. As a principle both of morals and policy we should be as much bound by our obligations to the creditor abroad as to the creditor at home. Beside it would thereby be preferring *one form* of debt, to that of another, where all were of the same dignity, contracted at the same time, and for the same object; for when the State offered her bonds for sale, she gave the election to the purchaser to take either a coupon or registered bond, and each took that form of security which best suited his convenience or purpose. Therefore, to make such a distinction, the holder of the coupon bond would justly complain that his debt had been *practically repudiated*, while that of his more fortunate neighbor had been recognized. Again this discrimination would result in but little practical good to the registered bonds. The main proposed advantages to result from the payment of interest would be the advance in the market value of these bonds and the ability of the holders to hypothecate them as collaterals for the loan of monies; and the embarrassment of the great majority of these bondholders in this State is such, as to require them to sell either a portion of their bonds or to borrow money on them.

It is very evident that there is no capital within the State for either of the above purposes, and hence foreign markets must be mainly depended upon. Now suppose the holder of a registered bond should offer it for sale in Baltimore or New York upon the ground that it had just been recognized without qualification by the State, and that interest would be promptly and regularly paid on the same; the capitalist might reply that he then held an identical obligation of the State, only that it was in the form of a coupon instead of registered bond, which the State had refused to recognize, or pay interest upon, that he had been informed his only resource was upon West Virginia and that the cause of this distinction by the State in her just debts was, that the one was *domestic* and the other *foreign;* that the proposition was now to sell also the registered bond to him, and thereby make it also *foreign;* and he had no guarantee that as soon as any material proportion of the registered debt should become foreign, the State would not also repudiate that, as it had done already his coupon bond. It is therefore hardly probable there would be any appreciation in the value of these bonds, or any foreign demand for them. Hence the proposition, if carried, would not only tarnish the faith of the State, but defeat the purposes which it was designed to accomplish. The first proposition makes no distinction among the State's creditors, preserves her good name, and will practically secure what the other ineffectually aims at.

B.

Pacific Railroad Surveys.

There is a revival of active operations on the California connections with the Pacific Railroad. Fair progress is making with the grade of the direct road from Vallejo to Sacramento and Marysville, which is to connect San Francisco by the most direct route with the Central Pacific. The engineers of the Western Pacific which is to make the same connection with the Bay by way of San Jose and Stockton, have recently established a survey from Sacramento to the Mokelumne river. The line strikes the northern borders of San Joaquin county, on Dry Creek, nearly one mile below Liberty, and crossing that stream, it runs in a nearly direct line for the Mokelumne, crossing at the town of Woodbridge. The initial survey of the first thirty miles of the Southern Pacific Railroad from San Jose to Gilroy, has been completed.

Connecticut River Railroad.

The earnings and expenses of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
Earnings:		
From passengers	$264,805 54	$277,890 40
" freight	254,266 93	311,202 16
" mails	6,094 99	6,093 49
" express	5,550 00	10,650 00
" rents	2,391 50	3,428 00
" interest, etc.	.....	7,878 83
	$533,108 96	$617,142 88
Expenses, viz:		
Repairs of road	$105,892 63	$104,696 56
" bridges	3,945 34	1,778 51
" buildings	14,878 05	23,500 08
" tools, etc	1,984 22	5,032 67
" locomotives.	16,644 99	31,333 67
" cars	41,226 38	58,671 23
Running trains	75,290 78	90,754 17
Station expenses	32,915 19	43,330 46
General expenses	8,036 73	10,596 93
Stationery, etc	3,450 93	5,189 97
Gratuities and damages	1,932 83	3,586 28
Removing snow	1,740 41	761 56
Water works	3,574 11	5,022 11
Miscellaneous	5,045 30	7,072 03
	$316,757 89	$391,276 23
Net earnings	$216,351 07	$225,866 65
Surplus previous years.	148,881 52	171,980 13
	$365,232 59	$397,846 78
Against which are charged—		
Interest paid	$10,318 46	$15,975 73
Payment to sink'g fund	8,000 00	8,000 00
Government taxes	40,946 64	48,545 52
Cost of new locomotive	.....	14,100 00
Dividend January	66,993 68	66,644 00
" July	66,993 68	66,000 00
Balance surplus	171,980 13	181,581 53
	$365,232 59	$397,846 78

Compared with 1865, the gross earnings of 1866 show an increase of $84,033 92; with an increase in expenses of $74,518 34—making the increase in net earnings $9,515 58. The increase in gross earnings has been about 15 per cent., while the expenses have advanced 23 per cent. The present ratio of expenses to earnings is about 64 per cent. In 1865 it was 59.4 per cent.; in 1864, 56 per cent., and in 1863, 50 per cent. The report says:

The increase in expenses is perhaps more apparent than real, as large sums have been expended and charged to this account, for new buildings and additional equipments made necessary by the increase of our business.

The long talked of new passenger depot at Northampton was commenced in July, and the walls and roof are nearly completed. The estimated cost of this building is $15,000, of which about $4,000 has been paid and charged in the current expense account. After the completion of the new house the old one may be taken down, or removed and fitted up as an addition to the freight house. The purchase of land and the construction of an aqueduct to supply this station with water, has cost about $5,000, one-half of which has been charged to expense account.

One hundred feet has been added to the length of the freight house at Holyoke, at a cost of $4,725, thereby more than doubling its capacity.

At Willimansett Station it became necessary to erect a dwelling house costing $1,433, for the use of the agent.

The sum of $6,500 has also been charged to current expense account for additional buildings to accommodate our mechanical works at Springfield. Further expenditures for the same purpose will be required during the present year to meet the increasing demands of our rapidly growing business. Fortunately the company owns the necessary lands on which to enlarge the present or erect additional structures.

In addition to keeping up the locomotives and cars, already in use, by repairs and rebuilding, there has been turned out at the machine shops a fine large passenger engine, a first class "Ladies' Car," (costing $5,700,) ten house freight cars, ten platform cars, six gravel cars, and six hand cars; and the timber is provided for a further addition to our equipment of fifteen house cars and twenty-five platform cars.

The repairs of track and the necessary extension of side tracks at the stations have absorbed 22,947 cross ties and 479 tons of new iron, besides requiring the mending of 2,077 bars at the rail-welding shop.

The completion of the second track between Springfield and Chicopee, three and one-half miles, is a gratifying fact. Two miles of the superstructure is laid with steel rails, and another half mile with steel-topped rails, involving together an extra expense of $15,071 55. There is every indication that this expenditure will prove to have been judicious. The total cost of the second track is about $100,000.

The increase of business having rendered imperative the enlargement of the freight accommodations at Holyoke, application was made to the Legislature and permission obtained to construct and operate branch tracks extending to points not more than one mile from the main line. Under this charter one mile of track has been built from the station to the south end of Race street and other branches of less extent are projected.

Looking to the future growth of business, it was deemed advisable to purchase additional lands at some of the stations, and accordingly there has been expended for this purpose, $23,610 28, and the amount carried to construction account. The total additions to this account for the second track to Chicopee, Branch at Holyoke, and for additional land is $135,027 07, making the cost of the road to the present time, $1,936,970 87.

The outstanding capital stock is $1,650,000: the bonded debt, $250,000, payable March 1st, 1878. The present value of the sinking fund for the redemption of the bonds is reported by the Commissioners at $54,770 77.

The company have 13 locomotives. Miles run with passenger trains, 118,036; with freight and other trains, 137,817—total miles run, 255,853. Number of passengers carried, 655,849; do., carried one mile, 8,301,152. Tons of freight carried, 203,743; do., carried one mile, 5,082,525. Earnings per mile of road, $11,605 03. Gross earnings per mile run, $2 38. Net earnings per mile run, 85.2 cents. Receipts per passenger per mile, 3.3 cents; do., per ton of freight do., 6.1 cents. Cost of fuel consumed do., 18.3 cents. Maintenance of way cost 40.9 cents; repairs of engines, 12.2 cents; do., cars, 22.2 cents.

BALANCE SHEET, NOV. 30, 1866.

Cost of road and equipment	$1,825,294	08
Construction of second track	100,294	57
" Holyoke Branch	11,382	22
Materials on hand	82,816	31
Suspense account	290	41
Ferry stock and real estate	4,455	46
Paymaster	39,413	11
Post Office department	1,371	92
Bills receivable	2,735	26
Balances due from individuals and corporations	17,329	63
Balances due from station agents	76,624	23
Investments	33,675	00
Cash	44,569	08
	$2,240,351	28
Capital stock, 16,500 shares	$1,650,000	00
Mortgage bonds, due Sept. 1, 1878.	250,000	00
Bills payable	594	00
Expense bills payable	60,733	21
Unpaid dividends	263	00
National tax	348	31
Balances due individuals and corporations	96,831	23
Profit and loss	181,581	53
	$2,240,351	28

The office of the company is at Springfield, Mass. The officers are:

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Sylvanus Adams, J. H. Butler, H. W. Clapp, R. Mather.

Treasurer.—SETH HUNT.

Superintendent.—W. B. BRINSMADE.

Southern Pacific Railroad.

The initial survey of thirty miles of this great work, from San Jose to Gilroy, has just been completed by Col. W. J. Lewis. A choice of routes to the Colorado from that point lies open to the managers of the work. They can run up the San Juan River, via Taylor's Pass, to the Tulare Valley; thence round the Tulare Lake on the eastern shore, touching a point eight or nine miles from Visalia; thence skirting the foothills on the eastern side of the lake to Tahatchepe Pass; and thence direct to Fort Mohave on the Colorado River. The more probable route of the road, however, will be to pass through the coast range of mountains at the south end of Tulare Valley, in what is called "Painted Rock Valley;" thence through a recently discovered and entirely practicable pass, in Santa Barbara County, to the Santa Clara River; thence via the Mission of San Fernando to Los Angeles; thence east to Fort Mohave or La Paz in Arizona. The latter route is greatly to be preferred, on account of the land passed over being fertile as far as the central portion of San Bernardino County. This survey, we are assured, has been commenced under the most flattering auspices.

Ground will be broken for the construction of the California end of the road early in the spring. The grade, we are informed, will in no place between San Jose and the Colorado exceed seventy feet to the mile; while the amount of land expected to be reclaimed for agricultural purposes, and the number of immigrants who will populate the fertile valleys, through which the road is intended to pass must be immense.—*San Francisco Times.*

Interest and Dividends.

The Naugatuck Railroad Company have declared a semi-annual dividend of five per cent., payable February 15, at Bridgeport, Conn., free of U. S. Tax.

Anthracite Coal Trade of the United States.

The following statement, taken from the Pottsville *Miners' Journal*, will show the number of tons of coal sent to market from the different coal regions in 1865 and 1866:

	1865. Tons.	1866. Tons.
Schuylkill Region:		
By Reading Railroad	2,813,176	*3,425,413
By Schuylkill Canal	1,022,740	1,297,047
From Pinegrove	18,485	†21,100
By Mahanoy and Lehigh	218,378	323,693
	4,072,779	5,067,253
Less Lehigh, Shamokin and Lackawanna	336,977	433,766
Total	3,735,802	4,633,487
Lehigh Region:		
By Lehigh Valley Railroad	1,402,277	1,730,475
By Lehigh Canal	888,784	1,066,303
McCaulley's Mt	546	.....
Hoxie and Longstreet	.....	19,923
	2,291,607	2,816,701
Less Wyoming Coal	250,694	344,218
Total	2,040,913	2,472,483
Wyoming Region:		
Wyoming Canal, S	329,506	463,458
North Branch Canal, N	31,107	105,943
Pennsylvania Coal Co.	577,471	‡535,385
Scranton, North	264,293	434,088
" South	742,781	1,085,450
Delaware and Hudson Co.	759,570	1,302,894
Lackawanna and Bloomsburg, S	301,236	465,180
By Lehigh	250,694	344,218
Total	3,256,658	4,736,616
Shamokin Region	457,162	557,161
Total anthracite	9,490,535	12,399,747
Semi-Anthracite:		
Short Mountain Coal Co.	75,495	112,851
Franklin Coal Co.	61,405	35,565
Lykens Valley Coal Co.	.....	1,385
Summit Branch Coal Co.	.....	70,112
Treverton	27,095	53,648
Broad Top	315,996	265,720
Total	479,991	539,281
Bituminous:		
Cumberland Coal	903,495	1,187,563
Imported—foreign	685,052	643,294
Total	2,068,538	3,270,138
Add Anthracite	9,490,535	12,399,747
Total tons	11,559,073	14,769,885

* The whole quantity of coal transported over the Philadelphia and Reading Railroad in 1866 was 3,714,684 tons. Of this quantity 289,271 was principally Bituminous Coal received at Harrisburg, including a small quantity of Anthracite.

† The whole coal trade from Pinegrove in 1866 was 167,833 tons. The balance is reported in the Reading Railroad tonnage.

‡ The Pennsylvania Company's coal trade was suspended for several months in 1866.

The following is a recapitulation of the quantity of Anthracite coal furnished by the different regions in 1865 and 1866:

	1865.	1866.
Schuylkill Region	3,735,802	4,633,487
Lehigh Region	2,040,913	2,472,483
Wyoming Region	3,256,658	4,736,616
Shamokin Region	457,162	557,161
Total, as above	9,490,535	12,399,747
Add estimated consumption in regions	1,000,000	1,000,000
Total quantity mined	10,490,535	13,399,747

The gain from the different regions on the supply of 1865 was as follows:

	Tons.
Wyoming Region	1,479,958
Schuylkill Region	897,685
Lehigh Region	431,570
Shamokin Region	99,999
Gain of Anthracite in 1866	2,909,212

In 1865 the loss on the supply of 1864 was 509,488 tons. By deducting this quantity from the gain in 1866 it still leaves the gain 2,401,724 tons over the heaviest shipment made of Anthracite in a single year.

This coal produced to the operators, including Chestnut and Pea, say on the average $2 75 a ton, put in the cars of the transporting companies of the different regions, which would give a return to the different Anthracite Regions a little upward of $34,000,000.

The average prices at which this coal was sold on the lines, in Philadelphia, New York and Baltimore, and on board vessels at these points, would give about $6 a ton, making the product of the Anthracite coal trade to the miners, wholesale dealers, land owners and carrying companies, about $74,000,000.

The domestic Semi-Anthracite and Bituminous coal trade shows an increase this year of 273,298 tons, while the importation of foreign coal shows a considerable falling off since 1865.

The total gain in Anthracite, Semi-Anthracite and Bituminous, including foreign, over 1865, was 3,210,812 tons.

The heaviest increase previous to 1866 was in 1864, when the increase over 1863 was:

Anthracite	1,937,064
Semi-Anthracite and Bituminous	475,589
Increase in 1864 over 1863	2,412,653

The supply of coal from the commencement of the trade, was derived as follows:

	Tons.
From the Schuylkill Regions	65,055,544
Wyoming and Lackawanna	46,788,786
Lehigh	31,129,081
Shamokin	3,651,046
Total	146,624,457
Domestic Semi-Anthracite & bitumin's	16,287,533
Foreign—imported	8,711,421
Total	171,623,411

The coal mined in Great Britain in 1866 is estimated at 100,000,000 tons. The whole quantity mined in the United States in 1866 is estimated at 26,000,000, a little over one-fourth their annual quantity.

CENTRAL NEW JERSEY RAILROAD COAL TONNAGE.

The quantity of coal transported over the Central Railroad of New Jersey from 1860 to 1866, was as follows:

	Lehigh. Tons.	Lackawanna. Tons.	Total. Tons.
1860	263,885	590,862	854,647
1861	254,367	568,869	823,235
1862	311,296	502,375	816,571
1863	435,729	613,954	1,049,683
1864	474,221	675,743	1,149,964
1865	509,619	494,687	1,004,306
1866	511,076	779,173	1,290,249
	3,181,359	5,413,426	8,594,785

Of the above quantity 107,180 tons Lehigh, and 12,325 tons Lackawanna—in all 119,505 tons—were used on the line; the balance reached Elizabethport.

SCHUYLKILL REGION.

The quantity of coal mined and transported on the lateral roads in the Schuylkill Region in 1866, was 4,476,607 tons. The number of operators engaged in the business was 118, and the number of collieries, 152. The average production from each colliery was 29,451 tons. Last year there were 109 operators, and 148 collieries worked. The quantity of coal sent to market in that year was 3,735,802 tons.

Of the above amounts, there were sent from the Mahanoy and Locust Mountain Regions in 1866, 2,508,621 tons; and in 1865, 1,823,655 tons, leaving the supply south of Broad Mountain in 1866, only 1,967,986 tons, and in 1865, 1,912,147.

LATERAL RAILROADS.

The following is the tonnage of the different lateral railroads in Schuylkill County, in the years 1865 and 1866:

	1865.	1866.
Mine Hill and S. Haven	1,579,494	1,821,498
Mill Creek	326,367	404,782
Mahanoy and Broad Mt.	802,885	1,278,432
Schuylkill Valley	222,629	285,047
Mount Carbon	101,826	86,939
Little Schuylkill	585,534	617,278
Lorberry Creek	111,773	120,153
Swatara	46,067	45,281
	3,716,575	4,659,411
Union Canal	157,840	165,434

The coal that passed over the Union Canal Railroad is received from the Lorberry Creek and Swatara roads. The Mahanoy Coal also passed over the Mill Creek Railroad, making the tonnage of that road in 1865, 1,129,252 tons, and in 1866, 1,683,215 tons.

MORRIS CANAL.

The following is a statement of the amount of coal which entered the Morris Canal since 1860:

	Lehigh coal from— Canal tons.	Railroad tons.	Total. tons.	Scranton Coal. tons.	Total. tons.
1860	276,947	.....	276,947	117,517	404,464
1861	272,616	1,401	274,017	140,922	414,939
1862	106,431	45,738	152,169	172,128	324,297
1863	208,397	48,234	256,631	145,815	402,446
1864	194,097	37,644	231,741	151,122	382,866
1865	217,814	74,171	291,985	124,204	416,189
1866	205,351	112,790	313,141	141,034	459,175

EAST PENNSYLVANIA RAILROAD.

The quantity transported over this road since 1860, has been as follows:

	Tons.		Tons.
1860	11,030	1864	9,341
1861	10,622	1865	8,845
1862	6,667	1866	10,050
1863	9,526		

NORTH PENNSYLVANIA RAILROAD.

The quantity transported over this road in the years named, has been:

	Tons.		Tons.
1860	91,327	1864	123,475
1861	98,389	1865	129,695
1862	103,947	1866	141,841
1863	113,680		

PHILADELPHIA AND READING RAILROAD.

Amount of coal received from various lateral railroads in Schuylkill coal region:

Schuylkill Valley Railroad	129,679
Mill Creek	292,736
Mahanoy and Broad Top Mountain R.R.	1,110,080
Total at Port Carbon	1,532,495
Mt. Carbon Railroad at Mount Carbon	42,513
Mine Hill and Schuylkill Haven Railroad at Schuylkill Haven	1,168,786
Schuyl. & Susquehanna R.R. at Auburn	146,667
Little Schuylkill Railroad at Pt. Clinton	534,952
	3,425,413
Bituminous and anthracite from Harrisburg	289,271
Total of all	3,714,684

SCHUYLKILL NAVIGATION COMPANY.

The number of tons of coal transported by this company in 1866, was 1,297,047; in 1865, 1,022,740. Of these amounts, there were sent to Philadelphia, and south of, in 1866, 421,521 tons; in 1865, 296,925; to New York and vicinity in 1866, 701,120 tons; in 1865, 591,672 tons.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad, was as follows in the last seven years:

Years.	Railroad.	Canal.	Total.
1860	385,860	223,017	608,807
1861	278,647	156,673	435,320
1862	416,856	129,060	545,916
1863	548,755	122,834	671,589
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629
1866	836,598	174,407	1,010,905

Of the above tonnage 897,939 tons were delivered at the following points on the line where there are iron works:

	Railroad.	Canal.	Total.
Leesport	3,454	15,513	18,967
Reading	189,031	43,395	232,426
Birdsboro'	12,729	12,847	25,576
Pottstown	21,478	1,361	22,839
Phœnixville	75,195	1,160	76,355
Norristown	138,418	4,471	142,889
Conshohocken	13,283	14,703	27,986
Spring Mills	.....	19,359	19,359
Swede's Furnace	11,856	.....	11,856
Manayunk Falls, Nicetown, Germantown & Belmont	161,346	23,842	185,188
Robesonia	20,550	.....	20,550
Sinking Springs	45,673	.....	45,673
Lebanon	67,275	.....	67,275
			897,939
Supply to these points in 1865			659,805
Increase in 1866			238,134

In 1865 there was a falling off at these points of 35,523 tons.

QUANTITY SENT TO PHILADELPHIA.

The following is the quantity of coal sent to Philadelphia in the following years, by railroad and canal:

Years.	Railroad.	Canal.	Total.
1860	305,819	495,084	800,903
1861	273,473	473,965	747,438
1862	316,631	290,583	607,214
1863	388,352	237,563	625,915
1864	373,070	307,430	680,500
1865	380,233	296,925	677,158
1866	475,189	421,525	896,714

The receipts of coal at Port Richmond were as follows, since 1860:

	Tons.		Tons.
1860	1,186,477	1864	2,058,423
1861	909,112	1865	2,051,202
1862	1,325,400	1866	2,402,897
1863	2,128,154		

The loss and gain for 1865 and 1866, at the following points we sum up as follows:

	1865.		1866.	
	Loss.	Gain.	Loss.	Gain.
On the line	1,819	.....	.....	238,134
At Philadelphia	3,342	.....	.....	219,556
At Port Richmond	4,221	.....	.....	351,695
Eastern trade by canal	....	12,966	.....	109,448
	9,382	12,966	.....	918,833

Gain at these points in 1865, 3,584 tons. In 1866, 918,833 tons.

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1866, was: by railroad, 1,293,927; by canal, 863,514—total, 2,159,441.

LEHIGH VALLEY RAILROAD.

The number of tons of coal distributed on the line of the Lehigh Valley Railroad in 1866, was 1,730,475; in 1865, 1,402,277—increase, 328,198 tons.

LEHIGH NAVIGATION COMPANY.

The following is the distribution of coal carried by this company in 1866:

	Tons.
Passed into the Del. Division Canal	792,397
" " Morris Canal	205,351
Consumed on line of Lehigh Canal	68,555
	1,066,303

Of the coal passed into the Delaware Division Canal, there went through the outlet at Wells Falls 526,245
Came through at Bristol 221,824
Consumed on the Del. Division Canal 44,329
792,397

BELVIDERE DELAWARE RAILROAD.

The quantity of coal transported over this road in 1860 was 146,308 tons; in 1861, 145,907; in 1862, 129,452; in 1863, 130,494; in

	Through.	Way.	Total.
1864	161,278	13,095	174,323
1865	202,781	11,585	214,345
1866	174,508	13,554	188,062

SHAMOKIN COAL TRADE.

The number of tons of coal sent from the Shamokin Region by the different operators in 1866, was 557,161; in 1865, 457,162—increase in 1866, 99,999.

Of the above amounts, 420,834 tons passed over the Mine Hill and Schuylkill Haven Railroad in 1866, against 283,875 in 1865—making an increase in 1866 of 136,959.

LOCUST MT. COAL AND IRON COMPANY.

The quantity of coal mined and sent to market from the lands of this company in 1866, was 494,340 tons; in 1865, 366,997—increase, 127,343 tons.

DELAWARE AND HUDSON CANAL COMPANY.

The amount of coal mined and forwarded upon the railroad of this company in 1866, was 1,891,674; in 1865, 812,094—increase, 579,580. In 1864, the amount carried was 886,841 tons.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road for the different operators during the year 1866, was:

	Tons.
Tamaqua Region	221,335
East Mahanoy Region	363,088
From Catasaqua Railroad	32,855
Total	617,278
In 1865	585,534
Increase	31,744

DELAWARE, LACKAWANNA AND WESTERN R. R.

The shipments of coal by this road in 1866, were 1,519,538 tons; in 1865, 1,006,887—increase, 512,651. Of the above amount, there were mined and delivered in 1866, for account of D., L. & W. R. R. Co., 1,349,456 tons; for account of other companies 170,282 tons—total, 1,519,538 tons.

	1865.	1866.
Amount sold at mines	923	518
" shipped North	271,519	433,570
" " South	734,445	1,085,450
	1,006,887	1,519,538

Of amount sent away in 1866, there were mined by D., L. and W. R. R. Co., 921,442; by other parties, 598,096—total, 1,519,538. Total shipments since the opening of the road, 11,140,338 tons.

There was also mined and used by the Lackawanna Iron and Coal Co., not included in the above, 104,006 tons.

BLOSSBURG AND BARCLAY COAL TRADE.

The number of tons of coal sent to market annually since 1861, has been as follows:

	Blossburg.	Barclay.
1861	112,713	40,835
1862	179,334	52,779
1863	226,183	54,116
1864	353,124	62,000
1865	394,631	68,463
1866	411,759	99,453

The total shipments to close of 1866 have been: Blossburg, 2,101,457 tons; Barclay, 395,458.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

The quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1866, was as follows:

	East.	West.	Total.
From Pinegrove	146,733	21,100	167,832
" Dauphin, West	.....	.....	25,205
" Auburn, West	.....	.....	7,399
Total, 1866			200,437
" 1865	168,296	18,458	186,754
" 1864	191,391	24,534	240,057
" 1863	189,254	48,449	237,703
" 1862	146,095	53,842	199,937
" 1861	101,523	91,820	193,343

This road is now owned and worked by the Reading Railroad Company.

LEHIGH AND MAHANOY RAILROAD.

The quantity of coal sent over this road in 1866, was 323,693 tons.

LYKENS VALLEY COAL TRADE.

The shipments in 1866, were as follows:

	Tons.
Franklin Coal Co	35,564
Short Mountain Coal Co	112,851
Summit Branch Coal Co	70,112
Lykens Valley Coal Co	1,385
Total	219,913
In 1865	136,900
Increase in 1866	83,013

EXPORT OF COAL FROM PHILADELPHIA.

The exports of coal from Philadelphia in the following years, show a remarkable increase in 1866, which of course was stimulated by the lower prices:

Years.	Tons.
1864	8,991
1865	17,436
1866	41,871

CUMBERLAND COAL TRADE.

The quantity of coal sent to market from the Cumberland Region in 1866, was as follows:

By Baltimore and Ohio Railroad	812,563
By canal, (not official)	375,000
Total	1,187,568
In 1865	903,945
Increase in 1866	284,068

The increase by railroad is 252,270 tons, and by canal, about 31,000 tons,

BROAD TOP SEMI BITUMINOUS COAL TRADE.

The amount of coal mined and sent to market in 1866, from the collieries of this region, was 265,720 tons; in 1865, 315,996—decrease, 50,276 tons.

IMPORTATION OF COAL.

The number of tons of coal paying duty imported into this county during the year ending June 30, 1866, was 216,025, valued at $619,711. During the existence of the Reciprocity Treaty, within the year, the value of coal admitted free was $877,518. The number of tons is not given, but estimating the value of coal at $2 50 per ton, (the same as that of coal paying duty,) the number of tons imported into the United States to March 17, 1866, when the Reciprocity Treaty, expired, would be 351,000 tons. Add to this 76,269 tons imported since the 17th of March, on which duty is paid, and we have an import of coal from the British Provinces, of 427,269 tons; and from all other sources, 216,025 tons—making a total of 643,294 tons, valued at $1,740,229, against 685,052 tons in 1865, valued at $1,778,110. The duty paid on coal from the British Provinces since the termination of the Reciprocity Treaty has been $1 25 per ton. The statement is as follows:

	1865.		1866.	
	Tons.	Value.	Tons.	Value.
Paying duty	219,016	$568,106	216,025	$619,711
Free under Recipr'city Treaty	466,036	1,210,004	351,000	877,518
From March 17,'66, paying duty	.....	.....	76,269	243,000
Totals	685,052	1,778,110	643,294	1,740,229

EXPORTATION OF COAL.

	Tons.	Value.
1866	149,273	$1,120,424
1865	132,438	1,348,371
Increase	16,835	.....
Decrease	.....	$227,947

Little Miami Railroad.

W. E. Woodward, Esq., (late Superintendent,) has been elected President of the Little Miami Railroad Co., vice W. H. Clement, Esq., resigned. C. H. Kilgour, Esq., is Vice President; J. W. Guppy, Superintendent; S. E. Wright, Treasurer; J. D. Davenport, Auditor General; and Col. O'Brien, General Ticket Agent.

☞ The Camden and Amboy and New Jersey Railroad and Transportation Companies have taken preliminary measures to consolidate their interests. The necessary papers have been signed by the leading directors, subject to the consent of two-thirds of the stockholders, and the ratification of the New Jersey Legislature.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton, Ca.	$5	----	200,000	----
Acton Vale, Ca.	5	----	50,000	----
Adventure, L. S.	25	3	20,000	----
Ætna, "	25	11	20,000	3
Albany and Boston, "	50	25½	20,000	7
Algomah, "	25	3	20,000	1
Allouez, "	25	1½	20,000	9½
American, "	25	1	20,000	----
Amygdaloid, "	25	17	20,000	----
Anita, Cal.	----	----	20,000	----
Annapolis, Md.	10	----	50,000	----
Arcadia, L. S.	25	----	20,000	----
Arizona, Ariz. T.	100	----	100,000	----
Arnold, L. S.	25	----	20,000	----
Ascot, Ca.	20	----	20,000	----
Astor, L. S.	25	1½	20,000	----
Atlas, "	25	2	20,000	3½
Aztec, "	25	4½	20,000	4
Balt. and N. C., N. C.	5	----	20,000	----
Bay State, L. S.	25	13¾	20,000	10½
Beaver, "	25	2	20,000	----
Bedford, Ca.	5	----	125,000	40c
Black River, "	25	----	200,000	----
Bohemian, L. S.	25	17½	20,000	----
Bolton, Ca.	5	----	200,000	1
Boston, L. S.	25	2½	20,000	50c
Brooklyn, L. S.	25	2½	20,000	----
Brome, Ca.	5	----	100,000	----
Cabot, L. S.	25	¼	20,000	----
Caledonia, "	25	5	20,000	----
Cambridge, "	25	5	20,000	----
Canada, Vt.	4	1	100,000	75c
Carp Lake, L. S.	25	----	20,000	----
Cascade, "	25	----	20,000	----
Central, "	25	5	20,000	60
Champlain, Ca.	1	----	200,000	----
Chatham, "	2	----	200,000	----
Cheticamp, "	5	----	30,000	----
Chippewa, L. S.	25	----	20,000	----
Clifton, "	25	----	20,000	----
Collin, "	25	¼	20,000	----
Concord, "	25	4	20,000	3
Consolidated, "	25	5	20,000	----
Copper Creek, Mo.	100	----	10,000	----
Copper Creek, Wis.	25	----	20,000	----
Copper Falls, L. S.	25	24½	20,000	55
Copper Harbor, "	25	1	20,000	----
Copper Hill, Wis.	1	----	200,000	----
Corinth, Vt.	25	----	20,000	----
Cornwall, Vt.	2	----	100,000	----
Dacotah, L. S.	25	2½	20,000	----
Dana, "	25	3¼	20,000	1½
Deep River, N. C.	5	----	10,000	15c
Delaware, L. S.	25	20½	20,000	----
Derby, "	25	----	20,000	----
Devon, "	25	1	20,000	----
Dorchester, "	25	1½	20,000	----
Douglas, "	25	----	20,000	----
Dover, Ca.	2	1	200,000	----
Dudley, L. S.	25	1½	20,000	----
Dunham, Ca.	2	----	200,000	----
Durham, "	5	----	200,000	----
Eagle River, L. S.	25	3½	20,000	2½
Edwards, "	25	1½	20,000	----
Ely, Ca.	5	----	100,000	----
Empire, L. S.	25	10	20,000	----
Eureka, "	25	----	20,000	----
Everett, "	25	1	20,000	----
Evergreen Bluff, "	25	5½	20,000	16
Flint Steel River, "	25	9½	20,000	----
Forest City, "	25	6	20,000	----
Forest Shepherd, "	25	6	20,000	----
Franconia, N. H.	5	----	60,000	----
Franklin, L. S.	25	8½	20,000	36
French Creek, Pa.	5	----	100,000	50c
Gardner City, L. S.	25	----	20,000	----
Girard, "	25	5	20,000	----
Glencoe, Ca.	1	----	200,000	----
Grand Portage, L. S.	25	2	20,000	----
Grand Trunk, Ca.	5	----	100,000	----
Great Western, L. S.	25	2	20,000	----
Green Mountain, Vt.	10	----	20,000	3½
Guilford, L. S.	25	5	20,000	----
Hamilton, "	25	2	20,000	----
Hancock, "	25	17½	20,000	12
Hanover, "	25	1½	20,000	2
Hartford, "	25	12½	20,000	----
Hazzard, "	25	----	20,000	----
Henwood, "	25	----	20,000	----
Highland, "	25	1	20,000	----
Hilton, "	25	2½	20,000	1
Hope, "	25	1½	20,000	----
Hudson, "	25	----	20,000	----
Hulbert, "	25	¼	20,000	----
Humboldt, "	25	5	20,000	2½
Hungarian, "	25	1	20,000	3
Huron, "	25	10	20,000	35
Indiana, "	25	10	20,000	4
Inverness, Ca.	1	----	200,000	----
Isle Royal, L. S.	50	33	20,000	12½
Jefferson, "	25	----	20,000	----
Keweenaw, "	25	5	20,000	----
Kickapoo, "	25	1	20,000	----
King Phillip, "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton, L. S.	25	8	20,000	5½
Lafayette, Ca.	25	----	20,000	----
Lake, "	25	2	20,000	----
Lawrence, L. S.	25	----	20,000	----
Lennoxville, Ca.	5	----	100,000	----
Logan, "	3	----	100,000	----
Lower California, Mo.	50	----	40,000	----
Lyster, Ca.	2	----	200,000	----
Madison, L. S.	25	6	20,000	2
Malden, "	25	2	20,000	----
Mandan, "	25	4½	20,000	----
Manhattan, "	25	5½	20,000	3½
Marquette, "	25	3½	20,000	----
Maryland, Md.	5	----	----	10c
Mass, L. S.	25	4½	20,000	----
Massachusetts, "	25	----	20,000	----
Medora, "	25	1½	20,000	----
Mendota, "	25	1½	100,000	4½
Merrimac, "	25	6½	20,000	----
Merryweather, "	25	----	20,000	----
Mesnard, "	25	8	20,000	1½
Meteor, "	25	----	20,000	----
Michigan, "	25	----	20,000	----
Middlesex, "	25	----	20,000	----
Milton, "	25	1½	20,000	----
Minnesota, L. S.	25	18½	20,000	12
Missisquoi, Ca.	2	----	150,000	----
Morrison, L. S.	25	----	20,000	----
Nashua, "	25	----	20,000	----
National, "	25	5½	20,000	17
Native, "	25	2	20,000	75c
Naumkeag, "	25	1	20,000	----
Nebraska, "	25	----	20,000	----
Nequaket, "	25	2	20,000	----
New England, L. S.	25	2	20,000	----
New Jersey cons., N. J.	10	----	100,000	----
Newton, Ca.	1	----	200,000	----
New York, L. S.	25	1	20,000	----
N. Y. & Passaic, N. J.	5	----	100,000	----
North Cliff, L. S.	25	4	20,000	1½
North State, "	25	3½	20,000	----
North Western, "	25	11½	20,000	3
Norwich, "	25	11	20,000	----
Ogima, "	25	7	20,000	1
Otisville, N. Y.	5	----	100,000	----
Ontonagon, L. S.	25	----	20,000	----
Ottawa, Ca.	1	----	200,000	----
Pacific, L. S.	25	----	20,000	----
Pennsylvania, "	50	50	20,000	----
Petherick, "	25	5½	20,000	3½
Pewabic, "	25	3½	20,000	23
Phila. & Boston, "	25	15	20,000	----
Phœnix, "	25	15	20,000	5
Pittsburg & Boston, "	25	5½	20,000	43
Pontiac, "	25	10½	20,000	1
Prescott, Ariz. T.	100	----	100,000	----
Providence, L. S.	25	----	20,000	----
Quincy, "	10	10	20,000	34
Reliance, "	25	----	20,000	----
Republic, "	25	----	8,000	----
Resolute, "	25	6½	20,000	----
Ridge, "	25	8	20,000	----
Rochester, "	25	2½	200,000	----
Rockland, "	25	12	20,000	8
Roscoe, Ca.	1	----	200,000	----
St. Clair, L. S.	25	8	20,000	4½
St. Flavien, Ca.	5	----	100,000	----
St. Louis, L. S.	25	1	20,000	8
St. Margaret, Ca.	5	----	200,000	----
St. Mary's (L. & M.), L. S.	25	5½	20,000	1½
Salem, "	25	----	20,000	----
Seneca, "	25	1	20,000	5½
Sharon Consol, "	25	¼	20,000	----
Sheldon & Col., "	25	21	20,000	----
Silver Creek, "	25	1	20,000	----
Silver Hill, "	25	¼	20,000	----
Silver Lake, "	25	----	20,000	----
Silver Valley, "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford, Ca.	2	----	200,000	----
South Pewabic, L. S.	25	1	20,000	----
South Side, L. S.	25	2	20,000	1½
Star, L. S.	25	11½	20,000	1½
Stark, Vt.	2	----	100,000	----
Suffolk, L. S.	25	----	20,000	----
Superior, L. S.	25	8	20,000	5½
Sussex, "	25	----	20,000	----
Sutton, Ca.	5	----	100,000	2½
Toltec, L. S.	25	21	20,000	1½
Tremont, "	25	1½	20,000	25c
Union (L. & M.), "	25	8	20,000	----
Ural, Wis.	25	----	20,000	----
Vermont, Vt.	5	----	100,000	----
Victoria, L. S.	25	1½	20,000	----
Vulcan, "	25	6	20,000	----
Washington, "	25	1	20,000	3
Waterloo, Ca.	5	4	100,000	----
Waukesta, L. S.	25	----	20,000	----
Wauba Yuma, Ariz.	100	----	60,000	----
West Minnesota, L. S.	25	2½	20,000	----
Wiekopee, "	5	----	100,000	----
Winona, "	25	3	20,000	----
Winthrop, "	25	4½	20,000	1½
Wyandotte, "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top, Pa.	50	----	----	----
Copake, N. Y.	50	50	50,000	----
Foster, "	----	----	----	----
French Creek, Pa.	5	----	100,000	----
Garrison's, N. Y.	5	5	100,000	----
George's Creek, Md.	100	100	10,000	103
Harewood, "	5	5	20,000	----
Lake Superior, L. S.	25	25	20,000	----
Mount Pleasant, Pa.	50	50	10,000	----
Teal Lake, L. S.	25	----	20,000	----
Tyson, Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia, N. Y.	5	----	100,000	----
Bucks County, Pa.	5	----	40,000	----
Canada, Ca.	5	----	50,000	----
Champion, N. Y.	----	----	----	----
Clute, "	5	5	110,000	----
Continental, "	25	2½	200,000	----
Eastport, Me.	10	----	100,000	----
Erie, N. Y.	10	----	40,000	----
Gay's River, "	2	----	100,000	----
Hampton, Mass.	5	----	100,000	----
Jefferson, N. Y.	----	----	----	----
Kings Hill, "	5	----	10,000	----
Lake Superior, Mich.	5	----	200,000	----
Lancaster, Pa.	5	----	50,000	----
Lehigh, Pa.	----	----	----	47½
Macomb, N. Y.	5	----	110,000	----
Maine, Me.	10	----	50,000	----
Mineral Point, N. Y.	5	----	100,000	----
Morgan, "	5	----	100,000	----
Mount Hope, N. Y.	2½	----	80 000	----
New Hampshire, N. H.	5	----	100,000	----
New Jersey, N. J.	100	----	12,000	----
N. Y. & Boston, N. Y.	10	----	100,000	----
Oswegatchie, Ca.	5	----	100,000	25c
Phœnix, N. Y.	5	----	50,000	----
Placentia Bay, N. F.	5	----	200,000	----
Ramsay, Ca.	25	----	20,000	----
Rochester, "	2½	----	200,000	----
Rossie, N. Y.	5	----	100,000	----
Shawangunk, N. Y.	5	----	100,000	----
Sussex, N. J.	5	----	125 000	----
Union, Pa.	5	----	100,000	----
Wallkill, N. Y.	----	----	----	0.85
Warren, N. H.	----	----	----	----
White Mountain, "	----	----	----	----
Coal & Anthracite:				
American, Pa.	25	----	60,000	60
Appleton, "	----	----	----	----
Ashburton, Pa.	50	50	50,000	65
Atlantic & G. C., "	----	----	----	65c
Baltimore, "	100	100	----	----
Bear Valley, "	12½	----	40,000	----
Beaver Meadow, Pa.	50	50	100,000	----
Belmont, "	50	50	10,000	1
Big Mountain, Pa.	----	----	----	4
Boston & Pictou, N. S.	5	----	100,000	7
Bridgeport, Pa.	10	10	30,000	----
Broad Mountain, "	10	10	30,000	----
British American, N. S.	----	----	----	----
Cape Briton, N. S.	2½	2½	200,000	1½
Cameron, Pa.	50	----	50,000	10
Central, "	100	100	20,000	43
Coal Brook, "	50	50	20,000	----
Columbian, "	----	----	----	35
Consolidation, Md.	----	----	----	----
Continental, Va.	50	----	10,000	----
Cumberland, Md.	100	100	50,000	38
East Mahanoy, Pa.	----	----	----	----
Everhart, "	25	----	20,000	----
Franklin, "	100	----	5,000	30c
Fulton, "	5	5	60,000	5
Gilberton, "	50	50	5,000	15
Hamp. & Balt., Md.	10	10	50,000	----
Hazleton, Pa.	50	50	32,300	57
International, N. S.	50	50	20,000	----
Lackawanna, Pa.	50	50	----	5½
Lawrence, "	100	100	2,000	----
Locust Dale, "	50	----	----	15
Lehigh & Susq, "	50	50	----	44
Lorberry, "	100	100	4,000	----
Mahanoy, "	20	----	10,000	2
Mammoth Vein, "	----	----	----	1½
Maryland Anth., Md.	20	20	25,000	7
Metropolitan, "	100	100	----	----
Mt. Pleasant, Pa.	----	----	----	19
Narragansett, R. I.	10	10	8,000	----
N. Y. & M. C. Fi'da, Pa.	----	----	----	4
North Carbondale, "	----	----	----	----
Pennsylvania, "	50	50	64,000	145
Potomac, Md.	10	----	40,000	----
Schuylkill, Pa.	10	10	20,000	8
Short Mountain, "	50	50	16,000	12
Shamokin, "	----	----	----	4
Somerset L. & C., "	----	----	----	----
Spring Mountain, "	50	----	----	70
Spruce Hill, "	10	----	100,000	4
St. Nicholas, Pa.	----	----	----	1½
Shawmut, "	20	----	40,000	----
West Virginia, W. Va.	----	----	----	----
Wilkesbarre, Pa.	100	100	21,750	69
Wolf Creek, "	----	----	----	----
Wyoming Valley, "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia, N. S.	3	----	100,000	----
Ada Elmore, Idaho.	10	----	100,000	----
Albion, "	3	----	100,000	----
Altona, Col.	5	----	100,000	----
American, Col.	100	----	50,000	----
American Flag, Col.	10	----	60,000	1.10
Ascot, Can.	100	----	50,000	----
Atl. & Pac, Nev.	50	----	100,000	5.10
Baltic, Col.	----	----	----	----
Bates & Baxter, "	----	----	----	2.00
Benton, "	5	----	100,000	1.10
Black Hawk, "	100	----	50,000	----
Bob Tail, "	10	----	100,000	----
Briggs, Col.	100	----	10,000	----
Burroughs, "	10	----	100,000	----
Bullion, Mtna.	5	----	200,000	----
Bullion Consol, Col.	1	----	300,000	2.05
Chebucto, N. S.	5	----	100,000	----
Central, Col.	5	----	200,000	----
Central Gold, "	5	----	20,000	----
Chaudière, Can.	5	----	100,000	----
Cobden, Idaho.	10	----	100,000	----
Columbia, Nev.	100	----	300 000	1.75
Consol Gregory, Col.	100	----	50,000	11½
Copalinsche, "	50	----	250,000	----
Corydon, "	25	----	100,000	8.35
Continental, "	100	----	20,000	----
Denver, "	20	----	50,000	----
Downieville, "	1	----	300,000	0.11
Eagle, "	10	----	100,000	----
East Bannock, Mtna.	2	----	100,000	----
El Dorado, Col.	5	----	500,000	----
Empire, "	20	----	250,000	----
Excelsior, "	10	----	30,000	3.00
Garrison's, "	50	----	100,000	----
Gem, "	50	----	25,000	----
Golconda, "	20	----	250,000	----
Gold Mountain, Col.	10	----	600,000	----
Gold Mining, "	100	----	50,000	----
Gunnell, "	10	----	300,000	1.10
Gunnell Central, "	50	----	20,000	----
Gregory, "	50	----	20,000	----
Great Western, "	10	----	60,000	----
Hope, "	25	----	80,000	0 50
Holman, "	2	----	150,000	0.18
Idaho, Nebra.	----	----	100,000	----
Isaac's Harbor, N. S.	5	----	100,000	----
Kansas-Colorado, Col.	10	----	100,000	----
Kip & Buel, "	2	----	100,000	0.75
La Crosse, "	10	----	100,000	1.50
Liebig, "	5	----	200,000	----
Lake Major, N. S.	50	----	12,000	----
Mariposa, Cal.	100	100	50,976	10½
Do. preferred, "	100	100	57,744	22½
Mammoth, Col.	10	----	100,000	----
Manhattan, "	10	----	100,000	----
Massachusetts, "	5	----	250,000	----
Mount Vernon, Nev.	10	----	300,000	----
Montana, Col.	4	----	100,000	0.40
National, "	10	----	300,000	----
New York City, Nev.	100	----	50,000	----
New York, Col.	10	----	100,000	1.35
N. Y. & Nevada, Nev.	10	----	100,000	----
N. Y. & N. Sco., N. S.	10	----	100,000	----
North Clear Creek, Col.	10	----	100,000	----
Pacific, "	100	----	40,000	----
Peoples', Col.	50	----	100,000	2.00
Prescott, Ariz.	10	----	100,000	----
Quartz Hill, Col.	25	----	40,000	4 25
Republic, Nev.	100	----	15,000	----
Rocky Mountain, Col.	10	----	50,000	1.25
Sherbrooke, Can.	10	----	100,000	----
Smith & Parmalee, Col.	20	----	125,000	7.00
Standard, "	10	----	50,000	----
Steptoe, Nev.	100	----	20,000	----
Tascher, Can.	10	----	100,000	----
Texas, Col.	10	----	50,000	0.20
Union, "	50	----	200,000	----
United States, "	20	----	75,000	----
Waddingham, Idaho.	25	----	24,000	----
Silver:				
Arizona, Ariz.	100	----	100,000	----
Columbia, Nev.	100	----	30,000	1.75
Empire, G. & S., "	100	----	100,000	----
El Dorado, "	25	----	500,000	----
Essex & Diadem, "	20	----	125 000	----
L. California, L. Cal.	50	----	40,000	----
Madison, Nev.	100	----	80,000	----
Morning Star, Idaho.	1000	----	5,000	----
Mount Vernon, Nev.	10	----	500,000	----
New York City, "	100	----	60,000	----
N. Y. District, "	100	----	50,000	----
Tolyabee, "	100	----	50,000	----
Washington, "	100	----	22,500	----
Quicksilver:				
Pacific, Cal.	100	100	40,000	----
Panoche Grande, "	50	----	100,000	----
Quicksilver, "	100	100	100,000	39
Santa Clara, "	100	----	30,000	----
Miscellaneous:				
American Tin, N. H.	----	----	----	----
Rutland Marble, Vt.	25	25	40,000	----
Saginaw Salt, Mich.	25	25	100,000	----
Sunapee, plumba, N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single Trk	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	6½	....	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	....	43½
30 Nov.'65	27.43	—	—	—	—	Cambr.dge	734,671	727,800	150,000	94	(Union Co.)		9	....	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	....	....
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,157	loss.	—	....	....
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	....	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	....	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		50	25	....
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	....	52½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	....	47
30 Nov.'65	5.69	—	60	9	—	Quincy	154,238	41,600	58,400	56,500	708,341	loss.	—	....	....
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	....	....
30 Nov.'65	2 68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	....	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	....	....
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. &Mel.)		—	....	....
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	....	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	....	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	....	....
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	....	65,155	501	—	....	....
30 Sep. '65	17.50	—	....	35	—	Bleeker St. & Fulton Ferry	1,595,866	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	....	32	28	Broadway (Brooklyn)	224,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	....	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	....	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep. '65	24.00	—	....	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	....	146	29	Brooklyn City	1,333,460	1,000,000	170,000	....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	....	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	....	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	....	—	—	Brooklyn City & Rockaway	....	7,500	35,000	....	—	—	—	—	....
30 Sep. '65	24.00	—	....	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	....	528,090	74.053	—	100	....
30 Sep. '65	—	2.00	....	—	—	Clinton Avenue (Albany)	....	2,800	....	....	—	—	—	—	....
30 Sep. '65	—	2.00	....	—	—	Cohoes & Waterford	....	500	....	....	—	—	—	—	....
30 Sep. '65	19.75	—	....	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	....	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	....	—	—	East & North River (W. Co.)	650	650	....	....	—	—	—	—	....
30 Sep. '65	18.00	1.00	....	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	....	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	....	—	—	Grand st. & Newtown (W'g)	....	....	....	....	—	—	—	—	....
30 Sep. '65	10.00	—	....	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,700	2,600	—	100	....
30 Sep. '65	—	19.00	....	—	—	Harlem & Tarrytown	....	3,550	....	....	—	—	—	—	....
30 Sep. '65	19.10	—	....	80	—	Ninth Avenue	444,877	795,360	112,000	....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	....	—	—	Port Morris & Westchester	1.200	1.200	....	....	—	—	—	—	....
30 Sep. '65	11.00	—	....	16	—	Rochester City & Brighton	251,559	133,400	100,000	....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	....	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	106	—	100	....
30 Sep. '65	8.37	—	....	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	....	139 604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	....	147	—	Third Avenue (N Y.)	2,110.100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	....	—	—	Third Avenue & Fordam	975	975	....	....	—	—	—	—	....
30 Sep. '65	4.46	1.00	....	—	—	Troy and Cohoes	50,000	50 000	....	ope:by	T.& L. R. R.		—	—	....
30 Sep. '65	—	—	....	—	—	Troy and Lansingburg	....	....	....	....	—	—	—	—	....
30 Sep. '65	6.50	9.00	....	—	—	Utica City	209,325	124.500	160,000	....	30,752	loss.	—	—	....
30 Sep. '65	1 50	—	....	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	60,000	12,000	....	12,839	808	—	—	....
30 Sep. '65	—	—	....	—	—	Westchester	5,949	7,370	....	....	—	—	—	—	....
30 Sep. '65	—	4.00	....	—	—	West Shore	1,457	2,200	....	....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	—	—	....
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17.228	9,986	3	....	....
31 Dec. '62	10.47	—	....	—	—	Jersey City & Bergen Point	....	....	....	....	—	—	—	—	....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105 358	29,459	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	50½
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56 300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.83	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	16½
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	....	....	....	....	62,732	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	....	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49 561	—	....	26
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	26
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3 562	—	25	....
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	....	....	183,600	75,131	153 813	39,179	—	50	14½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	16½
31 Oct. '65	....	—	....	....	....	Oakland (Pittsburg & E. L.)	....	....	....	....	....	....	—	—	....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	12
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	84
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	31
31 Oct. '65	7 00	—	210	35	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	....	....	—	—	143,038	38,435	5	50	20
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	—	Williamsport	....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	—	....	....	....	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	....	.....	....
D. Dock, E, B'dw, & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose: 1st Mortgage sus antied	64,452	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	....
Middlesex: 1st Mortgage	32,000	..	....	.....	....
Malden & Melrose bonds	49,451	..	....	.....	....
Real Estate	10,000	..	....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	....
Pittsb, Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	....	.....	....
Union: Real Estate Mortgage	20,000	6	J. & D.	1863	....
Utica City: 1st Mortgage	100,000	7	....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Jan. 1.					
Loan of Jan. 28, 1847 registered	$7,070,900	6	Jan. & July.	1867	105
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103
" " " coupon		5	" "	1874	102⅝
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115
" " " coupon		5	" "	1871	108
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	108⅝
" " " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108
" " " coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 registered	264,309,850	6	" "	1881	108
" " " " coupon		6	" "	1881	108⅛
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	105
" " " (5-20s) coupon		6	" "	1882	108⅝
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	106
" " " (5-20s) coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) registered	294,344,600	6	May & Nov.	1885	105
" " " (5-20s) coupon		6	" "	1885	107
Loan of March 3, 1864, (10-40s) registered	171,069,350	5	Mar. & Sept.	1904	97½
" " " " coupon		5	" "	1904	100⅛
Pacific R. R. Bonds of (currency) registered	10,622,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 30, '64 & Mar. 3, '65 1st series	376,856,600	7.3	Feb. & Aug.	1868	105⅛
" March 3, 1865 2d series		7.3	June & Dec.	1868	105⅛
" " 1865 3d series		7.3	Jan. & July.		105⅛
Matured Debt not presented	15,967,249	6	At maturity.	---	---
Gold Certificates of Deposit	16,442,680	---	" "	---	---
Compound Interest Notes of 1864	144,900,840	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	380,497,842	---	---	---	---
Fractional currency	28,732,813	---	---	---	---
Navy Pension Fund	11,750,000	---	---	---	---
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " "	648,000	5	Jan. & July.	1876	---
" — " " "	688,000	6	" "	1876	---
" —Funded Interest Bonds "	---	---	---	---	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	---
California—Civil bonds of 1857 & '60 coupon	2,472 000	7	Jan. & July	78-'80	115
" —War bonds "		7	" "	1872	---
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	'72-'90	99
" — " " (free.) "		6	" "	1892	---
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	---
" — " " "	2,271,750	6	" "	'68-'86	67½
" — " " "	434,000	7	" "	'72-'86	---
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	97
" — " " "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 "	436,000	6	" "	'62-'79	---
" — " " 1865-'79 "	229 372	6	" "	'65-'75	---
" — " " 1870-'79 "	2,371,725	6	" "	'70-'79	102
" — " " "	1,778,677	6	" "	1877	100
" — " " "	241,000	6	" "	1879	---
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	87
" — " " "	2,058,173	2½	" "	1866	---
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	94½
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	---
—War Loan Bonds coupon	300,000	7	" "	1877	---
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	---
" — " " "	3,204,000	6	" "	'68-'72	96½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	90
" —Funded Coupons "	---	6	---	---	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " " "	1 727,000	6	" "	1870	101
" — " " coupon	3,192,763	6	" "	1890	100
" — " " inscribed		6	" "	1890	---
" — " " (sterling) coupon	6,401,000	5	" "	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " " "	244,900	5	Jan. & July.	'70-'74	100
" — " " "	375,000	5	April & Oct.	'72-'74	100
" — " " "	220,000	5	May & Nov.	1880	100⅜
" — " War Loan "	6,429,000	5	" "	1894	99
" — " Scrip "	297,000	6	June & Dec.	'68-'77	113
" — " " "	150,000	6	April & Oct.	1868	125½
" — " " "	1,024,000	6	Jan. & July.	'71-'75	110
" — " " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan "	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	---
" — " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1873	---
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122 000	7	" "	1886	---
" —Bounty Bonds "	700,000	7	May & Nov.	1890	---
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	93⅝
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	79½
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	94
" —New Sinking Fund Bonds	---	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99⅛
" — " " No os	2,300,000	8	var.	var.	---
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	100⅛
" —War Loan coupon	731,000	6	" "	'71-'72	100
New York—State Bonds general fund	701,000	7	quarterly.	1870	105½
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	105⅞
" — " " general fund	1,189,780	6	quarterly.	pleas.	---
" — " " canal fund	702,000	6	" "	1866	---
" — " " general fund	500,000	6	" "	1868	100
" — " " canal fund	3,050,000	6	" "	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	99⅛
" — " " "	2,250,000	6	" "	1874	99½
" — " " "	500,000	6	" "	1875	100⅛
" — " " "	900,000	6	" "	1877	---
" — " " general fund	800,000	6	" "	1878	97½
" — " " "	909,807	5	" "	pleas.	---
" — " " canal fund	192,585	5	" "	1866	---
" — " " "	1,163,000	5	" "	1868	---
" — " " general fund	442,960	5	" "	1868	---
" — " " canal fund	167,000	5	" "	1871	---
" — " " general fund	4,500,000	5	" "	1874	94
" — " " "	900,000	5	" "	1875	93
" — " " "	800,000	5	" "	1878	---
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	72½
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	53
Ohio—State Bonds coupon	634,853	5	Jan. & July.	1865	---
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	---
" — " " "	2,133,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	109
" — " " "	4,095,309	6	" "	1881	100½
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	---
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	97½
" — " " coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	98½
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	---
" — " " inscribed	1,708,000	6	" "	'68-'90	---
" — " " coupon	1,499,000	6	" "	'77-'90	---
" — " " (new)	---	6	" "	---	---
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	---
" — " " "	239,167	5½	" "	'72-'79	---
" — " " "	1,708,000	6	" "	'82-'89	---
" —Railroad Loans "	24,382,832	6	" "	long.	82
" —Funded Interest "	872,813	6	" "	1892	65½
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	32½
" — " " coupon	11,108,000	6	" "	'86-'95	60
" " (sterling) "	1,865,000	5	" "	1872	---
" —Funded Interest registered	---	6	" "	'76-'96	32½
" — " " coupon	---	6	" "	'76-'96	45½
West Virginia—State Bond coupon	---	6	---	---	---
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) "	641,800	6	Jan. & July.	'77-'88	---
" — " (") certificates "	700,000	6	April & Oct.	'82-'98	---
CITY SECURITIES.					
Alleghony—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	---
" — " "		6	"	1870	96
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	98
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " coupon		6	"	1890	---
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	---
" — " "		6	Various.	'66-'70	---
" — " "		5	"	'71-'75	99½
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	101
" — " "		6	"	'67-'76	142½
" —Water Loan	668 000	5	May & Nov.	'70-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	90
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	96
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98
" —Water Loan coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	---
" " — " "	4,754,000	6	" "	'76-'78	---
" " — " "	1,800,000	6	" "	1883	---
" " — " "	5,149,271	6	" "	1887	100
" " — " "	275,000	6	" "	1898	100
" " —Fire Indemnity Stock	402,788	5	Feb. & Aug.	1868	---
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	---
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	---
" " — " "	1,000,000	5	" "	1874	---
" " — " "	334,700	5	" "	1875	---
" " — " "	2,016,000	5	" "	1876	---
" " — " "	2,375,000	5	" "	70-'80	---
" " — " "	900,000	5	" "	1890	---
" " — " "	674,300	5	" "	1898	---
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	---
" — " " (new)	739,222	5	" "	'67-'82	---
" — " " (old)	2,232,800	6	" "	'66-'93	95½
" — " " (new)	7,898,717	6	" "	'66-'99	100
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	92
" —Railroad Bonds "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	94
" —Sewerage Loan "	425,000	6	" "	'79-'88	86
" —Railroad Loans "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" — " " "	329,000	6	Jan. & July.	1875	---
" —City and County B'ds "	1,133,500	6	" "	1888	---
" — " " "	2,200.000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,385
1866	476,036	433 549	386,459	412,423	464,806	493,690	467,313	568,504	533.414	596,366	474,056	368,581	5,676,126
1867	361,137	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	210,171	207,913	304,886	270,889	333,432	368,273	326,870	381,559	318,549	347,087	322,749	285,413	3,677,796
Chicago and Rock Island:													
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,603	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435,945	407 683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	619,306	669,605	729,759	716 378	568,400	6,114,566
1865	841,005	482,164	499,296	468,358	585,623	747,942	702,691	767,608	946,707	921,886	749,101	546,569	7,968,980
1866	623,566	405,634	523,744	518,736	736,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	696,670	9,988,995
1867	690,832	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1862	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,486	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,9~7	91,075	97,145	106,389	118,610	116,298	91,564	1,103,821
1866	90,415	79,430	111,102	107,072	120,460	118,960	86,037	107,051	103,037	132,725	138,911	102,967	1,298,157
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419.010	515,948	719,354	734,108	714,211	6,214,162
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,906	963,859	8,400,384
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	986,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,774
1866	...Including Buffalo Division... 1,187,188	983,865	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,323
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,408	747,469	739,736	641,580	643,887	518,068	7,181,206
1866	582,828	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,570	32,663	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,210
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104.608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,982	111,665	1,196,822
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	166,417	206,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	265,701	244,854	98,787	1,983,900
Michigan Southern & Northern Indiana:													
1862	163,152	153 728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,839	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	445,934	411,806	4,120,153
1865	383,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	381,799	4.826 722
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1867	302,714	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,966	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	385,196	335,083	324,986	359,645	429,160	493,840	414,804	308,669	4.260,112
1867	304,095	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,628	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	183,223	275,906	304,257	327,926	128,741	2,423,417
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,367.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,853	14,575,125
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,490,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,228	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,337
1863	335,685	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,566,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,380	701,352	691,556	914,082	7,120,406
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,263	580,984	8,489 062
1866	556,488	474,738	654,390	606,078	672,628	644,573	554,828	641,848	661 608	741,968	681,552	550,483	7,464,096
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,785	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,119	156,893	192,136	167,300	168,699	167,099	166,015	222,953	198,884	244,834	212,226	177,364	2,251,524
Toledo, Wabash and Western:													
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,858	137,086	92,674	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,549	139,628	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,564	116,379	15 0,595	161,062	134,563	111,339	1,430,792
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	24 1,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	166,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,922	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,820	699,331
1866	45,102	36,095	39,301	43,332	88,913	102,918	85,276	60,698	84,462	100,213	76,248	54,468	814,027

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	853,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	93
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	676,000	6	Jan. & July.	"	1880	97½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	88
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	800,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88
" " $2,500,000	867,000	6	"	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1865	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,000,000	7	May & Nov.	"	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	67
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	90
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	83
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95½
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	181,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,220	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1891	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1865	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	80½
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	79½
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	90
2d Mortgage	500,000	6	" "	" "	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,666,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,264,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	106½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	661,000	7	" "	" "	1868	96
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug	New York.	1893	87½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	85
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July	New York.	1891	100
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan. & July	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	95
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1856	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	568,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	85
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	113
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage	926,500	7	June & Dec	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July	"	1891	
Sterling Bonds	3,816,992			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		102
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						100
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						96½
1st Mortgage	600,000	6	Feb. [illegible] Aug.	New York.	'75-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–'87	94
Construction Main Line	1,500,000	7	" "	" "		86
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1870	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1869	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Coupon	169,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	681,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	80,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	99
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Vermont Valley: †						
1st Mortgage	388,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,618	6		"	'65–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1868	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	336,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May,'61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
1 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	58,855	108,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,185	—	....
31 Aug '66	61.4	10 2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,565	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439.775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	....	67,143	loss.	—	....
30 Nov. '65	76.2	5.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18,746	871.742	66.0	202,567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000 000	140.785	8,081,181	117.4	625,209	1,982,213	549,834	9	115
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	..	Delaware	1,552,257	—	—	406,132	870,000	277,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	160	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	....	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	158 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	56,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229 0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404.618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	80.0	.....	202,714	110,516	8	....
1 May,'58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454.541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8	109½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,466	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130½
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155.641	12,020,483	825,398	39,680,452	930.0	.....	6,820.750	1,802,272	—	37½
31 Mar. '66	181.8	—	....	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,800	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,997	377,476	—	....
31 Dec. '65	454.8	252.5	....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231.500	—	40,668.060	708.3	3,507,456	7,181,208	2,174.924	10	114½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,621	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	880,333	250.189	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	34½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312.344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384.539	771.763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,016,907	621,000	—	2,175,223	108.0	312,559	527,863	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117.941	6	100
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371.40	—	36½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	....
31 Dec. '65	144.0	—	....	176.0	13	9	151	Dubuque and Sioux City	5,091,8 :1	*	151,455	3,660,992	980,000	438,415	5,243,316	144 0	282,384	618,205	180,962	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	370,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	}			} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,628	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,056	5	
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	....	....	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,533,015	248,989	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,424	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741.670	4,446,490	1,638,114	15	108
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,269	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,783	6	72
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176.462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	57½
28 Feb. '66	152.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	....
31 Dec. '62	152 0	—	3.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,865,014	1,504,015	429,157	3,581,599	9,200,000	1,150,743	15,028,188	283.0	831,432	1,794,256	400,836	—	....
28 Feb. '67	90.0	—	3.9	209.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,832,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	....
.. Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,062	360,029	—	1,971,272	3,501,000	40 458	6,352,109	90.1	239,189	899,291	225	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	45,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,668	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,422	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,946	4,544,097	3	115
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	39.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	47½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,259,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	12
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192.638	381.467	1,830,000	640,000	47,118	3,020,600	70.9	423,213	752,605	172,232	6	115½
31 May, '66	74.3	8.8	60.4	—	37	80	744	Boston and Maine	3,966,254	446.557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	393,812	9	152
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	31,500	—	4,218,927	61.8	450,096	1,221,104	366,333	10	135½
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	145
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 50)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6¾	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	260,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,454,999	362,965	782,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75 8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,264	993,694	314,255	8	115½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	352,883	30,275	—	200,000	75,000	2,754	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,291	71.0	185,647	300,964	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	491,982	48,018	—	500,000	195,100	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,296,643	528,448	8	97½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,066	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	258,512	543,996	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,306	226,900	522	470.727	(Op	er by B	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,556	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	92,308	979,308	—	—	(Surrend	ered to	the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,897	2	55½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	134
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,508	183,750	7½	111
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2¼	.....
31 Mar. '66	34.5	—	.....	—	21	29	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	67½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	112
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	—	52.	.....	.....	.....	.....	.....
31 Mar. '66	99.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	104½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	289,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	131½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885 941	*	—	1,062,743	1,034,775	143,362	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,836	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	122½
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,466	166,670	7	80
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	6,434,399	33.8	654,192	1,376,981	803,323	10	130½
31 Dec. '15	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	186,982	26,874	—	.....
31 Dec 65	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	3,975 489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec 65	18 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,40 ,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	38.5	—	.....	17.	—	—	—	West Jersey	1.58,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	18.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,538	*	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	—	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15.434.775	5,066,511	4	59½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	128
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,965,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,667,761	14,596,786	3 291,112	6	101½
30 Sep '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	65½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	586,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,789	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	176.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,605,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and S			aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	8.9	—	.....	.....	.....	Saratoga and Whitehall	980,207	—	—	500,000	355,000	"	"	"		"		6	.....
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,655	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,676	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,582,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	38	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	46	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 998,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	23:	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.1	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	780,000	2,093,260	6,000,000	475,000	325,080	6,843,260	191.2	967,820	2 386,132	663,205	10	105
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3 802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	.....
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9 320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	83½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114 996	8,369,819	188.6	994,554	2,388,868	1,035.717	13	119½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,4 5	*	891,826	1,786,200	284,600	54,217	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5.599,850	494,454	75,097	2,384,941	3,764,650	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	49	34	628	Ohio and Mississippi	16,863,614	745.475	*	6,246,950	9,870,000	4,343,042	20,549,420	192 3	.....	829,932	119,032	—	.....
31 Jan. '66	158.9	14.0	.....	—	28	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,282,163	1,218,972	109,813	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	58,934	898,204	1,291,800	88,520	2 228,824	125.0	241,240	382,807	166,123	—	.....
Dec 64	242.4	—	.....	—	48	18	469	Toledo & Wabash	9,080 918	*	—	3,477,050	6 653,868	—	10,248,018	250.0	1,244,358	2,080,322	945,492	5½	41½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	856,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	.....
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	680,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct '65	80.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,469	41,341	—	1,809,565	500,000	190,000	2,499,565	32.0	30,875	58,829	1,196	—	.....
31 Oct. '65	44.0	14.5	11.7	6 0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2 0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,060	3,049,980	1,851,630	10	63½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,648,100	905.000	73,555	3,624,655	(oper. by Reading			R. R.)	3	32
31 Oct. '65	130.5	—	63.3	—	31	.....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	"	"	"	"	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,288	6,529,193	69.8	318,861	875,064	412,383	—	56
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,860,796	339.2	6,604,300	17 459 169	4,189,111	10	57
31 Dec. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,439	—	1,476,300	143,000	.....	1,659,300	24.0	311 691	666.739	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	6,089 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	31½
30 Nov '65	93 0	59.5	235.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,061,353	20 240.673	6,900,683	.....	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	55½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,388	—	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197 0	981,468	3,884,609	1,046 804	10	55
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,829	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394 363	130 361	—	.....
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,184,381	*	3,362,312	9,312,442	12,573,000	1,597,620	25.545.693	483.3	4,623,078	8,489 062	3 283.547	10	97½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen	144,006	316,498	116,006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	328,000	28,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,823	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	5	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	.....	.....	109.6	.....	283,263	151,538	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,852	*	—	985.743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,206	844,284	448,922	5,312,725	2,885 940	1,462,314	11,095,891	291.0	404,061	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	564,949	819.518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.115	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	67,960	127,953	87,245	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	60.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185.474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	334,326	—	2
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt. Central		180,000	8	100	
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,368	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	352,000	700,000	.....	.....	oper. by R.b.Troy		& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,834,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942.548	210,650	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,008,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	6,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,385,300	1,851,500	292,842	.....	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000,000	1,054,500	775,142	8,711,091	191.7	.....	1,183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,580	643,980	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,585	6	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1.200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,9.6	3,353,679	1,799,822	304,785	6,245,888	195.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	9,650,000	370.0	1,125,571	2,113,118	508 855	—	40
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwkee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	68
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	.....	11,938.000	161.0	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.559	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	20,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,510	11	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	98.1	402,670	467,366	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	18,100	136,000	1,709,232	60 0	.....	134 585	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec 68	5.		—	—	11	22	190	Pan ma	3,900,000	*	658	5,000,000	15,000	—	10 768,778	48.7	.....	7 617,488	1,328,294	20	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	57½
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	67½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	44
Erie (preferred)	8,535,700	7	7	74
Hannibal & St. Joseph (preferred)	5,253,866	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,206,475	7	3	28
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	90
" " " (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	---	58
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	8	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	456,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	———	———	90
Boat Loan	99,862	6	———	———	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	21½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	95½
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	86½
Delaware and Hudson	100	10,000,000	10	146½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	----	----	———	----
Lehigh Navigation	50	6,091,700	10	84½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	121
North Branch	100	----	———	----
Sault Ste Marie	100	----	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	23
" " (preferred)	50	2,888,988	———	33
Susquehanna and Tide Water	50	2,048,260	———	13½
Union	----	----	———	3½
Union (preferred)	50	2,787,000	———	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	52½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	45 — @ 47 —
Pig, American, No. 1	46 — @ 47 —
Bar, Refined, English	91 — @100 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
	Store Prices.
Bar, Swedes, assorted sizes	162 50 @ — —
Bar, English & American, Refined	112 50 @117 50
Bar, English & American, common	102 50 @107 50
Scroll, English	142 50 @170 —
Ovals and Half-round	137 50 @147 50
Band, English	142 50 @ — —
Horse Shoe	137 50 @142 50
Rods, English	117 50 @172 50
Hoop, English	147 50 @210 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia per lb.	19 @ — 21
Sheet, English, Single, Double and Treble	— 6½@ — 8
Rails, English (gold) per ton	55 — @ — —
Rails, American	85 — @ 90 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 22½
English Spring (1st & 2d qlty.)	— 10½@ — 12
English Blister (1st & 2d qlty.)	— 11 @ — 19
English Machinery	— 13 @ — 14
German	— 13½@ — 14½
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ — —
American Machinery	— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suite) per lb.	— 39 @ — 40
Sheathing, Yellow	— 23 @ — 30
Pig, Chile	— — @ — —
Bolts	— — @ — 40
Braziers'	— — @ — 40
American Ingot (cash)	— 27 @ — 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 87½@ 7 —
German Refined	6 87½@ 7 —
English	6 87½@ 7 12½
Bar per lb.	— — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— 23½@ — 23¾
Straits (gold)	— 22½@ — 22⅝
English (gold)	— 21½@ — —

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	9 — @	9 25	12 50 @	13 —
Plates, I. C. Coke	7 50 @	8 75	10 00 @	12 —
Plates, Coke Terne	6 62½@	7 —	9 12½@	9 75
Plates, Charcoal Terne	8 75 @	9 —	12 — @	12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	6 50 @ 6 75
Clinch (cash)	8 — @ — —
Copper	— — @ — 43
Ausable Horse, Norway Iron, Forged	— 28 @ — 30
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 19½@ — —
Refined, free L. S. to White	— — @ — 47
Refi'd, in bond, prime L. S. to White	— 29 @ — —
Refi'd, in bond, Standard White	— 30 @ — —
Naptha, Refined (60@63 gravity)	— 24 @ — 25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	Th 31.	F 1	Sat. 2.	M 4.	Tu. 5.	W. 6
Atlantic M. S. S. Co	97½	99	100	105	105	103½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	42½	44	44½	44½	45½	41½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	110	111	112½	113½	115
" " pref.	----	112	----	114½	----	116
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	129	130	130	----	130½	----
" " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	34½	36	37½	38½	38	37½
" " pref.	62½	65	66½	68½	68	67½
" " 1st M.	----	----	----	84	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	83	----	----	----
Chicago & Rock Isl.	94	95	96½	98½	99½	98½
" '1st M. '70.	99	----	----	----	----	----
Clev., Col. and Cin.	105	----	----	----	----	105
Clev. and Pittsburg	77	80½	84½	84½	84½	83½
" " 2 M.	----	----	----	----	----	90
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118	120	----	----	120½	119½
" " S. F. 7 p.c.	----	----	100	----	----	----
Cumberland Coal, pref	35½	----	36	38	----	----
Del. & Hudson Canal	145½	145	145	145½	146	146½
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	55½	56½	58	59½	61	59½
" pref.	70	74	----	----	----	74
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	101½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	128½	128	128½	129	129	128
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	104
" 2M. S. F.	----	----	----	102	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	113	114½	114	115	115½	114½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	105	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10½	10½	10	10½	10½	----
Michigan Central	106½	107	107	107½	108	108
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '61	----	----	----	----	----	----
M. S. and N. I.	70½	70½	72	74	73½	72½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	96½	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	90	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	36	----	----	40	40	40
" " pref.	54½	57	57½	59	----	58
" " 1st mort.	----	----	----	----	----	87½
" " 2d mort.	----	----	----	----	----	85
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	92	92½	----	96	93	93½
" iss. to H. & St. J. R.	----	----	79½	----	83½	79½
" " Pacific	----	----	94½	----	----	94
New York Central	99½	97½	99½	100½	102½	102½
" Real Estate	----	----	----	----	101½	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	93	93½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	102	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	53	53	55½	53	53
" new	----	----	----	----	53	----
Ohio & Miss. cer.	24	24½	25½	25½	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	155	159	159½	160½	163	160
Panama	----	----	260½	----	260	----
Phila. and Reading	103½	104	104½	105½	105½	104½
Pitts. Ft. W. & Chicago	95	96½	97½	99	99	97½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	95	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	37½	----	----	39½	39½	39
St. L., Alton & T. H.	33½	35½	----	----	34½	----
" " pref.	----	62½	----	----	63	----
" " 1M.	----	----	92	----	----	92
" " 2M. pref.	----	----	----	----	----	80
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	82	----	----
" ex-coupon	63½	----	65½	64½	65	66
" new	63	63	----	64	64½	65½
Tol. Wab. & Western	----	----	----	42	42½	41½
" Pref.	----	----	----	86	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	75	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	103	----	----	----
U. S. 5s, 1874, coup.	102	102	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	99⅝	99⅝	99⅝	100¼	----	100¼
U. S 5s, 10-40s, reg	----	----	----	9 ⅛	----	----
U. S. 6s, 1881, reg.	107¼	107⅜	108	----	----	----
U. S. 6s, 1881, cou.	107⅜	107⅜	107⅜	107⅜	108¼	108¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	135	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	107⅜	107⅜	107⅜	108¼	108¼	
U. S. 6s, 5-20s, c. 1864.	10	----	106	----	106¼	106¼
U. S. 6s, 5-20s, c 1865.	----	105¼	----	106¼	107	107
U. S. 6s, " reg.	107⅜	106¼	----	----	106¼	105
7.30 Notes, 1st series.	104¼	104¼	----	105	105¼	105¼
" " 2d series.	104¼	104¼	104¼	105	105¼	105½
" " 3d series.	104¼	104¼	104¼	105	----	105½
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	W.30	Th.31	F.1.	Sat.2.	M.4.	Tu.5
Cattawissa	----	----	----	----	----	----
" preferred	----	28¾	----	28¾	29¼	31½
Camden & Amboy	126	----	----	128	130	131
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	93	----	----
" " 6s,'75.	----	91	----	----	----	----
" " 6s,'83.	----	----	----	----	88	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	95	----	95	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	86½	----	----
Elmira & W'mport.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	54¼	----	54¼	54¾	54¾	54¾
" " 6s,'84.	90¼	90¼	----	91¼	----	91¼
Lehigh Valley R. R.	61	61¼	----	----	----	63¼
" " 6s.	----	----	96	----	----	----
Little Schuylkill R. R.	30¾	----	32	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	90	90
Minehill	----	----	----	56¼	56¼	56½
Morris Canal	83	----	----	----	----	----
" " pref.	121	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	90	----	----	----	----	----
" " 10s.	115	----	----	----	----	----
Northern Central	47	47	----	----	47¼	----
Pennsylvania R. R.	56¾	56	56¼	56¾	56¾	56¾
" " 1st m.	99¾	99¼	99¼	----	----	100
" " 2d m.	97¼	----	----	97	----	----
Penn. State, 5s	96	97	97¼	97¼	97¼	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s. W. L.	----	102¼	----	102¼	----	----
Philadelphia City, 6s	96	96¼	----	----	----	----
" " new.	100¼	100¼	100¼	100	100	
" " muno.	----	----	100¼	100	100	----
Philad., Germ. & Nor.	61¼	61¼	----	61¾	----	61¾
Phila. & Reading	51¼	51¼	51¼	52¾	52¾	53¼
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	93	----	----
Philadelphia & Erie	30¼	----	30¼	30¾	31	31¼
" " 6s.	91¼	----	----	----	----	91¼
Philad. & Sunbury, 7s.	----	----	91¼	----	----	----
Schuylkill Navigation	----	----	----	----	22¾	23
" " pref.	32¾	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	----	----	61¼	60¾
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	21¼	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	52¼	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	14¼	----	14¼	----	14¼	----
Chestnut & Wal. "	----	51¼	----	----	----	50¼
Green & Coates, "	----	----	----	32	----	----
2d and 3d streets, "	84	84	----	84	----	----
Spruce & Pine, "	31	31	31	----	----	31

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	W.30	Th.31	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875.	98¼	97¼	98	----	----	----
" " 1886.	----	----	----	----	97¼	----
" " 1870.	96	----	----	----	----	----
" " 1890.	98¼	98¼	98¼	----	----	98¼
Balt. and Ohio	----	----	----	----	115	----
" " b'ds,'62.	----	----	----	----	----	----
" " '67.	----	----	----	----	----	----
" " '75.	97¼	97¼	----	----	----	98
" " '80.	----	----	----	----	----	----
" " '85.	98¼	----	----	----	----	----
Northern Central	47¼	47¼	----	----	47¼	----
" " b'ds, 1885.	----	----	----	----	----	----
" " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	Th. 31.	F.1.	Sat 2.	M.4.	Tu.5.	W6
Boston and Lowell	----	----	115¾	----	----	----
Boston and Maine	----	----	132	----	----	----
Boston and Providence	----	----	135½	----	135½	----
Boston and Worcest.	----	----	143	----	----	----
Cheshire, pref.	56½	56	57	57½	----	----
Concord	----	----	----	----	67½	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	----	107½	107½	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115½	115½	115½	115½	----	115½
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	105	----	104½	----
Old Colony & Newport.	97	96½	96½	97	97	97½
Ph., Wil. & Baltimore	----	----	----	55	----	55
Portl'd, Saco & Ports.	100	----	100	----	100	
Vermont & Canada	100	100	----	----	----	----
Vermont & Mass.	----	56½	----	55½	----	----
Western	134	135	135	134½	----	134½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	94	94	----	----
Metropolitan "	50½	50½	51½	50½	----	52½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	51	52½	56	57	58½	58
Franklin "	35	33½	37	39	39½	36
Huron "	32	31	34	36	37	35
Isle Royale "	----	----	----	----	----	12½
National "	----	----	----	----	----	----
Minnesota "	11	11½	12½	12½	12	
Pewabic "	22	----	----	26	26	23
Pittsburg "	----	----	45	----	43	----
Quincy "	32	33½	35	35½	34	
Rockland	----	----	7¾	8	8	----

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of January.

United States 5-20 yrs., 1882, 6 per cent	72¾@ 72¾
Virginia State, 6 per cent	48 @ 50
Do., 6 per cent	41½@ 42½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65
Do. do., 2d mort., 1881	63 @ 68
Do. Pennsylvania, 1st mort., 1877	63 @ 68
Do. do., 2d mort., 1882	60 @ 65
Do., consolidated mortgage bonds, 1890	37½@ 38½
Erie shares, $100 (all paid), 8 p. c	43½@ 44
Do., convertible bonds, 6 p. c	70 @ 72
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	81 @ 82
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	89 @ 91
Do. $50 shares	35 @ 40
Phila. and Erie 1st mort., 1881, guaranteed by Penn. R. R.)	76 @ 78
Do., with option to be paid in Philadelphia	76 @ 78

American Railroad Journal.

Saturday, February 9, 1867.

Stock Exchange and Money Market.

There has been a much more even and regular movement in money, since our last. The banks having increased their resources and reduced their liabilities, have been more liberal of accommodation to temporary borrowers in good standing at 6@7 per cent. on miscellaneous collaterals, and 5@6 per cent. on Government securities. The demand for aid has been active but not urgent. The revival of business at the Stock Boards and the Gold Room has led to the employment of larger sums, and thus afforded considerable relief to lenders, whose accumulating balances have been very troublesome to manage, in the absence of adequate and reliable channels of investment. The offerings of prime short date commercial paper have been very moderate for the season, and have been promptly discounted on the basis of 7@7½ per cent. per annum. The influx of currency from the West continues, adding materially to the available supply of idle capital at this centre. The outflow to the South is moderating in volume, and does not seriously affect the stock here. An easy market is confidently looked for, during the Spring months. This anticipation is based to a great extent on what is known, or suggested, as to the plans and policy of the Treasury Department officials. Secretary McCulloch sent on Saturday last to Senator Fessenden, Chairman of the Senate Finance Committee, a scheme prepared by him in conjunction with the National Banks, providing for the issue of $100,000,000 four per cent. loan certificates in redemption of the outstanding compound interest notes. The Secretary accompanied it with a letter, in which he recommended it to the favorable consideration of the Committee. On Tuesday of the current week, the Committee was said to have reported the bill, without any essential change in its provisions. It is believed that the bill will be favorably acted on by Congress, and presently become a law. This bill is designed to guard against any grave disturbance of the Money Market, by the withdrawal of the maturing compound interest notes. The bill allows the contemplated loan certificates to be held by any National Bank, holding or owning the same, as a part of and not exceeding the legal tender reserve, provided for in sections 31 and 32 of the National Currency Act of June 30, 1864. The measure is commended in business circles, as likely to restore confidence in ruling values sufficiently to cause a renewal of activity in the markets of the country, thus stimulating industrial and commercial enterprise, and securing a full average revenue for the Government. On Monday, the House of Representatives passed an anti-contraction resolution, by a vote of 82 to 70, asserting that the public interest forbids any further reduction of the outstanding volume of the plain, non-interest bearing U. S. legal tender notes, commonly known as greenbacks, and instructing the Committee of Ways and Means to report a bill to give effect to this purpose of the House. The resolution is not likely to become the basis of any legal restriction, but it is significant of the temper of the House, on the currency question. It is not thought that the work of contraction can be speedily resumed with vigor; and the business public accordingly begin to make their arrangements for the Spring trade, with more confidence in the immediate future of commercial values. The last City Bank statement is the strongest one given to the public for some time past. It indicated an increase of $2,559,520 in the deposits, $2,501,982 in the legal tender reserve, $218,977 in the specie hoard, $38,149 in the circulation, with a decrease of $410,448 in the loan item. The specie reserve of the banks is now $16,332,984, against $10,937,474, same time last year. The city bank deposits are now $200,511,596, against $228,484,370 week ending Oct. 6, 1866, and $191,011,605 week ending Feb. 3, 1866. The legal tender reserve amounts to $65,944,541, against $68,796,250 same time last year. The circulation now stands at $32,995,347, against $21,494,284 same time last year. The loans are now $251,264,355, against $279,135,790 ten weeks ago, and $242,510,382 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $85,401 209 a day, against a daily average of only $94,803,800 the preceding week; and $86,673,338 the week ending with Jan. 19. The current week's exchanges average about $89,680,787 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $74,990; decrease of legal tender re-

serve, $94,248; increase of deposits, $590,933; decrease of specie, $9,257; and increase of circulation, $46,210.

National Bank notes to the amount of $119,240 were issued last week, making the total issue to 1,663 banks thus far $301,027,136, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,287,632, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,749,504. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,510,100; and for the public deposits, $38,761,450—making a total of $379,271,550. The Treasury Department, last week, redeemed and destroyed $320,100 of worn and mutilated fractional currency, and issued $473,193 worth of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 2, were $13,897,446, including $2,094,760 from customs duties; payments, $19,158,398; balance at the close of the week, $103,325,459, against $108,586,411 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,553,137, and payments, $3,676,158; on Tuesday, receipts, $1,576,471; payments, $890,094. The balance at the close of business on Tuesday stood at $102,888,815, against $108,159,242 a week previous.

Government revenues are again up to a respectable average. The excises, last week, yielded $5,828,598, against $3,400,766 the preceding week; customs at the port of New York, $2,094,760, and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal about $9,740,000 in currency, against disbursements of $2,642,543 on account of the three leading executive departments, and in all January, of $13,611,738. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $190,000,000.

Gold has been in more active speculative demand since our last. The customs inquiry has increased, aiding the *bull* operations, in their efforts to inflate the market. Various political rumors, emanating chiefly from the National Capital, have been used to promote the speculation. Most of these have been utterly unfounded in fact. This has not seriously lessened their value to the operators for a rise. The range of the price, during the week has been from 134¾ to 138⅜. The highest rate was made on Tuesday. The closing figures on Wednesday were 137⅜, on an active market. The export demand is very limited, and is likely to continue so, as long as foreign exchange is as abundant and low in price as at present. The exports on Wednesday did not exceed $10,000. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $142,339. The customs demand for Gold last week, averaged $349,127 a day; thus far, this week, it has been equal to $584,151 a day, or equal to a weekly aggregate of $3,504,906. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $18,951, and from California, $1,075,595. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $72,496,989, against $79,514,661 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $27,634,913, against $15,079,648 same time last year, showing an increase this year, of $12,564,265. The exports of specie from this port, last week, were $685,098. The total outflow of specie from the port, thus far in the current fiscal year has been $19,998,580, against $14,814,630 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $62,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $33,135,408, against $29,053,427 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Dec. 31, 1866 reached $44,364,393, against $45,308,227 in 1865.

Foreign Exchange has been in very liberal supply. Southern cotton bills have been quite plenty. Considerable additions have been made to the floating stock, by drafts made against further export purchases of U. S. Five-Twenty bonds. The demand for exchange has been very moderate, and though some business was transacted in sterling on Monday afternoon and early on Tuesday at ⅛@¼ per cent. above our quotations, the market closed quite heavily, with a tendency in favor of buyers. Bankers' 60 day bills on London closed on Wednesday at 108¼@108½, and on Paris to 5.22½@5.17½; sight bills on London to 109@109¼; and on Paris to 5.17½@5.15. The offerings of produce bills have been less extensive since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,881,102, making the total value of exports since July 1, 1866, $98,396,046, against $130,200,749 same time in the preceding fiscal year.

An active business has been transacted in the public funds, since our last. The demand has been more than usually comprehensive, extending to every national interest bearing obligation. It has been chiefly from home investment buyers. The main favorites have been the Five-Twenties of the later issues, the Seven-Thirties and the Compound Interest Notes. Prices have advanced decidedly, closing buoyantly, the current offerings of the bonds and notes being quite moderate. U. S. sixes of 1867 closed here on Wednesday at 136; U. S. sixes of 1868, at 133; U. S. sixes of 1881, 108¼@108½; U. S. Five-twenties of 1862 at 108¼@108½; U. S. Five-twenties of 1865 at 106⅞@107⅛; U. S. Five-twenties of 1865, consolidated, 104⅞@105⅛; U. S. Ten-forties at 100⅛@100⅜, and U. S. Seven-thirties at 105⅛@105⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117½	May, 1865	112½
July, 1864	117	August, 1865	111⅜
August, 1864	116½	September, 1865	111
October, 1864	114½	October, 1865	110½
December, 1864	113½		

The public debt statement for February 1, as telegraphed to the daily papers, makes the net amount of the debt $2,543,349,749, against $2,543,325,174, showing only a very slight increase, though an augmentation of four or five millions was generally looked for, because of the reduced revenues and largely increased disbursements of the National Treasury. The customs revenue in Gold and the Currency revenues from Internal taxes, and miscellaneous sources, fell below the disbursements of the month, which latter, without extraordinary items, are known to have been about as follows:

For interest in gold	$11,500,000
For 7-30 interest currency	7,300,000
War and Navy	12,250,000
Interior Department	1,250,000
Bonds of Pacific Roads, say	1,600,000
Total expenditures in January	$34,000,000

The small increase in the Public Debt Statement of Feb. 1, is the first instance of a change in the wrong direction, for nearly eighteen months, and it is much to be desired that it should prove to be the last. The Bounties under the Act of July 28, 1866, begin to tell unfavorably in the line of War Expenditures. Of the debt on Feb. 1, the coin-interest bearing portion amounted to $1,420,145,542, and the currency-interest bearing part to $819,672,740.

There has been a decided recovery of strength and buoyancy in the railway and miscellaneous share market, since our last. The speculative demand has been quite brisk. The growing ease in money has contributed to its development. Heavy dealings have been reported from day to day, on a generally rising, though somewhat variable, market. The latest transactions on Wednesday indicated a brisk business, and an upward tendency in prices.

General business has exhibited more signs of life, especially in the domestic produce line. The demand for breadstuffs and provisions has been more animated, partly on speculation and partly for export, prices closing in favor of sellers. The cotton market opened briskly and firmly, but closed heavily, influenced by the variable foreign advices. Middling grades left off at 32½@34½ cents per lb. as extremes. The stock of cotton now here is estimated at about 190,000 bales. The receipts at the port this week, have averaged 3,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 243,000 bales, against exports of 167,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,056,000 bales against 1,174,241 bales same time last year; exports, 495,000 bales, against 636,000 bales same time last year, estimated stock at latest dates, 605,000 bales, against 505,000 bales same time last year. There has been rather more inquiry for foreign merchandise, particularly dry goods and groceries, and holders have shown more confidence in the future of values. The total imports of foreign dry goods, last week, were $3,152,844, and the total amount marketed $2,423,446. The value of foreign merchandise imported last week, was $1,055,116—making the grand total specie value of last week's imports of dry goods and merchandise, $4,207,960, and since July 1, 1866, $150,096,509, against $167,254,270 same time in the preceding fiscal year. The ocean freight market has been moderately active, with 578 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6½d. per bushel; cotton at ⅛@3.16d. per lb.; and heavy goods at 17s. 6d @25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 23.	Jan. 30.	Feb. 5.
Consols	90⅛	90¾	90⅞
U.S. 5-20's of 1862	72⅝	73½	72⅝
U.S. 5-20's of 1865	71¾	72⅛	71⅞
Erie	43¾	44⅞	40
Ill. Central	81	82½	81

The New York exports, exclusive of specie, for the week ending Feb. 5, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$5,917,607	$2,881,102
Prev. reported	17,405,006	13,908,549
Since January 1.	$23,322,613	$16,789,651

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$167,254,270	$150,096,509
Exports produce	130,200,749	98,396,046
Exports specie	14,615,728	19,961,579

The balance in the Sub-Treasury on Wednesday was $105,496,930 97.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, reg., 105¾; do., 6s, 1873, 99⅝; Connecticut 6s, 99; Georgia 6s, ex-coupon, 67½; Ohio 6s, 1881, 100½; Virginia 6s, ex-coupon, 42½; Brooklyn 6s, Water Loan, 96; Dubuque and Sioux City 1st mort., 80⅛; Long Dock bonds, 98; Chicago, Rock Island and Pacific 7s, 90¼; Great Western 2d mort., 69⅝; Chicago and Gt. Eastern, 1st mort., 67; N. J. Central, 122½; Little Miami R. R., 105; New York and New Haven, 115; Mariposa pref., 22¼; South Am. Nav. and Marine R. R. Co., 117; Boston Water Power Co., 27½; Brunswick City Land, 8⅛; Central Coal, 43; American Coal, 60; Wilkesbarre Coal, 69; Western Union Telegraph, 44¾; American Exp. Co., 65; Adams' Exp., 67; Wells, Fargo & Co., 69¾; U. S. Express, 67½; Manhattan Gas, 145; Chatham Bank, 140; Bank of North America, 102; Continental Bank, 101½; Bank of the Commonwealth, 105¾; Mechanics Banking Ass., 111; Central Bank, 109¾; Importers' and Traders' Bank, 113; Gallatin Bank, 110; 4th National Bank, 103½; Union Bank, 115; Mechanics' Bank, 117; Am. Ex. Bank, 115; Bank of Commerce, 112; Bank of New York, 118; American Flag, 1.10; Alameda, 5.25; Boscobel Silver, 2.40; Benton Gold, 1.10; Consol. Gregory Gold, 11.25; Corydon, 8.30; Columbian G. & S., 1.75; Des Moines, 2.20; Grass Valley Gold, 1.45; Gunnell Gold, 1.10; Gold Hill, 4.60; Gunnell Union, 0.48; Hibbard Gold and Copper, 1.05; Holman Gold, 0.18; Hope Gold, 0.50; Keystone Silver, 0.07; Kipp and Buell Gold, 0.75; La Crosse Gold, 0.80; Montana, 0.40; New York Gold, 1.35; Ogima Copper, 1.00; Ohio and Colorado G. &. S., 0.55; Perry and People's, 0.07; People's Gold and Silver, 1.90; Quartz Hill, 4.25; Russell File, 3.00; Smith and Parmalee, 7.00; Tudor Lead, 3.25; Walkill Lead, 0.85; Pitt Hole Creek, Petroleum, 0.75; Shade Rive, 0.03; United Petroleum Farms, 0.10; United States, 3.25.

Philadelphia.—Reading mort. 6s, 90½; Belvidere Delaware 2d mort., 86; Union Pacific R. R. bonds, 89; Morris and Essex 7s, 95; Steubenville and Indiana 7s, 82; Lehigh Navigation 6s, 1870, 95; Allegheny County coupon 5s, 74; New Jersey 6s, 100¼; Pittsburg 6, 90; Lehigh Valley scrip, 17¼; Camden and Amboy scrip, 49½; 13th and 15th streets, R. R., 20; Union Passenger R. R., 40⅞; West Philadelphia, 71; N. Y. and Middle Coal Fields, 4; Fulton Coal, 5; Locust Mt., 45; Hazleton Coal, 57; St. Nicholas, 1.56; Mechanics Bank, 33½; Union Bank, 62½; City Bank, 63; Girard Bank, 56¼; Farmers' and Mechanics' Bank, 135½; Commercial Bank, 57; Ocean Oil, 2⅞; McKean, 7; Feeder Dam, 0.44; Maple Shade, 1¾. The latest quotations are: City 6s, 95¾@96; do., free of tax, 100@100⅛; State 5s, 97¼@97½; do., coupon, 94@96½; do., 6s, W. L., 102¼@102½; Phila., Wil. and Balt., 55; Reading, 52½@52⅝; do., 6s, 1870, 96@96; do., bonds, 90@90¼; do., con., 105@—; Camden and Amboy, 131½@132; Penn. R. R., 57@57¼; do., 1st mort., 99¾@100¼; do., 2d mort., 97¼@98; Little Schuylkill R. R., 33⅛@36; Morris Canal, 74@80; do., pref., 120¼@121½; do., bonds, 93@95; Wyoming Valley Canal, 52¾@53; do., 6s, 86¾@87; Susquehanna Canal, 13@13¼; do., 6s, 60½@61¼; Sch. Nav., 22⅞@23⅛; do., pref., 33@33⅛; do., 6s, 1882, 79@80; Union Canal bonds, 22@22½; Delaware Div. Canal, 54⅓@56¼; do., bonds, 85@99; Elmira and Williamsport, 29@32; do., pref., 42@44; do., 7s, 1873, 96@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54½@54¾; do., bonds, 1884, 91@91½; North Pennsylvania, 35@36; do., 6s, 90@90¼; Philadelphia and Erie, 31¼@31¼; do., 6s, 91@91¾; Minehill, 56@56½; Catawissa, —@25; do., pref., 29½@30; Lehigh Valley, 63@65; do., bonds, 95@97; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 84@84; West Philadelphia, 70@71; Spruce and Pine, 31@31⅛; Green and Coates, 31@32⅝; Chestnut and Walnut, 50¼@51; Thirteenth and Fifteenth, 20@20¼; Girard College, 26¼@27½; Tenth and Eleventh, 66@70½; Union, 40@41; Hestonville, 14@14½.

Boston.—Boston, Hartford and Erie, 12; do., 7s, 40; Vermont Central old, 2; do., 1st mort., 99; do., 7s, consol., 67½; do., 2d mort., 40; Vermont Central and Vermont and Canada 8s, 103; Old Colony and Newport 6s, 1876, 97; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Rutland and Burlington 1st mort., 122; do., 3d mort., 3; Eastern R. R. 6s, 1874, 95¾; Ogdensburg and Lake Champlain R. R., 65½; Conn. and Pass. Rivers R. R., 80; do., 6s, 95½; Granite Railway, 52; Corydon Gold, 8.35; Colorado Gold, 1.50; Montezuma Gold, 1; do., bonds, 0.50; American Flag Gold, 1.15; Pepper Well Petroleum, 0.30; Massachusetts and Oil Creek, 0.10; Tudor Lead, 3.25; Harleigh Coal, 27½; Short Mt. Coal, 12; Collins Coal, 7; Summit Branch Coal, 10.75; Belmont Coal, 1; Boston Water Power Co., 28; Cary Imp. Co., 9½; Waverly Land Co., 3; Boston and Roxbury Mill, 42; American Watch Co., Waltham, 196¾@199; East Boston Co., 12; Jamaica Plain Gas Co., 97; American S. S. Co., 26; Union S. S. Co., 57¾; Adams Exp. Co., 66; Franklin Telegraph, 9; Insulated Telegraph, 9.50; Massachusetts 5s, 1894, gold, 99; do., 6s, 1871@1872, gold, 110; Maine 6s, 1894, 99; do., 1889, 100; New Hampshire 6s, 1868@1884, 99½; Boston 6s, 1881, 99¾; do., 1874@1876, 101; do., 5s, 1869, gold, 118; do., 5s, 1875@1886, 100⅞@101¼, Cambridge 5s, 1882, 83¾; Bangor 6s, 1874, 96; Albany 6s, 1895, 95; Chicago 7s, 1890, Water Loan, 99⅛; do., 6s, 1870, 96; Bangor 6s, 1875, 95⅝; Bank of Commerce, 118; Merchants' Bank, 121¼; Old Boston Bank, 65½; Columbian Bank, 117½; State Bank, 112; Union Bank, 120¼; Tremont Bank, 118¾; Eagle Bank, 117; Shoe and Leather Dealers' Bank, 132¼; Blackstone Bank, 127; Everett Bank, 100; North Bank, 115¾; Traders' Bank, 100; Shawmut Bank, 117¼; Market Bank, 110¼; Webster Bank, 106½; Eliot Bank, 118; Allouez Mining Co., 9½; Bay State, 10¼; Canada, 75c.; Dana, 1⅝; Eagle River, 2¾; French Creek, 50c.; Hancock, 12; Hanover, 2; Humboldt, 2½; Hungarian, 3; Mesnard, 1½; Native, 76c.; Phœnix, 5; Petherick, 3¼; St. Clair, 1¼; St. Mary's, 1½; Superior, 3¾; Seneca, 5¾; Toltec, 1½; Winthrop, 1½.

Baltimore.—Virginia 6s, reg., 34; Marietta and Cincinnati bonds, 83¾; N. W. Va., 3d mort., 17; Liberty Copper, 1.00; Bare Hill, 0.30; Balt. and Cuba S. and M. Co., 58½; Santa Clara, 2½; Western Bank, 29; Union Bank, 63; Mechanics' Bank, 16; Howard Bank, 12½; Bank of Commerce, 28¼. The latest quotations are: Balt. and Ohio, 114½@115½; do., 6s, 1867, 98@100⅜; do., 1875, 97¼@98¼; do., 1880, 97½@97½; do., 1885, 98½@100; Northern Central, 47@47½; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 93@93¾; do., 2d mort., 90@96; do., 3d mort., 90@—; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 83½@84½; Central Ohio, 24@25¼; do., 1st mort., 89@90; Western Md. bonds, 60@70; do., guar., 93@95; Maryland 6s, coupon, 1870, 101½@102; do., Ins., 101@102; do., 1890, 101½@102; Baltimore 6s, 1870, 96@96; do., 1873, 98@98; do., 1875, 98@98; do., 1886, 97@97½; do., 1890, 98@98¾; do., coupon, 100@100; Park, do., 98½@99; do., 1892, 96@98; do., 5s, 1838,–'70, 83@83; City Passenger R. R., 17¾@18¼; Canton Co., 41@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 7¼@8½; George's Creek, 100@101; Santa Clara, 3@4; Balt. Chrome, 0.50@0.40; Bare Hill, 0.25@0.40; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.35; Baltimore Coal, 150@200.

Eastern Railroad.

At the Annual Meeting of this Company, held in Boston on the 4th inst, the directors were authorized to assent to such arrangement on the part of the Eastern R. R. in New Hampshire, for the lease or purchase of the Portsmouth, Great Falls and Conway Railroad, and for its extension, as may be deemed best for the interest of the corporation. They were also authorized, in providing means as well for the completion of the Newburyport Bridge as for the double track to Beverly, and other new works and equipments, to issue stock, within the limits authorized by law, as they may deem expedient. The annual report was presented and accepted. The following gentlemen were chosen directors for the ensuing year: George M. Browne Samuel Hooper, Franklin Haven, and Benjamin F. Bates of Boston; William L. Dwight of Portsmouth; and Henry L. Williams of Salem.

☞ At a meeting of the directors and officers of the Detroit and Howell Railroad Company, held at South Lyon on the 24th ult, the contract was let for grading and tieing the entire road, from Plymouth to Howell, at a cost of less than $700 per mile.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Jan. 26th, 1867, were $99,628 00
Corresponding week of previous year.. 115,415 00

Decrease..... $15,787 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Jan., 1867, were $52,519 00
Corresponding week of previous year.. 83,551 00

Decrease $31,032 00

The earnings of the Chicago and Northwestern Railway for the fourth week in Jan., 1867, were $199,489 72
Corresponding week of previous year.. 182,229 77

Increase..... $17,259 95

The earnings of the Detroit and Milwaukee Railroad for the week ending Jan. 31st, 1867, were $18,329 00
Corresponding week of 1866..... 23,814 00

Decrease..... $5,485 00

The earnings of the Western Union Railroad for the week ending Jan. 31, 1867 . .. $10,564 06
Corresponding week previous year.... 15,989 53

Decrease..... $5,425 47

Journal of Railroad Law.

FREIGHT CHARGES FIXED BY CONTRACT—DELAY IN DELIVERY.

The case of Peet against The Chicago and Northwestern Railroad Company, lately decided in the Supreme Court of Wisconsin, will be found to contain an interesting question involving the rights of consignors and consignees of freight.

The complaint in the action contained seven counts, the first five being for damages (amounting in the aggregate to $256,) for the defendant's neglect as a common carrier, in failing to deliver at New York City, within a reasonable time, five several consignments of flour. The form of the contracts between the parties is given in the opinion of the Court. The sixth and seventh counts were for over charges on freight, alleging damages amounting in the aggregate to $15 99, and interest thereon.

It appeared from the evidence that the consignees of the flour in New York were obliged to pay the Hudson River Railroad Company, as freight on the same, an aggregate of $1,140 99, (being $15 99 more than the price fixed in the contract with defendant,) before said company would deliver the flour. There was evidence tending to show delay in transporting the flour from Chicago to New York, and damages resulting therefrom as alleged in the complaint.

The following opinion was delivered by COLE, J.—The main object of this action is, to recover damages against the railroad company for delay in carrying a certain quantity of flour to New York City. The appellant is a manufacturer of flour at Neenah, Wisconsin, and delivered to the company at that place the flour, taking therefor a receipt or contract which reads as follows:

"Chicago and Northwestern Railway, Charles S. Tappan, General Freight Agent, Chicago, January 16th, 1862. Received (as agents and forwarders,) from E. W. Peet, the following packages (contents unknown,) in apparent good order, viz: Marked Acct. of Bank of Neenah, care of Jesse Hoyt & Co., New York. Care of Chas. S. Tappan, Gen. Agent, Chicago. Articles—one hundred barrels flour, round hoop, Harmony Mills. Contract from Neenah to New York at $2 25 per bbl. J. A. Smith, Agent."

It appears from the evidence and stipulations filed in the case, that the flour was transported by the company over its line from Neenah to its terminus at Chicago, and was forwarded from there by the company within a reasonable time by one of the usual routes, but failed to reach its destination in time in consequence of the accumulation of freight at a point east of Chicago. And the only question which we shall consider is, whether the company discharged its liability when it transported the flour over its road to Chicago and forwarded it from that place within a reasonable time by one of the usual routes, or whether the above receipt shows an express contract on the part of the company to carry the flour to New York. The Court below held that the obligation imposed by the contract was merely to transport the flour safely and seasonably to the city of Chicago, the end of defendant's road, and there deliver it to a proper carrier to be forwarded to its destination; and that when the company had done this it had discharged its full duty in the premises.

There is considerable conflict of authority upon the point as to what measure of responsibility a railroad company assumes which receives goods marked to some place beyond its route. The English Courts have decided that when a railway company take into their care a parcel directed to a particular place, and do not by positive agreement limit their responsibility to a part only of the distance, that is *prima facie* evidence of an undertaking to carry the parcel to the place to which it is directed, although that place be beyond the route of the company. The weight of American authority is certainly opposed to this doctrine, holding that the company which receives the goods assumes no responsibility as carrier beyond the terminus of its road unless there is a special contract, or some usage of business which shows that such company takes the goods for the whole route. Most of the cases upon the branch of law will be found in Note (K,) 1 Parsons on Con., p. 687, (4th ed.) See likewise Rome Railroad Company *vs.* Sullivan, *et al.*, 25 Geo., 228. It is believed, however, that a discussion of the question as to which is the most salutary and reasonable rule upon this subject is not necessary for the purposes of this case, since the authorities are quite uniform, that if the company receiving the goods contract as carrier for the whole line, then it is liable for any injury or loss that may happen to them beyond the limits of its road, and while under the control of other carriers. And a majority of the Court think that the receipt in this case contains an express undertaking on the part of the defendant to carry the flour beyond the terminus of its road to its destination, New York City. It will be seen that the receipt contains these words: "Contract from Neenah to New York, at $2 25 per bbl." We fully adopt the interpretation placed upon these words by the counsel for the appellant, and think of the contract were written out in full it would read: "The railway company contracts to carry this 100 bbls. of flour from Neenah to New York, and there deliver them to the consignees, for $2 25 per barrel." It seems to a majority of the Court that this is the natural and reasonable construction to be placed upon these words, and that they show an express undertaking on the part of the defendant to carry the flour to New York. If so, there can be no doubt that the company is liable for any loss occasioned by negligence and inexcusable delay in transporting the flour to its destination, in whatever part of the line it may have occurred. Noyes *vs.* R. and B. R. R. Co., 27, Vermont, 110; Wilcox *vs.* Parmalee, 3 Sandf., (S. C.,) 610; Perkins *vs.* P. S. and Portsmouth R. R. Co., 47 Maine, 573; Penn. Cent. R. R. Co. *vs.* Schwarzenberger, 45 Pa. st., 208.

It is claimed, however, that this construction of this language is inadmissible, and that it was used merely for the purpose of fixing the freight charges of all the companies between Neenah and New York, so that in no event should they exceed $2 25 per barrel, and that this intention is the more evident from the words "received (as agents and forwarders,") which are used in the first part of the receipt. The counsel for the appellant forcibly presented the obvious difficulties in the way of adopting this construction of the receipt. He suggests that if the intention was to fix the price of transportation to New York, the natural and proper words would have been: "freight from Neenah to New York not to exceed $2 25 per barrel." But instead of this the freight is fixed at a given amount, and then a meaning has to be given the language different from what it imports simply on its face. Furthermore if this theory is correct and such controling effect is given to the first clause of the receipt, "received (as agents and forwarders,") then it would relieve the company from all liability as carriers, and impose upon it merely the duty of forwarder from Neenah. And finally, the first part of the receipt is printed, while the words "contract from Neenah to New York, at $2 25 per bbl.," are written, and therefore the written portion must prevail over the printed part, if there is any conflict in the language. No satisfactory answer was given to these objections, and they show that the exposition of the receipt contended for by the counsel for the company is not a fair and legitimate one. We think the more natural and rational construction is, that the receipt contains an express undertaking on the part of the company to transport the flour to New York, and imposes upon it the responsibility of a carrier for the whole route.

We think, therefore, there must be a new trial. Of course we shall not be understood as expressing any opinion upon the other points made upon the brief of counsel.

Judgment of the Circuit Court reversed, and a new trial ordered.

DOWNER, J.—I dissent from the opinion of the majority of the Court in this case, and hold:

1st. That the receipt or contract in evidence, taken in connection with the evidence at the trial, is not a contract on the part of the defendant as common carrier to carry the flour from Neenah to New York.

2d. That the defendant undertook only to transport the flour to Chicago, the terminus of its own road, and there to forward it, and to fix the freight which should be charged by all the roads from Neenah to New York.

3d. That unless the defendant has greater powers than are ordinarily conferred on railroad corporations, it had not the power to make a valid contract, binding it as a common carrier to transport goods from Neenah to the City of New York. And on this point, I refer to the dissenting opinion of Sutherland, J., in the case of Burtis *vs.* The Buffalo and S. Line R. R. Co., 24 N. Y., (W. Smith,) 274, and authorities there cited.

Cincinnati and Dayton (Short Line) R. R.

The Sandusky (Ohio) *Register* says that the Cincinnati, Dayton and Eastern Railroad Company have closed the contract for the grading and mason work of their short line road between Dayton and Cincinnati, thus completing the line from Sandusky to Cincinnati. The contract provides that the grading and masonry shall be completed before the 1st of December of this year, and the work is to be commenced as soon as the frost leaves the ground. The Dayton (Ohio) *Journal*, however, of a later date contains the following respecting the same work:

It was rumored in the streets yesterday evening, that the long mooted project of the Short Line Railroad from Dayton to Cincinnati has received the finishing stroke from the Cincinnati, Hamilton and Dayton Railroad Company, and parties in that interest. The rumor comes to us in a creditable shape. We did not ascertain the particulars, but we understand that the Cincinnati, Hamilton and Dayton Railroad Company have obtained a lease of the Cincinnati, Dayton and Eastern Railroad (formerly the Sandusky, Dayton and Cincinnati) for twenty years. This is equivalent to the absorption of the latter road by the former, and the swallowing up of the Short Line enterprise, unless the Cincinnati, Hamilton and Dayton Railroad Company shall find it to their interest to build the line for their own use. If the rumor we publish is true, it exhibits the enormous capacity of the Cincinnati, Hamilton and Dayton Railroad for swallowing larger corporations than itself. It now controls its own line from Cincinnati to Dayton, the Dayton and Michigan Railroad, the Cincinnati, Chicago and Great Eastern Railroad, the Hamilton and Connersville line, and the Cincinnati Dayton and Eastern line.

The Ericsson Caloric Pump.

We gave in our issue of 12th ult., several testimonials from leading railroad companies as to the efficiency and adaptability of the Caloric Engine for pumping water at railroad stations. T. W. Kennard, Esq., Constructing Engineer of the Atlantic and Great Western Railway, stated that there were twenty on that road, which, without exception, had done their work faithfully and well. They were admirably adapted to railroad pumping, and, in fact, superior to any other engine known. They required no water, were economical of fuel, and any employee of the road could take charge of them. The cost for repairs had hardly averaged for twenty four months, $2 per engine. C. L. Haywood, Esq., Superintendent of the Fitchburg Railroad says they have been in use on that road for the past eight years, and do not require much more time and attention than an ordinary coal stove. At one station on the road, the water is drawn from the river through a three-inch pipe 500 feet in length, to a height of about 21 feet, and is then forced up about 20 feet over the top of the tank. In pumping 30,000 gallons of water, less than 100 pounds of coal is used. There are five in use on the Erie Railway, and the Superintendent of Motive Power and Machinery, says they are exceedingly economical, and are subject to but a slight depreciation under long service. J. Van Rensselaer, Superintendent of the West Jersey, Cape May and Millville, and Salem Railroads, has had eight Caloric Engines in use on his roads from three to five years. He prefers those on a solid cast iron bed plate, as now made by Mr. Robinson. The consumption of fuel is very little, the cost of repairs small, and their performance perfectly satisfactory. They are attended by switchmen. One of these engines has been in use on the N. Y. & Harlem Railroad for seven years, Mr. Buckhart, Engineer and General Superintendent, says it has done, and is still doing well. As a power machine it has no equal except water itself.

Since the publication of the certificates, of which the above is a synopsis, we have been favored with another from the pen of A. F. Smith, Esq., Sup't of the Hudson River Railroad, which we take pleasure in laying before our readers.

HUDSON RIVER RAILROAD,
SUPERINTENDENT'S OFFICE,
New York, January 30, 1867.

JAMES A. ROBINSON, Esq.,

DEAR SIR:—In reply to your request of the 28th inst., I am pleased to state the result of our experience in the employment of the Ericsson Caloric Engines for "pumping." We have five of them in use of 18 and 24 inch sizes, raising water different heights from 22 to 80 feet, and in one case drawing and forcing it more than 1,500 feet horizontally in addition to the elevation. Our first engines have been in service about seven years. All have performed their work satisfactorily, more particularly those built at your Works, being more thoroughly constructed than our earlier ones, (built by other parties), their cost of repairs is reduced to a trifling amount. We now use Caloric Engines exclusively at all stations where an independent power is required for supplying water. At different points we have substituted them for Steam Engines, with decided advantage in all respects.

My own judgment is that the "Hot Air Engine," as now constructed, (its capacity being properly suited to its work) affords the *most* economical and in every respect the *best power obtainable*. It consumes much less fuel than the best Steam Engine. It is absolutely safe against explosion and self injury from "low water." Is much safer on account of fire. Has no feed pump nor pipes to freeze up, and become useless when not running. It requires no *mechanical* skill and very little labor or attention to keep it regularly at work, and consumes far less time than steam to get in operation after starting fires. Another important advantage is that all the escape heat is easily utilized for warming Tank Houses and Water without danger from fire. In short, I may say, I consider the Caloric Engines better adapted for universal use, than any prime mover known for work within their limit.

Respectfully Yours,
A. F. SMITH,
General Superintendent.

Failures in Canada in 1866.

The following table, from the Annual Circular of Messrs. Dun, Wiman & Co., exhibits the number of failures in Canada during the past year, with the amount of liabilities and assets, as near as can be ascertained:

	No.	Liabilities.	Assets.
Toronto	12	$186,500	$89,600
Hamilton	7	73,000	39,500
London	5	45,000	23,000
Kingston	5	535,000	179,000
Ottawa	7	52,954	15,764
Balance of Canada West	173	1,111,700	590,200
Total for Canada West	209	$2,004,154	$937,564
Montreal	31	440,788	313,917
Quebec	43	471,435	274,418
Balance of Canada East	30	194,700	105,000
Total for Canada East	104	$1,106,923	$693,335
Gr'd total for all Canada	313	$3,111,077	$1,630,899

The total amount of capital employed in Canada West is $63,061,500; in Canada East, $63,741,000—total, $126,802,500.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Jan. 1, 1867.	Feb. 1, 1867.
Debt bearing int. in coin.	$1,400,490,741 80	$1,420,145,541 80
Debt bearing interest in currency	832,379,440 00	819,672,740 00
Matured debt not presented	16,518,589 31	15,791,454 31
Debt bearing no interest,	425,673,334 32	430,163,803 72
Total	$2,675,062,505 43	$2,685,773,539 83
Coin in Treasury	$97,841,567 75	$97,354,603 69
Currency	33,895,765 04	45,069,187 58
	$131,737,332 79	$142,423,791 27
Debt less cash in the Treasury	$2,543,325,172 64	$2,543,349,748 56

The total debt shows an increase since the 1st of January of $10,711,034 40. The balance in the Treasury shows an increase, as compared with January 1st, of $10,686,458 48. Deducting the amount on hand from the aggregate debt, both on the 1st of January and the 1st of February, the increase of debt would be $24,575 92. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of February, 1867, and the actual decrease in the Public Debt since that period has been $214,339,822 87.

Hartford Accident Insurance Company.

This company, under the management of Mr. W. E. Shader, is already doing a prosperous business and is rapidly winning a leading position in the Accident branch of insurance. Competent parties, especially fire and life insurance agents, desirous of representing a first class company of this description, should not fail to call, at their earliest convenience, on Mr. Shader, No. 155 Broadway, a genial and obliging gentlemen, willing to deal with them on the most liberal terms.

☞ Virginia papers are again agitating the construction of a railroad line from Alexandria—branch to Washington, with Alexandria, Loudoun and Hampshire Railroad, to South Branch of Potomac, with it and North Fork to the crossing of the Alleghanies, by Upshur Court House, Weston &c.—to Lotart's Falls in the Ohio River. They claim that it is the shortest and best line from the city of Washington to the Ohio. It puts Washington in connection with the Ohio nearly one hundred miles below Parkersburg, and shortens the distance some sixty miles.

☞ The Dunkirk *Journal* says that the estimated cost of construction of the Dunkirk, Warren and Pittsburg Railroad from Dunkirk to the State line, a distance of 38 miles, is about $1,900,000, or about $50,000 per mile. Among the conditions precedent to a complete organization of a company and the securing of a charter, are the subscription for stock to the amount of $38,000 ($1,000 per mile) and the actual payment of 10 per cent thereof. The amount of stock to be taken by the citizens of Dunkirk is $10,000.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$3,740,464	$1,680,183
" cotton	2,181,451	1,625,857
" silk	2,177,813	943,349
" flax	1,798,390	954,847
Miscellaneous dry goods	839,912	632,234
Total entered for consump.	$10,738,030	$5,836,470

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$1,413,503	$1,289,835
" cotton	960,893	564,166
" silk	654,139	394,871
" flax	605,402	715,394
Miscellaneous dry goods	141,675	96,707
Total withdrawn from warehouse	$3,755,612	$3,060,973
Add entered for consump.	10,738,030	5,836,470
Tot. thrown on the market.	$14,513,642	$8,897,443

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$2,318,860	$2,182,140
" cotton	1,108,648	1,720,379
" silk	827,835	988,480
" flax	648,349	917,864
Miscellaneous dry goods	132,369	283,539
Total entered for wareh'g.	$5,031,061	$6,092,402
Add entered for consump.	10,738,030	5,836,470
Total entered at the port.	$15,769,091	$11,928,872

The imports of foreign dry goods at New York for seven months ending with January were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$24,962,128	$16,200,853
" cotton	11,583,833	6,824,511
" silk	14,170,721	7,385,484
" flax	9,779,161	6,080,874
Miscellaneous dry goods.	3,857,218	4,320,981
Total ent. for consump.	$64,352,961	$40,812,703

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$6,208,134	$9,864,285
" cotton	1,813,475	2,228,659
" silk	2,382,773	4,109,691
" flax	1,108,930	2,856,933
Miscellaneous dry goods.	410,074	670,143
Total withdrawn from warehouse	$12,923,386	$19,729,711
Add ent. for consump.	64,352,961	40,812,703
Total thrown on the market	$77,276,347	$70,542,414

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$7,933,586	$11,733,412
" cotton	3,527,296	4,511,266
" silk	3,894,907	4,983,127
" flax	2,994,040	5,206,686
Miscellaneous dry goods	47,273	1,189,671
Total entered warehouse.	$18,757,102	$27,624,162
Add ent. for consumpt'n.	64,352,961	40,812,703
Total entered at the port.	$83,110,063	$68,436,865

☞ A bill has been introduced in the New Jersey Legislature to incorporate the Water Gap and State Line Railroad. The capital stock is fixed at $1,200,000, with authority to increase to $2,000,000. The route is from some point on the line of the Warren Railroad, at or between the Delaware river and the point where the Belvidere Delaware Railroad intersects the Warren Railroad, intersecting with both railroads, and thence along the Delaware to the New York line.

Trade and Commerce of San Francisco.

The receipts of specie at San Francisco from the California and Nevada mines during the past five years have been as follows:

	Uncoined.	Coined.	Total.
1862	$37,549,878	$4,989,921	$42,539,799
1863	39,546,865	5,730,461	45,327,326
1864	40,130,090	5,330,325	45,460,415
1865	41,903,649	4,361,951	46,265,600
1866	39,299,850	4,565,359	43,865,209

The receipts from Washoe, Esmeralda and Reese River Mines of Nevada, (included in the above) during the same period, were as follows:

1862	$6,247,074
1863	12,486,238
1864	15,797,585
1865	15,184,877
1866	15,215,218

The imports of treasure (exclusive of those from Victoria, V. I., which are included in the coastwise receipts,) for the past five years, have been as follows:

1862	$1,087,879
1863	2,156,677
1864	1,845,909
1865	1,872,697
1866	1,298,311

The imports coastwise (including Victoria, V. I.,) and receipts from Northern and Southern mines (including Nevada State,) during the year 1866, were as follows:

Imports	$1,298,311
Receipts coastwise, including Victoria	6,673,629
Receipts from Northern and Southern Mines	43,865,209
Total for 1866	$52,837,149
Total for 1865	55,445,042
Decrease in 1866	$2,607,893

The export and destination of treasure during the years 1865 and 1866, respectively, were as follows:

To	1865.	1866.
New York	$20,995,328 68	$41,270,634 56
England	16,252,786 18	6,565,510 01
France	131,392 20	792,548 25
China	6,943,692 74	6,533,084 12
Panama and Central America	526,949 66	694,560 96
East Indies	156,504 87	.....
Japan	224,019 35	105,890 16
Sandwich Islands	44,920 00	172,345 03
Society Islands	15,500 00	.....
Mexico	152,457 00	12,004 00
Chili	51,000 00	.....
Total	$45,484,545 68	$56,146,577 09

The exports of merchandize for the past five years have been as follows:

	Domestic.	Foreign and Eastern.	Total.
1862	$6,578,780	$3,860,208	$10,438,988
1863	7,599,755	5,204,531	12,804,286
1864	7,753,933	5,587,227	13,341,160
1865	8,705,228	5,511,146	14,216,374
1866	11,934,062	5,232,834	17,166,896

The increase in the value of domestic exports of $3,229,834 over those of the previous year is mainly due to the increase in breadstuffs and grains, which have been comparatively as follows:

	1865.	1866.
Flour, bbls.	$701,556 00	$1,855,108 19
Wheat, sks.	847,534 37	4,185,597 50
Barley, sks.	183,230 77	381,426 70
Oats, bush	18,288 27	345,693 33
Total	$1,750,604 41	$6,717,825 72

The aggregate exports of merchandize and treasure for the years 1865 and 1866, have been as follows:

	1865.	1865.
Domestic produce	$8,705,228	$11,934,062
Foreign and Eastern	5,511,146	5,232,834
Treasure	45,484,546	56,146,577
	$59,700,920	$73,713,473

The amount of goods imported, and the payments made therefor, in 1865 and 1866, are approximately stated as follows:

	1865.	1866.
Foreign, at Custom House.	$10,338,898	$12,857,000
Eastern, per sail	22,862,640	17,198,204
Eastern, per steam	9,253,315	11,289,044
Freight, foreign goods	1,615,247	1,942,058
Freight, Eastern goods	3,324,381	2,555,978
Freight, Eastern steam	1,850,663	2,888,476
Duties, gold	6,708,753	7,189,763
Total	$56,003,897	$55,920,518

The actual exports in payment have been:

	1865.	1866.
Merchandise	$14,216,874	$17,166,896
Treasure	50,693,299	44,146,577
Total	$64,909,673	$61,313,473

The treasure shipments are on mercantile account. In addition to which there has been shipped $12,000,000 by the U. S. Treasury, making the aggregate shipments, as stated above, $56,146,577. Of this, about $35,000,000, is the product of California.

The arrivals of passengers at San Francisco in 1866 were 25,618; and the departures, 21,935—showing an increase of 3,683. The following statement will show the passenger movement since 1863:

	—Isthmus.—		—Elsewhere.—		—Total.—	
	Arrivals.	Depar.	Arr.	Depar.	Arr.	Depar.
1863	24,337	9,505	7,568	4,225	31,905	13,730
1864	24,622	14,529	4,963	5,643	29,585	20,172
1865	18,510	21,597	5,589	3,746	24,099	25,343
1866	20,962	17,895	4,656	4,040	25,618	21,935

The movements of Chinese population shows an excess of departures. In three years the arrivals have been 6,335; and the departures, 7,642—difference, 1,307.

☞ The Cedar Falls and Minnesota Railroad, from Waterloo to Waverly, has been leased for a term of forty years to the Dubuque and Sioux City Railroad Company. One of the conditions is that the latter Company "shall use all proper diligence in extending the road up the valley with the view of connecting with the St Paul road now being constructed south with the Cedar Valley."

☞ A dispatch dated Junction City, Kansas, January 31st, says: "This place will be the terminus of the Union Pacific Railroad during the coming summer, and great preparations are being made for a heavy business with New Mexico. Twelve large trains are already on the way from that territory to receive stocks which have been shipped to this point."

☞ The earnings of the Wrightsville, York and Gettysburgh (Pa.) Railroad for the past year were $33,241 57; expenses $23,669 92—leaving $9,571 65.

☞ The Alexandria *Gazette* says that the Alexandria and Fredericksburg Railroad Company has stopped the work of construction on its sections lately put under contract.

Arrivals of Vessels at New York in 1866.

The arrivals of vessels at this port from foreign countries during the year 1866, the class of the vessels, and the nationality of their owners, were as follows:

	Steam's	Ships.	Barks.	Brigs.	Schrs.	Total.
American	185	301	351	351	470	1,658
British	331	132	441	1,031	475	2,410
Bremen	34	48	83	6	1	172
Hamburg	39	26	24	10	...	99
Italian	..	2	40	51	...	96
Norwegian	..	12	47	17	...	76
Prussian	..	10	42	14	1	67
French	27	2	8	12	1	50
Holland	..	1	9	24	3	37
Hanoverian	..	4	7	13	2	26
Danish	..	...	16	20	6	21
Swedish	..	2	7	13	...	42
Russian	..	...	12	...	...	22
Spainish	..	2	8	11	...	12
Portuguese	..	3	2	10	...	15
Mecklenburg	..	2	8	11	...	16
Austrian	..	4	9	8	3	24
Brazilian	..	...	...	9	...	9
Argentine	..	1	6	...	...	7
Belgian	..	2	1	2	...	5
Oldenburg	..	...	2	3	...	5
Lubec	..	...	2	3	...	5
Holstein	..	...	1	2	...	3
Venezuelan	..	...	...	4	...	4
Mexican	1	...	...	3	1	5
Finland	..	...	1	...	...	1
Greek	..	...	1	...	...	1
Dominican	..	...	...	...	2	2
Haytian	..	...	...	...	1	1
St. Domingo	..	...	...	...	1	1
Total	617	557	1,128	1,623	967	4,892
Total 1865	454	479	1,024	1,635	1,070	4,662
Increase	163	78	104	...	...	230
Decrease	..	..	..	...	12	103	...

The coastwise arrivals during the same period, were:

	Steam's.	Ships.	Barks	Brigs.	Schrs.	Total.
January	125	3	15	22	227	392
February	117	2	11	27	193	350
March	128	5	17	21	569	740
April	132	4	6	17	619	778
May	118	2	3	16	659	798
June	123	3	6	16	532	680
July	111	1	9	11	466	598
August	96	5	5	24	490	620
September	111	4	9	45	461	630
October	105	4	8	35	495	647
November	143	2	15	37	388	585
December	143	5	7	40	275	470
Total	1,452	40	111	311	5,374	7,288
Add foreign arrivals	617	557	1,128	1,623	967	4,892
Total, 1866	2,069	597	1,239	1,934	6,341	12,180
Total, 1865	2,058	564	1,168	1,934	6,910	12,634
Increase	11	33	71	..	..	..
Decrease	..	..	..	..	569	454

☞ The great Union Depot of the Michigan Southern and Northern Indiana and Chicago and Rock Island Railroad Companies, at Chicago has just been completed, at a cost of about $250,000. It is 610 feet long by 160 feet wide, and is, in its general architectural appearance and interior arrangement, said to be the model depot of the country.

☞ The citizens of Carroll, Jo Davis and Stevenson counties, Illinois, and Green county, Wisconsin, are advocating the construction of a railroad from Monroe, Wis., to Savannah, on the Mississippi river.

☞ The Amboy, Lansing and Traverse Bay Railroad of Michigan has been sold to the Jackson, Lansing and Saginaw Railroad Company. The two roads are to be consolidated.

Cumberland (Md.) Coal Trade.

We are indebted to C. Slack, Esq., of Mount Savage, Md., for the following statistics of the Cumberland coal trade for 1866, compiled by him from official sources:

Name of Company	To B. & O. R. R. Tons.	To C. & O Can. Tons.	Local. Tons.	Total. Tons.
Central C. M. & M Co	62,294	92,014	18	154,326
Hampshire&BaltClCo.	89,709	34,391	1,291	125,391
American Coal Co.	42,488	66,712	112	109,312
Consolidation Coal Co.	63,986	17,563	12,021	93,570
Borden Mining Co	41,109	42,479	510	84,098
Cumb.Coal & Iron Co.	22,291	52,159	5,589	80,039
Franklin Coal Co.	72,758	....	....	72,758
George'sCk Cl & IrnCo.	56,692	....	94	56,786
George'sCk Mining Co.	49,553	....	....	49,553
Piedmont Cl & Iron Co.	46,501	....	....	46,501
Swanton Mining Co.	39,107	....	....	39,107
Potomac Coal Co	38,783	....	....	38,783
New Hope Mines	6,035	26,240	356	32,630
Barton Coal Co	28,906	....	....	28,906
Atl. & G. C. Coal Co	28,939	....	....	28,939
Blæn-Avon Coal Co	18,934	....	....	18,934
SavageMountainCl Co.	115	11,508	93	11,716
Spruce Hill Coal Co.	5,437	....	....	5,437
National Coal Co	2,392	112	....	2,504
Midlothian Coal Co	....	....	41	41
	716,029	343,178	20,124	1.079,331

RECAPITULATION.

	Tons.
By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	579,658
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	291,019
By Cumberland and Pennsylvania Railroad to local	13,280
By Cumberland Coal and Iron Company's Railroad to Baltimore and Chi Railroad	46,662
By Cumberland Coal and Iron Company's Railroad to Chesapeake and Ohio Canal	52,159
By Cumberland Coal and Iron Company's Railroad to local	5,580
By Hampshire and Baltimore Co. (Va. Mines) to Baltimore and Ohio Railroad	80,709
By Hampshire and Baltimore Co. (Va. Mines) to local	1,255
Total in 1866	1,079,331

Increase over 1865, 175,836 tons.

It appears by another tabular statement that from the commencement of the Cumberland coal trade in 1842 to 1866, inclusive, (twenty-five years) 7,252,163 tons have been transported over the Baltimore and Ohio Railroad, and 3,176,892 tons over the Chesapeake and Ohio Canal—total 10,429,055 tons.

☞ It is announced that the government of Honduras, through their representative in Paris, has entered into a contract with the French Government for the construction of an inter-oceanic railroad across that republic.

D. A. GIVEN, of Watts, Given & Co., Paducah, Ky.
D. W. JONES, of Boyle Co., Ky.
J. M. FLOURNOY, Pres't Commercial Bank of Ky.
N. S. RAY, late Cash'r Com'l B k of Ky., Lebanon, Ky.

BANKING HOUSE OF
GIVEN, JONES & CO.,
33 Broad St., New York,
AND
CITY BANK, NEW ORLEANS.

Orders for the purchase or sale of **Government Securities, Stocks, Bonds, and Gold,** promptly executed.

Interest allowed on Deposits, subject to cheques at sight.

Special attention given to the Foreign Exchange Business. GIVEN, JONES & Co., are prepared to **draw Sterling Bills,** at sight or sixty days, on the Bank of Liverpool, in sums to suit purchasers.

The **New Orleans House will make Collections** in that City and at all accessible points South, and remit on the day of payment.

We refer to BANK OF AMERICA and NATIONAL BANK OF STATE OF NEW YORK, New York City, and to any of the Kentucky Banks.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE FOR ALL THE PRINCIPAL CITIES IN THE WORLD.
MAKE MERCANTILE CREDITS
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ALSO,
MAKE TRANSFERS OF MONEY TO
CALIFORNIA AND OREGON,
BY TELEGRAPH.
INTEREST ALLOWED ON DEPOSITS.

HARTFORD
ACCIDENT INSURANCE COMPANY,
of Hartford, Conn.
CASH CAPITAL - - $300,000.
THOS. S. VAIL, Pres't. C. C. KIMBALL, Vice-Pres't.
W. S. MANNING, Secretary.
NEW YORK OFFICE,
155 & 157 Broadway,
WESLEY E. SHADER, Manager.
Insures against Accidents of any description.
Active and energetic agents are invited to call at the New York Office. 3m6

MERCANTILE
MUTUAL INSURANCE COMPANY,
NO. 35 WALL ST., NEW YORK.
ASSETS, Jan. 1, 1867 ..... $1,261,849.
ORGANIZED APRIL, 1844.
During the past year this company has paid to its Policy-holders,
IN CASH,
a rebatement on premiums in lieu of scrip, equivalent in value to an average scrip dividend of
TWENTY PER CENT.
Instead of issuing a scrip dividend to dealers, based on the principle that all classes of risks are equally profitable, this Company makes such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the Stockholders.
This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, on the most favorable terms, including Risks on Merchandise of all kinds, Hulls, and Freight.
Policies issued, making loss payable in Gold or Currency, at the OFFICE in NEW YORK, or in Sterling, at the OFFICE of RATHBONE BROS. & Co., in Liverpool.
ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice-Pres't.
C. J. DESPARD, Secretary.

PUMPING ENGINES,
Ericsson's Caloric Pumps,
FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendants in the highest terms.
JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

THE STEAM SIPHON PUMP
IS THE MOST SIMPLE, EFFECTIVE, AND DURable device for raising water by steam yet discovered. It is an independent lift and force pump without piston, plunger, valves, or movable parts of any kind. With the STEAM SIPHON WATER STATION a Locomotive can raise water with its own steam, and fill its tender in the same time as from an ordinary tank, thus dispensing with tanks, pumping machinery, and men to attend them. It cannot get out of order, or freeze up, and is an efficient fire engine where steam power is employed, as at Machine Shops, Car Shops, Elevators, &c. For Circulars and other information address
STEAM SIPHON COMPANY,
48 Dey St., New York.

TO CIVIL ENGINEERS.

AN ENGINEER of practical experience, from England, would be happy to treat with any gentleman requiring his services, for the execution of all kinds of work appertaining to the above profession. Address A. Z., care of Messrs. BROWN, COOMBS & CO., 189 Broadway.

NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, Jan. 28, 1867.

TWENTY-SEVENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO; in Albany, at the ALBANY NATIONAL CITY BANK.

The Transfer Books will be closed at the close of business on Thursday the thirty-first day of January instant, and be re-opened on the morning of Saturday, the twenty-third day of February next.

4t5 E. D. WORCESTER, Treasurer.

NOTICE.—Contractors with capital can hear something to their advantage, by addressing the undersigned. *None* but those *with capital* and good references need apply.

TENCH F. TILGHMAN,
Eng. & Sup't Md. & Del. R. R.,
2t5 Greensborough, Maryland.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY, January 15, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

To Engineers and Boiler Owners.

THE ANTI-INCRUSTATOR,

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

IN THE STEAM-CHAMBER OF THE BOILER,

silently and without shock, and without the use of acids, powders or compounds, and the first expense is the only one attending its use.

The New York Anti-Incrustation Company are now prepared to equip steam boilers with their Anti-Incrustator and

GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it.

Every information given at the office, No. 78 William Street, first floor, back room.

President.—BARRET H. VAN AUKEN.
Treasurer.—WILLIAM R. GARRISON.
Secretary.—J. R. ESTILL.
Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G Leisenring. 3m47

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway,
NEW YORK.

POST, McCALLUM & CO.,

Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Roomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 138 Pearl St.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
8m50 **71 Broadway, New York.**

BORDEN & LOVELL,

70 and 71 West Street, New York.

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CUMBERLAND COAL.

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Steel Pen Manufacturing

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WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.
WOOLWORTH & GRAHAM,
Sole Agents.

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C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.

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WITH

Benjamin H. Latrobe,

LATE CHIEF ENG'R BALTIMORE & OHIO R. R.

CONSULTING ENGINEER,

No. 7 Law Buildings, Baltimore, or Charlotte, N. C.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Feb 1.—RISING STAR, Capt G W. Furber, connecting with MONTANA, Capt. Sutton.

Feb. 11.—HENRY CHAUNCEY, Capt. A. G. Gray connecting with CONSTITUTION, Capt. Caverly.

Feb 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with GOLDEN AGE, Capt. Lapidge.

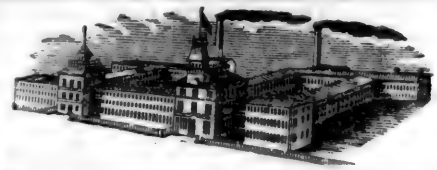
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1:, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

7m35 F. R. BABY, Agent.



ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
158 Washington Street, Boston.

PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT, ALTOONA, PA., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION, ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO, Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 7.] SATURDAY, FEBRUARY 16, 1867. [WHOLE No. 1,609, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 16, 1867.

American Street Cars.

Street Railroads and Horse Cars, so common in all our chief cities, though tabooed in London, are used quite extensively in Paris, as also to some extent in the suburbs of Liverpool, and many other cities abroad. American Manufacturers in this line are to be represented at the Paris Exposition by a superbly constructed and richly finished City Railroad Car, from the long-established and well and favorably known manufactory of Messrs. JOHN STEPHENSON & Co., of this city. It is far superior to any like vehicle yet produced. New York was the birth-place of these Street Railroads, and the Messrs. Stephenson excel in the production of this specialty. The car sent to Paris, in size and shape, is about the same as those in common use, (of which Messrs. Stephenson made and delivered *three hundred and sixty-eight* during the year 1866,) excepting it is designed to accommodate passengers on the roof, much like those used for a time on the Third Avenue Railroad a few years since. The upholstering, however, as well as the general finish, outside and in, are wrought up to the highest perfection. The body of the car rivals plate glass in smoothness and clearness. On the panels are landscapes and other views done in a highly creditable manner. This car is one of a number built for the India Street Railway Co., of Bombay, and stops at Paris on its way to India. The builders have lately furnished cars for roads in Pernambuco, Rio Janeiro, Buenos Ayres, Valpariso, Carizal, Quebec, Montreal, Halifax, Galveston, New Orleans, Charleston, St Louis, Cincinnati, Louisville, Memphis, Nashville, and numerous other cities, South and West. Mr John A. Tackberry, of the firm, will visit Paris to prepare this car for the exhibition.

The Locomotive "America" for the Paris Exhibition.

Paterson, N. J., the great centre of locomotive building in this country, has furnished to represent this branch of American manufacture at the French Fair, an express locomotive of the ordinary general design, which is the most expensively finished of any ever produced.

It is a coal burner, cylinder 16 by 22, two pairs of drivers 5 feet 6 inches in diameter, and is a good specimen of our generally approved style of fast engines.

It is American in the fact, that wherever long practice with any single detail of handwork is required for excellence, the machine though in every point creditable, does not particularly excel; while wherever tools, design, planning, and intelligent invention is concerned, its superiority is very marked.

It is strong, convenient, and intensely effective, fast and dashy. Its boiler is of Sligo iron, one of the best brands of Pennsylvania charcoal plate, double rivetted longitudinally, and the whole is covered with burnished German silver. Thus the entire body of the locomotive, as also the smoke pipe, shines like a new razor.

The chimney is filled in between the main shell and the polished covering with a thickness of about an inch of plaster of Paris, the material used in the famous Salamander safes, to prevent the heat from affecting the surface. The cylinders and steam chests are also silvered. The frame of the locomotive, the rods, levers, etc., as also even the springs, are draw-filed throughout. Much of the work after being thus exquisitely finished, is painted to avoid the necessity of keeping it rubbed bright.

What will be remarkable in the eyes of mechanics everywhere, is that the truck frames of the tender are forged each in a single piece, and finished all over. The leaf steel springs are bedded on rubber to kill the tremulous vibration, according to our most approved modern practice. The cab, for the engineer and fireman, (European engineers stand exposed,) is of course, wood, in the qualities, selection and working of which America is always pre-eminent. It is richly variegated with black walnut, ash, and curled maple.

One of the marked features in this magnificent machine, is the presence of the best inventions of our American mechanics which have been thoroughly tested, and the absence of untried schemes, or those of doubtful merit.

This locomotive will carry to Europe, in each steam chest, under each of the slide valves, two sets of hardened and polished steel rollers, running on similarly prepared tracks. This is an invention for saving friction which has lately become highly popular in this country, both in marine and locomotive engineering. The inventor, Capt. Bristol, of Chicago, has died, but this manufactory, the Grant Locomotive Works, better known as the New Jersey Locomotive and Machine Company, was one of the foremost in adopting the improvement. It is intended also, to send separate sets, showing this mode of mounting valves detached from the engine, so that the rollers and steel bars can be readily inspected by the Europeans. The truck supports the front end of the locomotive on swinging links, what is sometimes called the Half-Bissell, the invention of Levi Bissell and Alba F. Smith of this city. The furnace is very large, and the grate is of water tubes arranged zig-zag, with two spaces at the lowest points stopped by movable grate bars, to be dropped when it is desired to suddenly discharge the coal and extinguish the fire in any emergency. This is the invention of Mr. Milholland, of Reading.

We believe in giving credit to the intellects which conceive, as well as to the enterprise and skill which carries forward improvements. In this case both deserve and will receive much praise. Under the system by which this specimen,

like all of the other work from this establishment for the last three years, has been produced, every piece is executed by gages like the parts of our Government muskets, or Waltham watches, so that they are exactly fitted. This machine may be sold for a railroad in Egypt or Northern Russia, and a duplicate of any part if broken, can be supplied from the shop, ready to match exactly. The frames to apply on each side, for example, are clamped together and cut exactly alike. The holes in each piece are bored through a templet of cast iron, clamped firmly upon the work, the drill being inserted through a bushing of hardened steel in the templet applied successively in the several holes.

Altogether this proof of the advanced condition of mechanical science in this country appears likely to form the most brilliant and attractive, as well as one of the largest and most carefully constructed machines in the entire exhibition.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1866:

RECEIPTS.

From passengers		$1,275,588 06
From freight		269,768 74
From U. S. mail, rents, express, freight and other sources		225,505 60
		$1,770,862 40

EXPENSES.

Maintaining railroad, bridges and buildings	$237,207 02	
Repairs of locomotives, cars and machinery	153,897 10	
Fuel—cost and labor in preparing	165,517 78	
Operating the road and transporting passengers and freight	408,602 95	
Office expenses, salaries and contingencies	16,622 61	
		981,847 46
		$789,014 94
Interest on bonds		$55,629 27
Transit duty on passengers & freight		43,610 53
State tax on capital stock		25,000 00
Government tax		68,716 87
Sinking fund		20,000 00
Dividends in cash, Aug. and Feb.		499,995 00
Profit and loss, to surplus earnings		76,063 27
		$789,014 94

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	664,510½
Between Jersey City and Newark	1,685,402
" " Elizabeth	170,909½
" " Rahway	156,100½
" " Uniontown	16,788½
" " N. Brunswick	136,077½
" all intermediate places	738,402½
Total, not including commuters and free passengers	3,568,191

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	20,099
Between Jersey City and Newark	41,812½
" " Elizabeth	12,974
" " Rahway	11,796
" " N. Brunswick	28,517
" all intermediate places	141,335½
Total	256,534

Number of miles run by passenger, freight and other trains, 638,632.

GENERAL STATEMENT.

Capital stock		$5,000,000 00
Funded debt		855,000 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below	$407,451 30	
Dividend, 1st January, payable 1st February, 1867	249,997 50	
		657,448 80
		$6,512,448 80
Cost of road and equipments:		
For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages		$3,890,328 60
Locomotives, tenders & snow plows		452,250 00
Cars—passenger, freight & baggage		365,314 00
Property, viz:		
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates for $485,000)	$1,580,141 10	
Cash in bank, cash items, and balances due	224,415 10	
		1,804,556 20
		$6,512,448 80

President.—ALFRED L. DENNIS.
Secretary.—F. W. RANKIN.
Treasurer.—H. J. SOUTHMAYD.
Gen'l Superintendent.—F. WOLCOTT JACKSON.

Norwich and Worcester Railroad.

The receipts of this company for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$265,506 87	$255,491 05
" freight	427,923 96	473,252 18
" mails, express etc.	20,627 00	21,934 94
	$714,057 83	$750,678 17
Expenses, viz:		
Repairs of road	$61,285 20	$81,587 87
" bridges	4,912 14	440 11
" locomotives	24,956 67	67,106 62
" cars	56,004 96	58,378 80
" tools	6,168 99	8,451 48
" stations	7,928 71	17,948 33
Fuel	59,000 74	60,364 18
Oil and waste	7,568 67	10,476 28
Passenger expenses	29,688 14	31,216 65
Freight expenses	67,935 00	75,955 95
Taxes and insurance	35,805 18	48,698 44
Gratuities and damages	57,498 49	15,308 01
Salaries	9,833 34	10,849 86
Removing snow and ice	178 86	57 62
Printing & advertising	2,938 39	2,922 99
All other expenses	13,958 30	10,387 55
	$445,661 78	$500,149 74
Net earnings	$268,396 05	$250,528 43
Interest paid	26,481 59	26,591 71
Balance	$241,914 46	$223,936 72

A dividend of five per cent. was paid on the 13th of July, 1866; and one of four per cent. on the 10th of January, 1867—both free of U. S. Government tax.

The capital stock of the company consists of 28,250 shares of $100 each ($2,825,000); of which 23,540 shares are in the hands of Stockholders upon which dividends are paid; 590 shares are in the hands of the Company's Treasurer; 4,000 shares are held by the State of Massachusetts as collateral to debt; and 96 shares of common stock never surrendered, and made preferred, to which add one-fourth, or 24 shares, to be paid in on the surrender of the 96—making the total as above, 28,250 shares.

The road is 59.4 miles in length extending from Norwich to Worcester. At Norwich a connection is made with the New London Northern Railroad; at Plainfield Junction, with the Hartford, Providence and Fishkill Railroad; and at Worcester, with the Worcester and Nashua, Boston and Worcester, Fitchburg and Worcester, Providence and Worcester and Western Railroads. It has 1⅛ mile of double track. The aggregate length of sidings, and other tracks, excepting main track and branch, is 7.2 miles. Branch line to Allyn's Point, 7 miles.

The equipment consists of 19 locomotives, 26 passenger and baggage cars, and 346 eight-wheel and 110 four-wheel freight cars.

Cost of road from Norwich to Worcester	$2,083,861 86
Allyn's Point Extension	177,544 29
Junction at Norwich	21,274 88
Equipment	498,596 80
Tools and machinery	31,735 55
Total cost of road, equipment, etc.	$2,812,513 38

The assets and liabilities of the company November 30, 1865 and 1866 were as follows:

Assets:	1865.	1866.
Cash, notes and balances due the company	$126,798 10	$80,956 44
Steamboat stock	180,000 00	270,000 00
Sinking Fund Steamboat bonds	97,850 00	29,850 00
Inventory of wood, iron rails, etc	79,870 27	75,551 71
Surplus real estate	13,304 98	5,304 98
Interest in steam tug	1,163 18	.....
	$498,986 53	$461,663 13
Liabilities:		
Massachusetts Loan due July 1, 1877	$400,000 00	$400,000 00
Less sinking fund	190,000 00	205,000 00
	$210,000 00	$195,000 00
Bonds at 7 per cent, due 1874	59,000 00	59,000 00
Steamboat bonds	121,000 00	96,000 00
Accrued interest	4,188 83	3,883 92
Dividends not called for	1,550 00	1,550 00
Taxes due and uncollected	3,494 33	.....
U. S. taxes not due	.....	214 08
Balances due to companies & individuals	78 81	464 58
	$399,261 97	$356,112 58
Assets over liabilities	$99,724 56	$105,550 55

President.—AUGUSTUS BREWSTER.

Directors.—Augustus Brewster, Charles Johnson, J. N. Perkins, John T. Wait, Franklin Nichols, John F. Slater, Robert Bayard, B. F. Dawson, Alex. DeWitt, H. K. Horton, W. F. Weld, F. H. Dewey, Vachel Worthington.

Treasurer.—GEORGE L. PERKINS.
Superintendent.—P. ST. M. ANDREWS.
Secretary.—EDWARD T. CLAPP.

☞ W. S. Johnson, has been elected President, and F. S. Blodgett, Superintendent, of the Milwaukee City Railway Company.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$215,137 08	$276,186 84
" freight	183,279 67	270,874 00
" mails	5,566 66	6,300 00
	$403,983 41	$553,360 84
Expenses, viz:		
Motive power	$47,505 51	$63,337 05
Conducting transp.	46,969 90	66,701 98
Maintenance of way	74,557 63	90,647 95
Maintenance of cars	12,407 45	14,632 45
General expenses	13,774 77	12,262 16
Materials	6,959 29	16,547 46
Construction and equipment	118,757 02	110,363 77
	$320,931 17	$374,492 82
Net earnings	$83,052 24	$178,868 02

The receipts of the company from all sources during the years named have been as follows:

	1865.	1866.
Balance from previous year	$161,100 88	$161,615 08
Revenue Cumberland Valley R. R.	441,620 05	553,360 84
Revenue Franklin R. R.	17,502 94	
From other sources	2,587 70	11,047 06
	$622,811 57	$726,022 98
Expenditures, viz:		
Dividends	$81,118 25	$69,635 50
Interest on bonds	26,517 38	25,880 40
Trustees of sink'g fund	20,084 14	4,419 16
Expenses, as above	320,931 17	374,492 82
Franklin R. R. Co.	12,545 55	.....
Miscellaneous	.....	403 32
Balance of accounts	8,557 35	16,673 43
Cash on hand	153,057 73	234,518 35
	$622,811 57	$726,022 98

The project of constructing the Cumberland Valley Railroad was commenced by the employment of W. Milnor Roberts, as the Chief Engineer of the company in the beginning of the year 1835. In October of that year he made the first report of his preliminary surveys to the Board of Directors, in which he estimates the cost of the road "composed of strong white oak rails and sills and flat iron bars 2¼ by ⅝ inches completed in the most substantial manner, including the cost of bridge across the Susquehanna River at $564,-064." Mr. Roberts then proceeded to say "I have endeavored to ascertain, as near as practicable, the amount and kind of trade that may be anticipated upon the completion of the railroad," and after a careful examination of the capabilities and enterprise of Cumberland and Franklin Counties, confidently predicts, that the local trade of the valley will, in a few years, be equal to 51,-950 tons. In the following two years the road was built at an expense within a few hundred dollars of the estimate. In 1849-'50 the road was rebuilt with a heavy T rail at a cost of $268,696 17. The anticipations of the amount of tonnage were not quite realized upon the old road, but since its reconstruction in 1866 the freight amounted to 188,215 tons. And whilst that report anticipated that the aggregate annual receipts would reach $254,617 50, during the last year, they have amounted to $564,497 90.

Heretofore the transaction of our business has been upon the mixed system of private carriers and company cars, a system, which experience has taught us the necessity of changing; and we have only been prevented by the rebellion of the last five years from carrying the change into effect. This has involved a large outlay for depots, houses, and rolling stock sufficient to carry the entire tonnage of the road. But it has been accomplished. And now it may be said for the first time that we have entire possession of the business of our own road. A freight house has been purchased at Hagerstown and an addition built to it, equal to the business at that point; a freight house has been purchased at Greencastle; a new freight house and passenger depot have been built at Shippensburg; a new freight house has been built at Newville; that at Carlisle is ample for our business; a temporary arrangement has been made at Mechanicsburg, where a new passenger depot is in course of erection. The depot building at Chambersburg has been completed; there have been purchased twenty-five acres of land, at the point of junction of the old Franklin road, at a cost of $5,250—which will greatly facilitate the transaction of our business.

For the attainment of the same object during the past year, there have been 30 new eight wheel cars put upon the road, and 25 more will be ready by the middle of December; in addition to which, we have purchased from individual freighters 24 long and 10 short cars, so that our own cars will very soon be equal to the whole business of the road.

There have been put into the road during the past year 357 tons of new iron, 2,708 new chairs and 21,000 new oak cross ties—and ten miles of the road have been perfectly ballasted with broken limestone.

A comparison of the aggregate receipts for freight of the past and present year show a continued increase of the amount of business to be done; the total amount of receipts for freight exclusive of military transportation of the year preceding the 1st Oct., 1865, was $194,580 32, whilst that to 1st Oct., 1866, was $270,874, showing an increase of $76,293 68. This can be attributed to no other cause than the substantial increase of the products of the valley; for there have been no adventitious circumstances to augment the business of the road, and its position makes it almost a perfect measure of the valley's products.

But the tonnage of the road has not yet reached its greatest amount. The quantity of coal consumed in the valley has been gradually increased from year to year and yet there is not more than one-half as much as there will be in a few years. It is to the use of lime that the wonderful increase in the products of the land is to be attributed, and yet its use is but still forcing its way against the prejudices which exist in favor of the old system of agriculture. It is the removal of this prejudice which will demand a great increase of coal, for a great increase in the production of lime; and a consequent increase of agricultural products. There is no item of trade upon our road, which more requires our fostering care and attention, than that of the transportation of coal:—that it should be furnished to consumers at the cheapest cost of production and lowest rates of transportation. The amount carried during this year has been 38,135 tons, whilst the amount for the preceding year was 26,402 tons, showing an increase in the last year of 11,733 tons.

There is perhaps no section of this country, where iron ore so abounds as in the Counties of Cumberland and Franklin, through which our road runs, and lately there has been opened a mine within four miles of Shippensburg which promises an abundance equal to almost any demand; and its proprietors are now surveying the route of a railroad to connect with the Cumberland Valley Railroad at that point. The completion of this will add greatly to the tonnage of our road.

The large amount of expenditure necessarily attendant upon the change of our mode of transacting business—in the purchase and erection of warehouses, cars and engines and in the necessity which exists of putting our road into perfect condition by ballasting it thoroughly and extending its sidings, will not so affect the finances of the company as to interfere with its usual dividends to stockholders; for whilst the late rebellion prevented the improvements which are now being made we did not lose sight of the necessity for preparing to meet the expenses of them, when the time should arrive for their completion; hence the cost has been met out of the contingent funds of the company.

The natural growth of the business of the company enabled it to add to its extent, by the purchase of the line of the Franklin Railroad; this necessarily added to its capital, and inasmuch as this was affected by the accumulated surplus of the company, it suggested the propriety of dividing this surplus amongst its stockholders in the shape of stock at its actual cost. The board therefore in addition to the usual dividend of four per cent. declared an extra dividend of twenty-five per cent. payable in stock.

This will increase the number of shares, about 4,450 and consequently the capital stock about $222,500. For fractions of shares, it was left to the option of holders to receive the fraction in cash, or pay to make the full amount of the share—and the 1st of November, 1866, was fixed as the period when the option should cease. We do not therefore speak exactly of the number of shares or the amount of capital added because at the end of the fiscal year these amounts were not actually settled by the expressed option of the stockholders.

The old rails on hand will afford a sufficient supply, when re-rolled for the ensuing year, with one hundred tons of steel rails which it is our purpose to commence the use of. Experience seems to prove that steel rails at double the cost of iron are cheaper than those which we have been accustomed to use. We will require one new passenger engine; that, together with the enlargement of our carpenter shop at Chambersburg, the building of a freight house at Mechanicsburg and the ballasting of our road, will make up the extraordinary expenses of the next year.

The equipment of the road consists of 14 locomotives, 12 passenger, 5 mail and express, and 190 freight cars. The number of miles run by locomotives with passenger trains, was 122,836; with freight trains, 84,188; with construction trains, 10,276—total miles run, 217,300. Passengers carried east, 142,844; do., west, 150,210—total, 293,054.

General Statement.

Cost of road and equipment	$1,691,037 05
Materials on hand	68,891 65
Trustees of sinking fund	115,316 01
Balances of accounts	16,673 43
Cash, 1st October, 1866	234,518 35
	$2,126,436 49
First preferred stock	$241,900 00
Second " "	243,000 00
Common "	832,000 00
First mortgage bonds	161,000 00
Second " "	109,500 00
Six per cent. "	108,100 00
Seven per cent. "	5,400 00
Due for dividends and interest 1st Oct., 1866	53,320 00
Profit and loss	372,216 49
	$2,126,436 49

President.—Frederick Watts.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, John Hulme, Wistar Morris, Josiah Bacon, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson.

Secretary and Treasurer.—Edward M. Biddle.

Superintendent.—O. N. Lull.

☞ Both branches of the Alabama Legislature have passed a bill granting State aid in extending the Decatur road through to Nashville. The act allows $10,000 a mile.

☞ The valuation of taxable property in Nebraska last year was $17,835,881, an increase of more than $4,000,000 on the valuation of 1865.

Improvement of Champlain Canal.

At a meeting of the friends of the Hudson River and Champlain Canal Improvement at Albany, on the 6th inst., the following resolutions were unanimously adopted:

Resolved, That the interests not only of the northern part of the State, but the interests of the entire State, of the States of the great West, and of the entire Nation, demand the completion of ship navigation between the Hudson River, Lake Champlain and the St. Lawrence, and that we hereby pledge our individual exertions for the adoption of some practical plan for the speedy completion of such a work.

Resolved, That as a means of carrying out the foregoing resolutions and as the sense of this meeting, we appoint a Committee to ask the Legislature to pass a law for the improvement of the Hudson River and Champlain Canal, in pursuance of the Report of the State Engineer just made, and that we hereby pledge ourselves to further that proposition by all lawful means in our power.

Resolved, That we appoint a Committee to confer with the members of the Legislature and ask them to unite with us in making increased facilities for securing to this State the carrying trade of the West and North.

In accordance with the above resolution, a Committee was appointed, with Hon. Alex. Barclay as chairman. Also a Finance Committee, with instructions to report to the Treasurer of the Company. A committee was also appointed to procure and publish statistics showing the feasibility and propriety of the contemplated improvement of the river and canal.

The Engineer's report was read, estimating the enlargement of the Champlain canal at $5,000,000 and the improvement of the river at $4,000,000.

Mineral Resources of the Pacific Slope.

Mr. J. Ross Browne, who was appointed Special Commissioner under a provision of the appropriation act of July 28, 1866, authorizing the collection by the Secretary of the Treasury of "trustworthy statistical information concerning the gold and silver mines of the Western States and Territories," has submitted a valuable and interesting report, from which we condense some of the most important passages. The report embraces only the country west of the Rocky Mountains.

The product of gold and silver for Oregon, California, Nevada and Washington Territory, is estimated as follows:

In 1861	$43,391,000	In 1864	$63,450,000
In 1862	49,370,000	In 1865	50,000,000
In 1863	52,500,000		

Well-informed persons estimate the products for 1866 as follows:

California	$25,000,000	Oregon	$8,000,000
Montana	18,000,000	Other sources	70,000,000
Idaho	17,000,000		
Colorado	17,000,000	Total	$106,000,000
Nevada	17,000,000		

This is four times as great as the total product of the world less than 30 years ago. For the last 13 years the yield of gold in California has been decreasing, but the yield of the quartz mines on the Pacific Coast is increasing slowly. The following table shows the exportation of treasure from California manifested at San Francisco.

1849	$4,921,250	1858	$47,548,025
1850	27,676,346	1859	47,649,062
1851	42,582,695	1860	42,203,345
1852	46,588,434	1861	40,639,080
1853	57,330,034	1862	42,561,761
1854	51,328,653	1863	46,071,920
1855	45,182,631	1864	55,707,201
1856	48,880,543	1865	44,984,546
1857	48,976,697		

In 1861, according to Prof. Ashburner's statistics, there were 38 quartz mills in California. The cost of extracting the quartz in 28 of these is reported at $2, and less than $3, as the minimum, and $26 as the maximum expense. In seven mills the cost of stamping ranged from 50 cents and less than $1 to $3, and less than $4 per ton. In 13 mills the cost of treatment ranged from $1 and less than $1 50 per ton to $8 31. The lowest loss of mercury in working 1,000 pounds of quartz is seven pounds of mercury, and the highest 198 pounds, the yield in the former being reported at $25 per ton, and the latter $17 14 per ton.

In 1865 Mr. A. Remond, in the service of the State Geological Society of California, visited the districts lying between the Merced and Stanislaus rivers, from whose report it appears that the average width of lodes ranged from 1 foot to 25 feet; the average gold per ton, from $4 to $180; the average cost of extraction per ton, from $1 to $60; the average cost of transportation to mill, from 25 cents to $11, and the average cost of treatment, from 75 cents to $7. In mine No. 48 (Watt's), the vein is only two inches thick, and it costs $60 to get out a ton of ore, produing a yield of $180 per ton, while in No. 62 (Old Whisky Hill), it costs only 50 cents to take out a ton of rock from a vein 15 feet wide, yielding an average of $15 per ton. Out of 67 mills 38 were not running, 2 were ruined, and 2 unfinished. The cost of 11 mills was under $2,900 each; of 20 mills, it was between $3,000 and $3,900, inclusive; of 14, it was between $5,000 and $9,000, and of 14, it was $10,000 or more, in one case being $42,000. The lowest number of stamps in a mill was 3, and the highest 35. The power used in 52 mills was water; in 11 mills, steam; 3, water and steam.

Grass Valley in Nevada County, Cal., is the most productive gold quartz mining district in the world, the annual yield of an area within a radius of four miles being $3,500,000, an average of $1,700 to each laborer employed in the mines.

The total product of the Hayward claim, one of the most notable mines in California first opened in 1851, is said to be $6 000,000. For the year ending September 30, 1866, the receipts of bullion from the Allison mine at Grass Valley was $531,431 41, and the net profits $368,042 18. The richest placer mine in the State is that of the Blue Gravel Mining Company at Smartsville, in Yuba County. The yield from March, 1864, to September, 1866, was $599,948. The Comstock lode in Nevada is the most productive in the world, a strip of land 600 yards wide and 3 miles long, yielding $12,000,000 annually. For 1866 the yield was $16,500,000, and the total yield since 1859 has been $70,725,000, being only $50,000 the first year and $100,000 the second.

The fluctuations in Mining shares in the earlier periods of mining speculations is curious. In the early part of the Summer of 1859, the Ophir ground in Nevada could be bought for $100, and the Gould & Curry for $3 per foot. In less than eight months the former had risen to $1,000 per foot, and the latter to $600 per foot. In less than two years from that time the Gould & Curry was selling at the rate of $5,000 per foot, but one year thereafter at less than $1,000; in April, 1865, it sold for a little over $3,000, and now can be bought for about $500 per foot. While some at Gold Hill have fluctuated still more widely, this is not considered an extreme case.

Of the 179 mills in Nevada, 89, carrying 1,440 of the 2,564 stamps, are in Washoe district. These mills have a capacity equal to 3,841 horse-power, and cost, in the aggregate, over $5,500,000, all the other mills in the State having but 2,481 horse-power and costing $5,500,000. The Reese River region contains 32 mills, carrying 310 stamps, with a capacity of 410 horse-power, and costing $1,500,000. The product of the State is readily calculated when it is remembered that from the Comstock lode is extracted more than 90 per cent. of all the bullion produced in Nevada.

The yield of the mines in Oregon for the present year do not exceed $2,000,000, nearly the whole being the products of placer diggings. The yield of Washington Territory is put down at $1,000,000, though three-quarters of this amount is the product of British Columbia. The public press of Montana claim that the product of the Territory for the year will reach $15,000,000; but this is thought too high an estimate. The product of Idaho will not fall short of $10,000,000, some estimating it much higher.

The copper resources of the Pacific Coast are becoming important. The following table shows the exportation of ores from San Francisco since 1862:

Year.	To New York. Tons.	To Boston. Tons.	To Swansee. Tons.	T'l Tons.
1862	86	3,575	....	3,660½
1863	1,337	4,209	8	5,553½
1864	4,906	5,064	264⅓	10,234
1865	4,146½	9,050	2,592	17,788
1866	7,676½	3,415¼	10,385	21,467½

The quicksilver mines of California are known as the New Almaden mines, and have been open since 1850. In August, 1863, a period of 10 years and 11 months, the total amount of ore consumed was 102,313,442 pounds, and the produce of quicksilver 308,756 flasks, or 23,519,834 pounds. From November, 1863, to December, 1864, the total product was 46,216 flasks, or 3,566,200 pounds, to which is to be added 720 flasks from washings. In 1865 the gross product was 47,078 flasks, or 3,604,465½ pounds, to which is to be added 116 flasks from washings. The gross product for 1866 was 30,029 flasks. The following is a comparative statement of all the quicksilver exported from California to various countries since 1859:

	1859. Flasks.	1860. Flasks.	1861. Flasks.	1862. Flasks.	1863. Flasks.	1864. Flasks.	1865. Flasks.	1866. Flasks.
New York	250	400	600	2,265	95	1,695	6,800	8,500
Great Britain	....	....	2,500	1,500	1,062	1,609	10,400	10,500
Mexico	103	3,886	12,061	14,778	11,590	7,483	2,650	6,450
China	1,068	2,775	13,788	8,725	8,889	18,908	14,250	17,250
Peru	571	750	2,804	8,439	8,376	4,300	5,500	5,500
Chili	930	....	2,059	1,746	600	2,674	2,000	2,600
Central America	....	....	110	40	40	80	....	....
Japan	....	....	50	25	....	262	....	....
Australia	325	100	1,850	800	300	103	200	200
Panama	133	130	57	424	120	45	....	....
Victoria, V. I.	19	827	116	5	42	21	....	....
Total	3,399	9,448	35,995	33,747	26,014	36,918	41,800	45,900

The other quicksilver mines in California did not average 1,000 flasks per month in 1866:

Borax was discovered in California in 1856, and since that time but one company has been formed for its production. About two tons of crude crystal are produced daily.

☞ The Montreal *Herald* says that the people of Dundee, county of Huntingdon, are in want of a railroad between Victoria Bridge and Potsdam Junction, and are willing to take stock to the amount of $50,000. This road, if constructed, will be a virtual extension of the Rome, Watertown and Ogdensburg Railroad to Montreal.

The Future Prospect of the Coal Trade.

The low prices of coal, the extension of its consumption caused by these low prices—the immense increase in the consumption last year, under adverse circumstances; the few new collieries prepared last year—together with the small amount of dead work done this winter to prepare the collieries for an increased business, with the prospects of a clear market to open with in the Spring, greatly improves the prospect for the trade of 1867; and we hope the operators will reap a better harvest in this region at least than they did last year.

The Philadelphia and Reading Railroad, the controlling transporting company for this region, earned over 12 per cent., and the coal operators sunk at least a million dollars in producing the tonnage which filled their coffers.

This region never can, or will, flourish like the other regions unless we have increased outlets to market. All the other regions have competition in transporting as well as mining; but here one corporation controls all the outlets and all the lateral roads, except at a point where the Lehigh and Mahanoy Railroad penetrates, which is only accessible to a few collieries. The distance from Pottsville to New York direct is only 145 miles, yet all the coal from this region destined for New York must take a circuit of over 200 miles to reach that market, and there compete with the coal from the other regions, carried at a less expense. Last year the trade opened with 40 cents in transportation against Schuylkill County compared with transportation from the other ports of shipment to the New York market, and this difference continued throughout the whole year. So long as there was a demand for all the coal produced, the enterprise of our operators, even under such disadvantageous circumstances, increased our trade over a million of tons—but as soon as the demand slacked off little we were placed in a condition of only furnishing such quantities as the other regions could not; the whole trade was prostrated, and our operators lost largely, while the other regions diminished their supplies but little, and consequently closed with a profit on their business.

The Legislature of this State passed a law providing for the emancipation of the people of this region by granting a very liberal charter for two roads, one running to New York and the other to Philadelphia. It only requires a subscription of $30,000 to the stock of these roads by the whole coal interests of Schuylkill County to secure these outlets, but the tyranny exercised towards the coal operators by refusing facilities to those who dare to refuse to comply with the exactions of the controling carrying company seems to have drawn all the life and spirit out of the operators, both here and in Philadelphia.

With our industry protected, the demand for fuel will increase so rapidly that before these roads could be built, the present avenues to market from this region will be completely blocked up, and our trade will be checked. The Delaware and Raritan Canal is already full of trade, which limits the supply *via* the Schuylkill Navigation to New York. The Philadelphia and Reading Railroad will soon be up to its limit, in addition to its other trade, to carry coal economically; and is Schuylkill County, which contains more anthracite coal in its boundaries than can be found in any of the other regions, to be forever placed under the control of this corporation which is managed in England, and over which we can exercise no control, while the operators and land owners in the coal regions are interested in and control nearly all the avenues leading to market from those regions?

If these two roads were built for through traffic only, with lessened speed of transportation, we could carry coal to Philadelphia at $1 25 a ton, and $2 00 to New York from Schuylkill County, and at these rates it would pay not less than ten per cent. dividend to the stockholders. The trade already exists, and is not to be created after the roads are built. Such roads could have no competition in fixing the rates of transportation, they could fix the rates so low, and still pay the stockholders liberally, that others would be compelled to come down, they could not go below. There never was such an opening for the investment of capital in this country, and it would save millions of dollars to the manufacturers in the price of fuel.—*Pottsville Miner's Journal.*

Commerce of New York.

The foreign imports at New York for the month of January are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$18,556,726	$11,046,856
Entered for warehous'ng	10,241,576	9,087,702
Free goods	1,238.757	717,810
Specie and bullion	72,771	126,719
Total entered at port	$30,109,830	$20,979,087
Withdrawn fr. warehouse	7,424,385	9,380,484

The foreign imports at New York for the seven months ending January 31st, have been:

	1866.	1867.
Entered for consumpt'n.	$108,898,483	$86,087,723
Do. for warehousing	56,171,603	62,894,173
Free goods	6,625,882	6,682,782
Specie and bullion	1,144,299	8,524,562
Total entered at port	$172,840,197	$164,189,240
Withdrawn fr. wareh'se	46,321,906	59,627,912

The duties received at New York for seven months ending January 31st, were:

	1866.	1867.
Six months	$65,077,328 87	$60,531,571 82
In January	12,437,474 16	9,472,248 48
Total 7 months	$77,514,803 03	$70,003,820 30

The exports from New York to foreign ports in the month of January, were:

	1866.	1867.
Domestic produce	$19,784,997	$12,911,689
Foreign mdse., free	88,301	114,207
Do. dutiable	284,909	422,751
Specie and bullion	2,706,336	2,551,351
Total exports	$22,814,543	$15,999,998
Do. exclusive of specie	20,108,207	13,448,647

The exports from New York to foreign ports for seven months ending January 31st, have been:

	1866.	1867.
Domestic produce	$125,883,684	$95,313,522
Foreign mdse., free	342,140	361,896
Do. dutiable	1,582,297	2,363,866
Specie and bullion	14,794,260	19,322,621
Total exports	$142,602,381	$117,361,905
Do. exclusive of specie	127,808,121	98,039,284

Babbitt's Soap and Saleratus Factory.

This establishment, situated at Nos. 64, 65, 66, 67, 68, 72 and 74 Washington street, this city, occupies nine buildings of four or five stories, with a depth of from 60 to 100 feet each, embracing most extensive steam power. The manufacture of soap—an article so necessary—is always profitable. Soaps of all kinds find a ready market every where, and though millions of pounds are poured out of the immense boilers daily, it is soon consumed. This mammoth house gives constant employment to over two hundred persons, and huge engines with thousands of pounds of steam keep its machinery in motion. Steam is conducted through the entire block by pipes, some of which cross the street and supply power to two buildings on the opposite side. A boiler which is said to be the largest in the world, and which rises from the ground floor to the fifth story of one of the buildings, it is said will make at one time, 200 tons of the best soap, which at the present prices would bring $52,000. Here is soap for the million in one turn of this monster pot. The grease, etc., is melted by the agency of pipes filled with steam, which run throughout the base and sides of the boiler. Mr. Babbitt is an extensive manufacturer of saleratus, of which from fifteen to eighteen tons are turned out daily. In addition to this, another article universally used—the Star Yeast Power—is said to possess superior qualities, adding twenty pounds and more to a barrel of flour when made into bread. It is compounded of flour, water, and common salt, does not terment, and is very easy of digestion. Sal Soda, Cream Tartar, Soda Ash, Starch, Arrow Root, Soap Powder, Super-Carbonate of Soda, and Concentrated Potash are also manufactured at this establishment.

Tripartite Tunnel in View.

Science has demonstrated the practicability of building underground avenues of communication. A number of our capitalists have a project under consideration, looking to the construction of a tripartite tunnel from Saw Mill Run to Pittsburgh, Allegheny and Manchester, under the Ohio and Monongahela rivers. Our readers will recollect that a bridge of a tripartite character was contemplated some years ago. The impression now is that a tunnel will not cost more than the bridge while the advantages are with the former. It will not interfere with navigation, as the contemplated bridge would have done, while it will afford the public a convenient means of communication at all times. The practicability of the matter has been determined by scientific men, and from what we can learn, if the parties who have the matter in charge find that the enterprise will pay, an application for a charter will be made to the present Legislature. Our opinion is that it will pay more ways than one. It will pay the enterprising stockholders, and it will pay property holders on each side of both rivers, and will the first step towards consummating that grand step in the march of progress—consolidating the contiguous cities and boroughs, into one grand corporation. We are heartily in favor of the enterprise.—*Pittsburg Chronicle.*

New York Canals.

J. P. Goodsell, Esq., State Engineer and Surveyor, has sent his annual report to our legislature, advocating the enlargement of one tier of locks and the use of steam on the canals when this needed improvement has been accomplished. He estimates the cost as follows:

For enlargement of locks on Erie and Oswego canals	$6,888,950 75
For enlargement of aqueducts and culverts	268,343 00
For enlargement of bridges	121,211 00
For removing wall benches	1,794,110 00
For additional feeders	393,134 00
For deepening canal one foot	1,939,970 00
For land damages and removals of buildings	409,800 00
For engineering and contigencies	1,067,651 00
Total	$12,883,169 75

Knoxville and Kentucky Railroad.

The Knoxville and Kentucky Railroad has let eight miles of heavy work from Coal Creek to Powell's Valley, crossing Waldron's Ridge, and including the approaches to a tunnel of twelve hundred feet, to Robert Bibb and Thomas Steers, experienced contractors, who engage to complete the work by the first of March, 1868. The next section of ten miles will be let in March, and the tunnel contract as soon as the approaches can be opened. Daily trains now run to Clinton, and will reach the Coal Banks, thirty miles from Knoxville, in July next.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	10½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	24,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	9½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	300,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	72c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	5½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	60½
Copper Harbor	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	2½
Dana ..... "	25	3½	20,000	----
Deep River ..... N. C.	5	----	10,000	10c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Francoeur ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	36
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	12
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	10	20,000	35
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	24	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	13½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	12
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	17
Native ..... "	25	2	20,000	70c
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	3½
Pewabic ..... "	25	3½	20,000	23
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	5½	20,000	42
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	35
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	7½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	----	20,000	1½
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	26	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	25c
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	2	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	10½
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	20,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	5	2½	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.6.
Warren ..... N. H.	----	----	----	----
White Mountain.	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	60
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	65
Atlantic & G. C. ... Md.	----	----	----	65c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	1
Big Mountain ..... Pa.	----	----	----	4
Boston & Picton. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain .... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	43
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	36
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	15
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	57
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	5½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	15
Lehigh & Susq ..... "	50	50	----	44
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth .... Md.	20	20	25,000	7
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	19
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	4
North Carbondale... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain.... "	50	50	16,000	10½
Shamokin ..... "	----	----	----	4
Somerset L. & C. .... "	----	----	----	----
Spring Mountain ... "	50	----	----	65
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawinut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	41
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	1.25
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5.10
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	5	----	----	2.00
Benton ..... "	5	----	100,000	1.10
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	2.05
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	1.65
Consol Gregory .... Col.	100	----	50,000	12½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	0.50
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	0.11
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	3.00
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	500,000	1.11
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	7.60
Holman ..... "	2	----	150,000	0.18
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.75
La Crosse ..... "	10	----	100,000	1.50
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	10½
Do. preferred... "	100	100	57,744	22½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon .... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.40
National ..... "	10	----	300,000	----
New York City .... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	1.10
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	10	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2.00
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	5.30
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	1.25
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	7.10
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.20
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1.65
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	600,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	41½
Santa Clara ..... "	100	----	30,000	----
MISCELLANEOUS:				
American Tin .... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [–] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. valt'n in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUTETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	6,920	0½	—	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,130	5½	—	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropoli'n)		—	—	—
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,766	—	1,413	15,157	loss.	—	—	—
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	100,157	loss.	4	—	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	—	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	10,000	—	(Middlesex)		—	50	25
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	661,663	loss.	3	—	52½
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	—	45
30 Nov.'65	5.69	—	60	9	—	Quincy	154,233	71,600	58,400	56,500	708,341	loss.	—	—	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	—	—
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	—	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	—	—
30 Nov.'65	—	—	362	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	—	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	—	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	224,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.35	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	42	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	3.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,200	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,280,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227 662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.60	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	—	139 604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope: by	T. & L. R. R.		—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,225	124.500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62.000	50,000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599,414	281,550	300,000	20,950	105 358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	50
31 Oct.'65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100.000	56 300	10,318	114,721	34,877	10	50	—
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	40
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct.'65	4.59	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49 561	—	—	28
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,886	36,832	4	50	26
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9 000	6.726	3 562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,000	75,131	153 813	39,179	—	50	14
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	11
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	84
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120 000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'n F.)	249,411	217,697	15,000	19,000	84,900	20,545	4½	50	31
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	22½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,861	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable. Months.	Interest. Payable. Year.	Principal payable.	Market Price.
	$	p c				p c.
Broadway [Brooklyn]: 1st Real Estate Mortgage	27,500	7	J. & J.	Var.	.....	.....
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1894	.....	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	.....	.....
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	.....	.....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	.....	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	.....	.....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	.....	.....
Cambridge: 1st Mortgage	160,000	6	J. & J.	1881	59	.....
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	.....	.....
Citizens' Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	.....	.....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	.....	.....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	.....	.....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....	.....
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	.....	.....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	.....	.....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	.....	.....
Real Estate	134,500	7	J. & J.	.....	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107	.....
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	.....	.....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93	.....
Harlem Br. Morris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	.....	.....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	.....	.....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	.....	.....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½	.....
Malden and Melrose: 1st Mortgage (un antied	64,452	6	.....	1880	91	.....
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	.....	.....	.....	.....
Middlesex: 1st Mortgage	32,000	—	.....	.....	.....	.....
Malden & Melrose bonds	49,451	—	.....	.....	.....	.....
Real Estate	10,000	—	.....	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	.....	.....
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	.....	.....
" O. & Newark	100,000	7	J. & J.	1880	.....	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....	.....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91	.....
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	.....	.....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	.....	.....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	.....	.....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	.....	.....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	.....	.....
Quincy: Plain bonds	50,000	—	M. & S.	1868	.....	.....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	.....	.....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	.....	.....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	.....	.....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90	.....
2d Mortgage	50,800	7	J. & J.	1869	103	.....
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	.....	.....
Real Estate bonds	180,000	—	.....	.....	.....	.....
Union: Real Estate Mortgage	20,000	6	J. & D.	1869	.....	.....
Utica City: 1st Mortgage	100,000	7	.....	.....	.....	.....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	.....	.....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	.....	.....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	.....	.....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb 1.					
Loan of Jan. 28, 1847 registered	$7,066,500	6	Jan. & July.	1867	154
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	102¾
" " " coupon		5	" "	1874	102
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115
" " " coupon		5	" "	1871	108
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	108½
" " " " coupon		6	July,	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109¾
Loan of July 17, & Aug. 5, 1861 registered	255,333,250	6	" "	1881	108½
" " " " coupon		6	" "	1881	109¾
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) coupon		6	" "	1884	107¾
Loan of March 3, 1865 (5-20s) registered	295,249,000	6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	107¾
Loan of March 3, 1864, (10-40s) registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " coupon		5	" "	1904	101¼
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 20, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	106⅜
" March 3, 1865 2d series		7.3	June & Dec.	1868	106½
" 1865 3d series		7.3	Jan. & July.	---	106½
Matured Debt not presented	15,240,104	6	At maturity.	---	---
Gold Certificates of Deposit	19,992,980	---	---	3 y're	---
Compound Interest Notes of 1864	143,064,840	6	At maturity.	---	---
United States Notes (greenbacks)	381,427,090	---	---	---	---
Fractional currency	28,743,734	---	---	---	---
Navy Pension Fund	12,500,000	---	---	---	---
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " "	648,000	5	Jan. & July.	1876	---
" — " " "	688,000	6	" "	---	---
" —Funded Interest Bonds "	---	---	---	1868	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	'77-'80	---
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	116
" —War bonds "	1 548,000	7	" "	'72-'90	99
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	1892	---
" — " " (free.) "		6	" "	1869	---
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'80	67½
" — " " "	2,271,750	6	" "	'72-'86	---
" — " " "	434,000	7	" "	---	---
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	97½
" — " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 "	436,000	6	" "	'62-'79	---
" — " " 1865-'79 "	229 372	6	" "	'65-'79	---
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" — " "	1,778,677	6	" "	1877	100
" — " " "	241,000	6	" "	1879	---
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	238,000	5	Jan. & July.	1866	92
" — " War Loan "	2,058,173	2½	" "	1866	---
" — " " coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	---
—War Loan Bonds coupon	300,000	7	" "	1877	---
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds coupon	417,000	5	" "	'66-'78	---
" — " " "	3,204,000	6	" "	'68-'72	80
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	40
" —Funded Coupons "	---	---	---	---	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,800,000	6	Jan. & July	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " " " coupon	1 727,000	6	" "	1870	101
" — " " " inscribed	3,192,763	6	" "	1890	100
" — " " (sterling) coupon	6,401,000	6	" "	1890	---
Massachusetts—State Scrip	53,000	5	June & Dec.	var.	---
" — " "	244,000	5	Jan. & July.	'68-'72	102½
" — " "	375.000	5	April & Oct.	'70-'74	100
" — " "	226,000	5	May & Nov.	'72-'74	100
" — " War Loan	6,429,000	5	" "	1880	100½
" — " Scrip	297,000	6	June & Dec.	1894	99½
" — " "	150,000	6	April & Oct.	'68-'77	113
" — " "	1,024,000	6	Jan. & July.	1868	125½
" — " "	2,030,000	6	" "	'71-'75	109½
" — " War Loan	1,088,000	6	" "	'76-'78	111½
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1883	---
" " " "	1,750,000	6	" "	1868	---
" —Canal Loan "	100,000	6	" "	'73-'83	95
" —Renewal Loan "	216,000	6	" "	1873	---
" —War Loan Bonds "	1,122 000	7	" "	1878	96
" —Bounty Bonds "	700,000	7	May & Nov.	1886	---
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1890	---
" —Rai road Bonds "	2,275,000	7	" "	1867	100
Missouri—State Bonds (rai road) "	13,701,000	6	Jan. & July.	1883	---
" — " " (H & St. R R.)	3,000,000	6	" "	'71-'89	98
" — " " (Pac. R. R.)	7,000,000	6	" "	'72-'85	79½
" —New Sinking Fund Bonds	---	7	" "	'72-'87	94½
New Hampshire—State Bonds	535,000	6	Jan. & July.	1896	---
" —War fund Bonds coupon	1,650 000	6	" "	'67-'74	99½
" — " Notes	2,306,000	8	var.	'83-'85	100
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	100½
" —War Loan coupon	731,000	6	" "	'71-'72	100½
New York—State Bonds general fund	703,000	7	quarterly.	1870	105½
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	105½
" — " " general fund	1,189,780	6	quarterly.	pleas.	---
" — " " canal fund	702,000	6	"	1866	---
" — " general fund	800,000	6	"	1868	100
" — " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " "	2,250,000	6	"	1874	99½
" — " " "	500,000	6	"	1875	100½
" — " " "	900,000	6	"	1877	---
" — " " general fund	800,000	6	"	1878	97½
" — " " "	900,807	6	"	pleas.	---
" — " " canal fund	192,585	5	"	1866	---
" — " " "	1,163,000	5	"	1868	---
" — " " general fund	442,960	5	"	1868	---
" — " " canal fund	167,000	5	"	1871	---
" — " " "	4,500,000	5	"	1874	24
" — " " general fund	900,000	5	"	1875	93
" — " " "	800,000	5	"	1878	---
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	72½
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	63
Ohio—State Bonds coupon	634,653	6	Jan. & July.	1865	---
" — " " "	636,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	---
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	109
" — " " "	4,095,309	6	" "	1881	100½
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	---
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	97½
" — " " coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	---
" — " " inscribed	1,708,000	6	" "	'68-'90	---
" — " " coupon	1,499,000	6	" "	'77-'90	---
" — " " (new) "	---	6	" "	---	---
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	---
" — " " "	239,167	5½	" "	'72-'79	---
" — " " "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans "	24,382,882	6	" "	long.	82
" —Funded Interest "	873,813	6	" "	1892	65½
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	36½
" — " " coupon	11,106,000	6	" "	'86,'95	57
" (sterling) "	1,866,000	5	" "	1872	---
" —Funded Interest registered	---	6	" "	'76-'96	---
" — " " coupon	---	6	" "	'76-'96	---
West Virginia—State Bond coupon	---	6	---	---	---
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) "	641,000	6	Jan. & July.	'77-'88	---
" — " (") certificates	700,000	6	April & Oct.	'82-'98	---
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	---
" — " "		6	"	1870	96
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	99½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	88½
" — " " coupon		6	"	1890	---
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	---
" — " "	7,846,026	5	Various.	'66-'70	---
" — " "		5	"	'71-'75	100½
" — " "		5	"	'76-'80	99½
" — " "		5	"	'81-'86	100
" — " "		6	"	'67-'76	142½
" —Water Loan	668 000	5	May & Nov.	'70-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	90
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	100
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	98
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-,75	---
" " " "	4,714,000	6	" " "	'76-'78	---
" " " "	1,800,000	6	" "	1883	---
" " " "	5,149,271	6	" "	1887	100
" " " "	275,000	6	" "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	---
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	---
" " " "	1,000,000	5	" "	1874	---
" " " "	334,700	5	" "	1875	---
" " " "	2,016,000	5	" "	1876	---
" " " "	2,376,000	5	" "	79-'80	---
" " " "	900,000	5	" "	1890	---
" " " "	674,300	5	" "	1898	---
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	---
" " " (new)	739,222	6	" "	'67-'82	---
" " " (old)	2,232,800	6	" "	'66-'93	96½
" " " (new)	7,898,717	6	" "	'66-'99	10
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	92
" —Railroad Bonds "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'69-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	85½
" —Sewerage Loan "	425.000	6	" "	'79-'88	92½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	90
San Francisco—City Bonds coupon	1,352,000	10	May & Nov.	1871	133
" — " " "	329,000	6	Jan. & July	1875	---
" —City and County B'ds "	1,133,500	6	" "	1888	---
" — " " "	2,200.000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,826,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474,056	388,581	5,676,126
1867	361,137	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,685	270,889	333,432	368,273	326,870	381,559	318,549	347,087	324,749	285,413	3,677,795
1867	240,238	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,630	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,608	946.707	921,886	749,191	546,669	7,958,960
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210.654	1,005,680	698,679	9,088,995
1867	690,832	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,076	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	122,958	1,366,275
1867	93,784	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,943	719.354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,534
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,323
1867	including Buffalo Division ... 906,795	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,820	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,685	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	582,470	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,486	------	------
1867	660,438	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	90,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,071	84,318	82,910	82,722	95,664	106,315	96,023	106,410	108,338	111,444	110,932	111,665	1,196,822
1867	94,136	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,699	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,393	409,427	426 493	392,341	338,499	380,452	429,191	500,404	416,690	339,447	4,635.717
1867	302,714	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	188,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,791	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,569	4,504,549
1866	282,438	265,796	337,158	343,787	365,196	335,063	324,986	359,645	429,160	493,640	414,604	308,689	4.260.112
1867	304,096	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,001
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	327,926	128,741	2,423,417
1867	146,800	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,430.076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,858	14,575,128
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,850	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	276,700	310,762	302,426	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,126,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	594,523	712.495	795,938	858,501	712,363	580,994	8,489 062
1866	559,982	480,986	662,163	599,806	692,510	633,667	562,378	645,201	654,926	757,441	679,935	556,242	7,467,217
1867	559,982	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,542
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	398,248	349,117	436,065	354,830	264,741	3,794,975
1867	237,674	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,383
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,034
1867	39,078	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn.	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	99
" " " 1850	676,000	6	Jan. & July.	"	1880	97½
" " " 1855	1,085,000	6	Jan. & July.	"	1875	98
" " " 1834	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	97
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,180	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98½
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	89

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	67
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	83½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	100½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	63½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1891	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	80½
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	When payable.	Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	79½
Land Security	3,344.60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	105½
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	90
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardestown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Dec.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,488	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	109½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1865	97
2d General Mortgage	2,253,500	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb. & Aug.	New York.	1893	87½
2d Mortgage	1,560,000	7	April & Oct.	" "	1884	85
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	891,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	654,860	6				
Alabama State Loan	389,410	6				
Income	1,508 070	8	Jan & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350 000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	95
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort (S. F.)	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Dibts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug	" "	1876	
Exchanged Stks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	102
" " " ["]B & N. F.	77,000	6	" "	" "	1883	91
Real Estate [S. F.] Bonds	168,000	6	" "	" "	1883	87
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	86
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	101½
5th Mortgage	926,500	7	June & Dec	" "	1888	91½
Buffalo Branch	126,400	7	Jan. & July.	"	1891	93
Sterling Bonds	3,816,552			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		102
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						98
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						96½
1st Mortgage	500,000	6	Feb. [illegible] Aug.	New York.	'73–'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	117
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (new stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	94½
Construction Main Line	1,500,000	7	" "	" "		86
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, F. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	125
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1858	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	550,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley: †						
1st Mortgage	336,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983.000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83 125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	—	50.6	—	—	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	13.5	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
30 Feb. '60	88.5	28.4	.....	.....	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	—	—	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	52,855	103,333	26,240	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.725	166,186	—	.....
31 Aug '66	61.4	10 2	66.9	—	25	32	426	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,585	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192.989	478,095	65,465	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2 6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	1088.	—	.....
30 Nov. '65	76.2	8.9	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	8	.....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861.135	*	10,607	700,000	132,814	18,746	871,742	86.0	202.567	306,766	53,204	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	116
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,286,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	—	—	.....	Georgia (and Bank)	4,166,000	*	1,003,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.6	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	882 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,833,517	8½	115
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083 580	6,175,553	2,799,435	31	129
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2.356,660	28,155,641	12,020,343	825,398	39,680,482	930.0	.....	6,820.756	1,802,272	—	37½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,254,851	3,154,236	1,442,781	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	190.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668 060	708.3	3,507,486	7,181,208	2,174,924	10	115
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	36
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	34
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	—	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,720	—	44
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	.....
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771.763	307,892	—	84
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	.....
— — '58	288.0	—	.....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	96
								IOWA.													159½
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125.325	466,745	181,417	—	—
31 Dec. '65	144.0	—	.....	176.0	18	9	151	Dubuque and Sioux City	5,091,8 :1	*	151,455	3,660,992	960,000	438,415	5,243,316	144 0	282,384	618.305	180,962	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,821	21,366	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	—	—	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	.....
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	128,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	80
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,764,346	334 0	959,947	3,143,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	.....	2,665,000	1,150,717	206.0	.....	1,252,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.283,015	248,960	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada							
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,588	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	.....
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	109
								MINNESOTA.													77½
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,028	—	.....
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,053	263,715	2,489,540	4,400,000	106,235	8,028,361	182.0	.....	1,020,969	267,804	—	52
31 Dec. '62	152 0	—	3.6	—	—	—	.....	*Platte County*	1,200,000	*	—	500,000	700,600	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,18:	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,290,000	2,600,000	—	5,000,000	127.0	.....	.....	.....	—	—
Sep '64	86.5	3.6	8 2	—	16	18	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 568	6,552,190	90.1	236,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205.584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,904	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3	115
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	30.0	.....	703,123	429,690	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,842,015	3,315,510	1,328,793	8	47
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	—	—	14½
30 Nov. '65	26.7	1.5	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,218	752,605	172,232	6	115
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,968,254	448,557	973,480	4,076,974	—	328,388	5 386,291	164.3	747,272	1,521,159	393,812	9	151½
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,000,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	135½
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	5,913,789	83.6	669,234	1,697,164	537,067	10	142½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,700	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6⅔	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	382,965	782,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	107½
30 Nov. '65	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,861	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,281	993,694	314,255	8	116½
30 Nov. '65	11.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	(Oper. by Boston & Lowell)				6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	500,000	—	91,748	814,991	71.0	185,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	500,000	196,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	.....	1,296,643	526,448	8	97½
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	5	105½
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,945	140,129	8	124½
30 Nov. '65	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	522	470,727	(Oper by B. & L. Co.)				1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	12	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	558,955	—	3,635,667	77.3	151,327	390,086	122,397	2	58
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,289,520	453,041	16,348,806	218.0	1,368,514	3,431,584	1,226,658	10	135½
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,550,000	*	849,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.9	—	18	16	246	Cheshire	2,787,442	*	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	113½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.	—	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,096	82.2	387,789	615,728	216,973	9	104½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	9,476,363	*	4,815,144	6,842,200	10,189,472	175,060	—	124 2	.....	6,274,657	1,702,359	10	131½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,944	*	—	1,084,748	1,084 775	143,362	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	62	1,671	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,500,000	838,636	13,961,735	88.0	1,187,978	3,036,390	1,287,956	10	122
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,7 9	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	2,903,171	738,164	1,783,064	5,000 000	805 000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	185,932	26,874	—	.....
31 Dec. 65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975 489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18 2	—	.....	17.	—	—	—	Warren	2, 08,300	—	—	1,468,300	600,000	—	2,608,300	18.2	.....	272,695	118 183	5½	91
31 Dec. '65	38.5	—	.....	—	—	—	—	W at J rsey	1.588,483	*	—	688.400	400,000	388,000	1,376,400	—	.....	255,593	86,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	158	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	8,335	Erie	17,646,351	*	5,645,544	25,105,800	22,390,982	4,299,762	53,291,395	807.0	6,839,028	15.434.775	5,066,511	4	57½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	131
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,812	—	1,852,716	932,000	—	2 928,474	107 0	366,319	588,406	353,606	8	64
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,634	6,521,377	9,985,992	26,530,000	12.366,804	815,170	44,119,904	692.2	6,607,561	14.596,786	3 291,112	6	101
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	28	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	66½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	125,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,810	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	2,096,542	368,304	—	1,991,900	1,003,908	55,928	3,051,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R.	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	5.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,926	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '65	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,809	171.9	.....	469,458	219,688	—	.....
30 Sep. '55	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523.741	976,881	279,068	—	.....
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	—	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,080	6,843,260	191.2	967.820	2 386,132	663,205	10	105
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,242	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	364,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	85
31 May '65	109.7	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	120
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,405	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	412	Dayton and Michigan	5,599,550	494,454	75,697	2,384,941	3,764,630	186,762	6,326,333	142.0	—	961,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,650	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446 391	582,296	10	105
31 Dec. '65	173.3	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,568	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,61	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119.032	—	.....
31 Jun. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1 218,972	109,813	4,972,748	205.9	846,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	33,934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,183	—	.....
Dec '64	242.4	—	.....	—	48	16	689	Toledo & Wabash	9,080 918	*	—	3,437,050	6 653,868	—	10,243,015	250.0	1,244,358	2,060,322	945,492	3½	41½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,89[illegible]	—	16
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	440.0	2,647,709	5,811,233	2,125,200	—	----
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	----
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,775	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,585,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,329	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.	—	302,872	586,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,486	138,883	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	----
31 Oct. '65	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	----	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	* 500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	16
31 Oct '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	362,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,016	60,201	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,960	1,851,630	10	63
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	34
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	"	"	"	")	8	56½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,263	—	86
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,510	3,375,024	14,641,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17 459 169	4,189,111	10	87½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139.079	288,439	—	1,476,300	143,000	—	1,659,300	24.0	311 691	656,738	336,376	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,669 450	13,000,000	2.000	18,071,450	(oper. by Penn. R.R. Co.)				—	30½
30 Nov '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280 948	3,765,774	4,761,353	20 240.673	6,900,663	—	30,608 075	471 3	3,688,509	11,142,519	4,812,271	10	53½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197.0	981,465	3,884,609	1,046 804	10	85
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	----
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,184.381	*	3,862,312	9,312,442	12,573,000	1,597,620	26.545,893	483.3	4,623,073	8,489 062	3 [illegible]3547	10	98
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,595	Lease'd to Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331.640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	841,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	----	62.0	340,600	625,641	169,323	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	161,536	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North Eastern	2,011,652	*	—	985,743	980,416	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '65	136.0	103.0	----	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	----	413,757	196,985	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,664	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	28,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734.118	337,384	6	----
1859.	----	----	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----	45.8	57,960	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'd'o	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275.000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	262,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	----
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	----
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----	8,500,000	184.5	1,030,304	1 477,782	334,326	—	2
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	----	----	2,250,000	oper. by Vt.	Central	180,000	8	99½	
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212.274	*	—	516,164	793,300	----	----	23.6	----	90,273	34,358	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	oper. by Troy	& Bost.	53,852	----	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,554,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	45,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	16½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,083,655	2,517,500	580,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,638	374,996	—	1,365,300	1,851,500	292,842	4,745,258	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000.000	1,654,500	775,142	8,711,091	191.7	----	183,136	81,892	—	----
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	----	78.6	159,981	279,945	145,385	7	----
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,808	28,853	----	43.5	1,058,064	163,753	79,585	6	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,8[illegible]	195.0	----	487,449	120,136	—	----
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,253,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
31 Dec. '64	198.0	75.0	----	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,11[illegible]	508 55[illegible]	—	40
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwaukee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,288	1,985,511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,042	490,597	138,210	—	----
								CANADA.													
31 Jan. '66	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938.000	16.10	----	236,798	67,652	—	[illegible]
31 Dec. '65	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462.589	*	15,311	1,651,130	911,029	22,984	2,663,376	49.0	----	242.798	117,842	—	63
30 Jun. '66	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,568,516	1,154,85[illegible]	—	----
31 July '63	229.0	115.6	63.0	—	92	128	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1[illegible]	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,13[illegible]	—	----
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,708	—	—	----	108 0	----	148,339	55,777	—	----
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,729,232	60 0	----	134 [illegible]	36,67[illegible]	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
31 Dec 62	8.			—	11	22	120	Pan [illegible]	7,000,000	*	684	6.000.000	[illegible],000	—	[illegible],762,726	48.7	----	[illegible],237,4[illegible]	[illegible],328,92[illegible]	30	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,484,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	29½
Chemung (guarantied)	380.000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	58
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	68½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 73.300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	44
Erie (preferred)	8,535,700	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	—	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	28
" " (2d pref.)	3,819, 72	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	90
" " " (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	—	60½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700.000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57.000	6	"	1865	----
Morris:					
1st Mortgage	455.500	6	A. & O.	1876	93
2d Mortgage	295,750	6	-------	-------	90
Boat Loan	99,852	6	-------	-------	93
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764.550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	1,601,670	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	84½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22½
" " (preferred)	50	2,888,983	—	32½
Susquehanna and Tide Water	50	2,048,260	—	13½
Union			—	3½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	53

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash) per ton	43 — @	46 —
Pig, American, No. 1	46 — @	47 —
Bar, Refined, English	91 — @	100 —
Bar, Swedes, assorted sizes (in gold)	95 — @	100 —
Bar, Swedes, assorted sizes	112 50 @	— —
Bar, English & American, Refined	112 50 @	117 50
Bar, English & American, common	102 50 @	107 50
Scroll, English	142 50 @	170 —
Ovals and Half round	137 50 @	147 50
Band, English	142 50 @	— —
Horse Shoe	137 50 @	142 50
Rods, English	117 50 @	122 50
Hoop, English	147 50 @	210 —
Nail Rod per lb.	9½ @	10½
Sheet, Russia per lb.	15 @	17
Sheet, English, Single, Double and Treble	6½ @	8
Rails, English (gold) per ton	53 — @	54 —
Rails, American	82 50 @	85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	18 @	22½
English Spring (1st & 2d qlty.)	10½ @	12
English Blister (1st & 2d qlty.)	11 @	19
English Machinery	13 @	14
German	13½ @	14½
American, Blister	11½ @	17
American, Cast, Hammered	19 @	—
American, Cast, Rolled	12 @	16
American Spring	15 @	—
American Machinery	13 @	14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	39 @	40
Sheathing, Yellow	28 @	—
Pig, Chile	— @	—
Bolts	39 @	40
Braziers'	— @	40
American Ingot (cash)	26½ @	28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @	—
Spanish	6 75 @	—
German Refined	6 75 @	—
English	6 75 @	7 12½
Bar per lb.	— @	10 —
Pipe and Sheet	@	10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.		Currency.	
Banca (gold) per lb.	23½ @	— —		
Straits (gold)	22½ @	— —		
English (gold)	21½ @	22		
Plates, I.C. Charcoal, p. box	9 12½ @	9 25	12 50 @	13 —
Plates, I. C. Coke	7 50 @	8 75	10 50 @	12 —
Plates, Coke Terne	6 62½ @	7 —	9 12½ @	9 75
Plates, Charcoal Terne	8 75 @	9 —	12 — @	12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	— @	6 50
Clinch (cash)	8 — @	— —
Copper	— @	48
Ausable Horse, Norway Iron, Forged	28 @	30
Zinc Nails (6 mos.)	— — @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	18 @	—
Refined, free L. S. to White	47 @	47½
Ref'd, in bond, prime L. S. to White	29 @	—
Ref'd, in bond, Standard White	29½ @	30
Naptha, Refined (60@63 gravity)	— — @	—

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	Th 7.	F.8	Sat.9.	M 11.	Tu.12	W.13
Atlantic M. S. S. Co	105	----	----	104	----	103
At. & Gt. W. (O) 1st m't	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M	----	----	----	95	----	----
California 7s	----	----	----	----	116	----
Canton Co	45	46½	46	46½	47½	47½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	115	113½	113	113½	115½	115
" " pref.	----	----	----	----	----	----
" " 1 M.	98	----	----	----	98½	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	89	----	----	----	----	----
Chicago, Burl. & Q.	129	----	----	----	----	----
" " " 8 p.c.	111	----	----	----	----	----
Chic. & Northwest'n	38	38½	38	38	38½	38½
" " pref.	69	69	68½	68½	69½	69½
" " 1st M.	----	84½	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	83	83½	----	----	82½	----
Chicago & Rock Isl.	99	99½	99	99	99½	99½
" 1st M. '70	----	99½	----	----	----	100
Clev., Col. and Cin.	105	----	----	----	----	----
Clev. and Pittsburg	84	85½	85	84½	84½	85
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	120½	120½	120	120	120½	120
" S. F. 7 p.c	----	----	----	100½	----	----
Cumberland Coal, pref	37	----	----	----	37	----
Del. & Hudson Canal	147	----	147	147	146½	147
Del., Lack. & West	----	----	----	----	----	----
" 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	60	59½	59½	59½	60	59½
" pref.	74	75	----	----	----	----
" 1 M. 7 p.c. '67	102	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	101½	----	101½
" 4 M. 7 p.c. '80	----	91½	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	129½	130	131	----	----	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	103½	----	----	----
" 2M. S.F.	----	----	----	103	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114½	114½	114½	115½	116½	115½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	105½	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	82
Mariposa Mining Co.	10½	----	----	----	----	----
Michigan Central	108½	109	109	109	108½	109
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '64	----	----	----	----	----	----
M. S. and N. I.	75	75½	75½	75	75½	75
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	97	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	90	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	95	----	----
Milw. and St Paul	41	40	----	----	----	----
" " pref.	59½	----	59½	59½	60½	----
" " 1st mort.	87½	87½	----	----	----	----
" " 2d mort	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	94	94	94	94	93½	93
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	94	----	----	94	----
New York Central	103	102½	102	102½	102	101½
Real Estate	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83.	94	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	98	----	98	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	----	53	53	53	53	53½
" new	53	52½	53	53	54	----
Ohio & Miss. cer.	25½	25½	----	25½	25½	25
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	160	160	160½	159	159½	158½
Panama	----	----	----	----	----	----
Phila. and Reading	104½	104½	104½	104½	105½	105½
Pitts. Ft. W. & Chicago	98½	98½	98½	98	98½	98½
" 1M. 100	----	----	----	100½	----	----
" 2M.	----	----	----	----	94	94
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	40	40	40½	41	41½	41½
St. L., Alton & T. H.	33½	33	----	----	----	34
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	80	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	75	----
Tennessee 6s. 1890	57	----	----	----	----	----
" ex-coupon.	68½	67	----	----	68½	66½
" new	65½	66	65½	65½	65½	65½
Tol. Wab. & Western	42	42	----	----	42	41½
" Pref.	----	----	----	----	----	----
" 1M. ex.	88	89	----	----	90	90
" 2M.	----	----	----	77	77	77½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	102¼	----	----	----	102¾	----
U. S. 5s, 1874, coup.	102	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	103¼	----	----	----	101¼	101¼
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	108¼	----	108¾	----	108¾	109
U. S. 6s, 1881, coup.	108¾	108¾	108¾	108¾	108¾	109
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	135	----	----	134
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	108¼	----	108¾	----	109	109¼
U. S. 6s, 5-20s, c. 1864.	----	106¾	106¾	----	106¾	107¾
U. S. 6s, 5-20s, c. 1865.	107¾	107¼	----	107¾	107¾	107¾
U. S. 6s, " reg.	106	----	----	107	----	107¼
7.30 Notes, 1st series.	105¾	105¾	105¾	105¼	105¼	105¾
" " 2d series.	105¾	105¼	----	105¾	105¾	105¾
" " 3d series.	105¾	105¾	105¼	105¼	----	105¾
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Cattawissa	----	----	----	----	----	----
" preferred	29¾	30	29¾	29½	29½	29¾
Camden & Amboy	131½	----	131¾	131¾	131¾	131¾
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	93	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	88¼	88¼	----	88¼
" " 6s, '89.	89¼	----	----	----	88¼	----
" mort. 6s, '89.	95	----	----	----	94¼	95
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	54¼	54¾	54½	----	54¼	----
" " 6s, '84.	----	----	----	----	91¼	91
Lehigh Valley R. R.	63¼	----	63¼	63¼	63¼	63¼
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56¼	56¼	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36	----	----	----	----	----
" 6s	----	----	90	90	90	----
" " 10s	----	----	----	----	117	----
Northern Central	----	----	----	46½	----	47
Pennsylvania R. R.	57	57¼	57¼	56¼	57¼	57¾
" 1st m.	----	----	100	100	100	----
" 2d m.	----	----	97¾	97¾	96¾	97¾
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	----	----	102¼	----	----
Philadelphia City, 6s	95¾	----	96	----	----	96¾
" " new	100	100	100¼	100¼	100¼	100¾
" " muni.	----	----	----	100¼	100¼	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52¼	52¼	52	52	52¾	52¾
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	96¼	----	----	----
Philadelphia & Erie	31¼	----	----	----	----	30¾
" " 6s	91	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	23	----	----	----	22¾	----
" " pref.	33	----	32½	----	----	32¾
" " 6s '82	80	----	----	----	----	----
" " 6s '76	74	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	13	----	----	----	----	----
" " 6s '78	61	----	----	----	----	----
Union Canal, pref.	3½	----	3	----	----	4
" " 6s '83	----	----	22½	----	----	23
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	86¾	----	----	----	----	----
Hestonville, (Horse)	----	----	----	14	----	----
Chestnut & Wal. "	----	----	----	----	----	50
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	31	31	31	31	----	31

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875.	----	----	----	----	98¼	99¼
" " 1886.	97¼	97¼	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98¼	----	98¾	98¾	98¾	----
Balt. and Ohio	115	----	----	----	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	98	----	----	----	----	----
" " " '80.	----	----	97¾	----	----	----
" " " '85.	----	----	99	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	----	----	89	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	Th. 7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
Boston and Lowell	----	----	----	----	----	115
Boston and Maine	131	131¼	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	142¾	----	----	----	----	----
Cheshire, pref.	57¾	----	----	----	----	58
Concord	68	68	----	----	68	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107¾	----	107¾	107¾	----	107¾
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	----	116¼	----	----	----
Manchester & Lawr'ce.	----	----	113½	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	97½	97½	97¾	97½	97¼	97¾
Ph., Wil. & Baltimore	55	----	55	55	55	----
Portl'd, Saco & Ports.	100	----	----	----	100	----
Vermont & Canada	100½	----	----	----	99½	----
Vermont & Mass.	----	----	56	56½	56	58
Western	134½	134¾	----	135	135	135½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	52½	----	----	----	52½	----
Middlesex "	----	----	----	----	----	45
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	57	61	62¾	62	60	60½
Franklin "	37	38	38	37	36	36
Huron "	35	36	36	36¾	35	----
Isle Royale "	13	----	----	13¾	----	----
National "	----	----	----	----	----	----
Minnesota "	12	----	----	----	----	----
Pewabic "	24	----	----	----	23¾	23
Pittsburg "	42	----	----	----	----	----
Quincy "	34	----	35	----	35	----
Rockland	----	7¾	----	----	----	7¾

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of January.

United States 5-20 yrs., 1882, 6 per cent	72½@ 73
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65
Do. do., 2d mort., 1881	60 @ 65
Do. Pennsylvania, 1st mort., 1877	60 @ 65
Do. do., 2d mort., 1882	60 @ 65
Do., consolidated mortgage bonds, 1890	31 @ 32
Erie shares, $100 (all paid), 8 p. c	43 @ 43½
Do., convertible bonds, 6 p. c	70 @ 72
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	80½@ 81
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	68 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	89 @ 91
Do. $50 shares	35 @ 40
Phila. and Erie 1st mort., 1881, guaranteed by Penn. R. R.)	76 @ 78.
Do., with option to be paid in Philadelphia	76 @ 78

American Railroad Journal.

Saturday, February 16, 1867.

Stock Exchange and Money Market.

Money has been accumulating in all the business centres, and lenders have been more eager to place their increasing balances in a controllable and lucrative form, since our last. The demand for accommodation has not kept pace with the growing supplies, and the tendency has been toward cheaper rates for all borrowers in good standing. Reports from the interior speak of a gradual revival of confidence, and consequent improvement in the workings of the western money markets. The banks of the seaboard cities have been augmenting their legal tender reserve. The cash balances in the United States Treasury, and its subordinate offices, have increased quite rapidly, within the week. In the U. S. Sub Treasury here, the cash balance shows an increase of about ten million dollars. The anticipation is quite generally entertained, of an abundance of money through the Spring months, with a steady, if not a reduced, range of prices. Call loans are now quoted here at 4@5 per cent. on Government securities, and 6@7, generally at 6, per cent. on railway and other stock collaterals. The tardy revival of the Spring trade in produce and merchandise prevents any extensive drain, through the discount houses. Prime short-date business paper passes as freely as offered at 6½@7½ per cent. per annum. The city banks, last week, gained $1,684,451 in the form of legal tenders. They reduced their loans, $995,530, and their circulation, $218,347. They lost $175,727 of their specie reserve, and $2,269,761 of their deposits, the latter, chiefly, by the transfer of country bank deposits to the U. S. Sub Treasury, the creditor of such country banks. The specie reserve of the banks is now $16,157,257, against $10,129,806, same time last year. The city bank deposits are now $198,241,836, against $228,484,370 week ending Feb. 10, 1866. The legal tender reserve amounts to $67,628,992, against $68,436,013 same time last year. The circulation now stands at $32,777,000 against $22,240,469 same time last year. The loans are now $250,268,825, against $279,135,790 eleven weeks ago, and $242,608,872 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $84,804,255 a day, against a daily average of $85,401,200 the preceding week; and $94,803,800 the week ending with Jan. 26. The current week's exchanges average $84,866,919 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $166,801; decrease of legal tender reserve, $390,127; increase of deposits, $218,883; ncrease of specie, $2,050; and increase of circulation, $68,989.

National Bank notes to the amount of $267,750 were issued last week, making the total issue to 1,663 banks thus far $301,294,886, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,548,632, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,776,254. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,547,450; and for the public deposits, $38,761,450—making a total of $379,308,900. The Treasury Department, last week, redeemed and destroyed $293,000 of worn and mutilated fractional currency, and issued $578,100 worth of new.

The last quarterly statement of the National Banks, made up to the first Monday in January 1867, shows that their aggregate capital is $419,779,739. Their aggregate loans are $608,411,901, beside which they hold $428,120,700 of Government securities. In October, 1865, their capital was $415,278,969 their income being derived from $426,657,350 of Government bonds, and $601,238,808 of other loans; in January, 1866, the capital was $403,357,346 and their aggregate loans $956,707,646, $440,380,350 to the Government and $516,327,296 to other borrowers.

The U. S. Sub-Treasury receipts, week ending with Feb. 9, were $13,265,949, including $2,585,048 from customs duties; payments, $7,633,155; balance at the close of the week, $108,958,253, against $103,325,459 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,687,169, and payments, $2,252,095; on Tuesday, receipts, $2,632,588; payments, $1,378,016. The balance at the close of business on Tuesday stood at $112,647,900, against $102,888,815 a week previous. The bal-

ance to the credit of the Government, in the U. S. Sub-Treasury, Boston, at the close of last week, was $11,239,389, showing an increase for the week, of $325,903. Of the cash reserve, $9,065,909 were in coin.

Government revenues have been nearly up to the best average of last year, since our last. The excises, last week, yielded $6,100,000, against $5,828,598 the preceding week; customs at the port of New York, $2,585,048, and at the outports, about $825,000 (in coin) more, making the grand total income for the week equal about $10,788,750 in currency, against disbursements of $4,331,378 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $195,000,000.

Gold has been in more active speculative demand, since our last, and prices have consequently been more variable. The highest rate was 139 on Thursday, the 7th inst., and the lowest figure, 136 on Monday the 11th. On Wednesday, the 13th, the extremes were 136¾@137½, and the closing price 136¾. Toward the close there was less buoy4ncy in the market, in view of the more favorable foreign advices relative to American securities. The customs demand has been on the increase. The export inquiry has been very moderate. There were no considerable shipments reported on Wednesday. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $155,514. The customs demand for Gold last week, averaged $430,841 a day; thus far, this week, it has been equal to $463,082 a day, or equal to a weekly aggregate of $2,778,492. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $13,175, and from California, $788,027. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $75,076,889, against $82,777,597 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $28,422,940, against $16,523,782 same time last year, showing an increase this year, of $11,899,158. The exports of specie from this port, last week, were $276,507. The total outflow of specie from the port, thus far in the current fiscal year has been $20,458,637, against $15,308,039 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $206,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $33,341,408, against $29,053,427 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Jan. 10, 1867, reached $2,122,361, against $1,010,801 same time in 1866.

Foreign exchange has been in more request, since our last, and the leading drawers have been asking a shade higher rates for London and Paris bills, though the supply has been quite liberal. Bankers' 60 day bills on London closed on Wednesday at 108⅜@108⅝, and on Paris to 5.20@5.16¼; sight bills on London to 109⅛@109⅜; and on Paris to 5.16¼@5.14⅜. The offerings of produce bills have been fair since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,640,850 making the total value of exports since July 1, 1866, $102,036,896, against $133,978,016 same time in the preceding fiscal year.

Government securities have been in more animated demand, since our last, and have improved decidedly in price. The home investment inquiry has been quite active, and unusually comprehensive, extending to the whole list of interest bearing obligations of the Treasury. There has been a revival of the foreign demand for the favorite Five-twenties of 1862. Supplies of both bonds and notes have been very moderate indeed. The six per cents of 1881, and the original Five-twenties have been really scarce in the open market. U. S. sixes of 1867 closed here on Wednesday at 133@135; U. S. sixes of 1868, at 132@133; U. S. sixes of 1881, 109@109¼; U. S. Five-twenties of 1862 at 109¼@109½; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1865, consolidated, 105⅞¼105⅜; U. S. Ten-forties at 101@101¼, and U. S. Seven-thirties at 105⅜@105⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117½	May, 1865	112¼
July, 1864	117	August, 1865	111¼
August, 1864	116½	September, 1865	110¾
October, 1864	114½	October, 1865	110½
December, 1864	113½		

Railway and miscellaneous stock dealings have been on an unusually moderate scale, since our last. Operators have been reluctant to move freely, pending the final action of Congress on the various and important political, financial and commercial projects, now up for consideration in the National Legislature. Outsiders have shown a marked partiality for investments in the public funds, as the most reliable and profitable property available; and have consequently been more than usually chary of Stock Board ventures. Yet, prices of all substantial share property have been very well maintained, and have shown some buoyancy toward the close. The growing ease in money favors stability in the market, and gives promise of an early revival of speculation.

General business has been only moderately active, since our last. Domestic produce has been pretty freely offered, and has been depressed in price, in the absence of an adequate inquiry. Breadstuffs and provisions closed heavily. Cotton left off pretty firmly, on a rather livelier export business. Middling grades left off at 33@34½ cents per lb. as extremes. The stock of cotton now here is estimated at about 210,000 bales. The receipts at the port this week, have averaged 4,200 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 269,500 bales, against exports of 177,995 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,129,000 bales against 1,246,123 bales same time last year; exports, 545,000 bales, against 681,083 bales same time last year; estimated stock at latest dates, 612,000 bales, against 510,000 bales same time last year. At the coal sale on Wednesday—the largest ever held in the United States—207,800 tons of Pittston coal were disposed of in twenty-five minutes, at from $5 for lump to $5 40 for stove, per ton of 2,240 pounds, delivered at Newburg. The sale netted over a million dollars. Prices were as full as at the last Scranton sale. Foreign merchandise has been moderately inquired for, since our last, and the leading articles have been quoted firm. The dry goods trade has shown rather more animation, in special lines of fabrics adapted to the season. One of the most extensive dry goods establishments on Broadway, that of S. B. Chittenden & Co., was totally destroyed by fire on Tuesday morning. The total imports of foreign dry goods last week, were $2,414,439, and the total amount marketed $2,755,728. The value of foreign merchandise imported last week, was $3,314,829—making the grand total specie value of last week's imports of dry goods and merchandise, $5,729,368, and since July 1, 1866, $155,825,817, against $173,829,206 same time in the preceding fiscal year. The ocean freight market has been more active, with 562 vessels of all classes in port. For Liverpool we quote flour at 2s. 3d.@2s. 6d. per bbl.; grain at 6@6½d. per bushel; cotton at ⅜@½d. per lb.; and heavy goods at 15s.@@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 30.	Feb. 5.	Feb. 13.
Consols	90¾	90 11/16	91
U. S. 5-20's of 1862	73½	72⅜	73¼
U. S. 5-20's of 1865	72⅛	71⅞	72
Erie	44⅞	40	39½
Ill. Central	82½	81	81½

The New York exports, exclusive of specie, for the week ending Feb. 12, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,777,267	$3,640,850
Prev. reported	23,322,613	16,789,651
Since January 1	$27,099,880	$20,430,501

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$4,741,870	$2,414,479
Gen. merchandise	1,833,066	3,314,829
Total for the week	$6,574,936	$5,729,308
Previously reported	25,170,072	$19,163,477
Since January 1	$31,745,008	$24,892,785

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$173,829,206	$155,825,817
Exports produce	133,978,016	102,036,896
Exports specie	15,656,090	20,238,036

The balance in the Sub-Treasury on Wednesday was $113,046,728 69.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1875, 100¼; do., 5s, 1875, 93; do., 7s, Bounty Loan, reg., 105⅝; do., coupon, 105⅛; Indiana 5s, 92; do., War Loan, 97; Louisiana 6s, 80; Brooklyn 6s, Water Loan, 95; City 5s, 1893, 87; N. J. Central, 122; do., 1st mort., 100, New York and New Haven, 116½; Cleveland, Painesville and Ashtabula R. R., 150¼; Indianapolis and Cincinnati, 84; Hannibal and St. Joseph, 52; Chicago, Rock Island and Pacific 7s, 91; Long Dock bonds, 98; Long Island R. R. 6s, 90; Mariposa pref., 22½; South Am. Nav. and Marine Railway Co., 116½; Boston Water Power Co., 27½; Brunswick City Land, 8¼; Wilkesbarre Coal, 41; American Coal, 60; Central Coal, 43; Pennsylvania Coal, 150; Spring Mt. Coal, 65; Western Union Telegraph, 44⅝;

American Exp. Co., 64; Adams' Exp., 65½; Wells, Fargo & Co., 67; U. S. Express, 66; Bank of Commerce, 113; Central National Bank, 109½; Bank of Commonwealth, 105½; Bank of New York, 108; 4th National Bank, 103⅞; Metropolitan Bank, 123; Bank of North America, 103½; American Flag, 1.25; Benton Gold, 1.10; Boscobel Silver, 3.00; Consol. Gregory Gold, 12.30; Columbian G. & S., 1.65; Corydon, 9.50; Crozier, 0.12; Des Moines, 2.45; Gunnell Gold, 1.11; Gunnell Union, 0.51; Gold Hill, 4.80; Hope Gold, 0.60; Hibbard Gold and Copper, 1.08; Keystone Silver, 0.05; La Crosse Gold, 0.80; Mill Creek Gold, 0.08; New York Gold, 1.10; Nye, 0.05; Ohio and Colorado G. &. S., 0.55; Perry and People's Gold, 0.09; Quartz Hill, 5.30; Reynolds, 0.13; Russell File, 3.25; Symond's Fork Gold, 1.70; Smith and Parmalee, 7.10; Sanssenderfer, 28.00; Tudor Lead, 3.25; Walkill Lead, 0.69; United States Petroleum, 5.35; Brevourt, 0.75; Rathbone Oil Track, 0.65; Bennehoff Run Petroleum, 3.10.

Philadelphia.—Schuylkill Navigation 7s, Boat Loan, 84; Pittsburg 6s, 1884, 90; New Jersey 6s, reg., 100¾; Delaware R. R. 6s, guar., 90; Warren and Franklin 7s, 81½; Sunbury and Erie 7s, 100; Lehigh Valley scrip, 17; Camden and Amboy scrip, 48½; Lehigh Navigation scrip, 52; Union Passenger R. R., 40; 13th and 15th streets R. R., 22¼; 5th and 6th streets R. R., 40; St. Nicholas Coal, 1.56; N. Y. and Middle Coal Fields, 4; Fulton Coal, 5½; Ocean Oil, 2¾; Maple Shade, 1¾; Feeder Dam, ⅜; Hyde Farm, ¼; Caldwell, ⅜; McElheny, ⅝; Pioneer Mining Co., ¾; Philadelphia Bank, 152½; Mechanics' Bank, 33; Bank of North America, 234; Penna National Bank, 58; Manufacturers' Bank, 32; Union National Bank, 63; Farmers' and Mechanics' Bank, 126½. The latest quotations are: City 6s, 96¼@96½; do., free of tax, 101¼@101½; State 5s, 99@100; do., coupon, 94½@95; do., 6s, W. L., 102¼@102½; Phila., Wil. and Balt., 55; Reading, 52¼@52⅜; do., 6s, 1870, 96@96; do., bonds, 90¼@90¼; do., con., 105@—; Camden and Amboy, 131@131⅛; Penn. R. R., 57⅛@57¼; do., 1st mort., 100@100¼; do., 2d mort., 97¼@97¾; Little Schuylkill R. R., 33½@35; Morris Canal, 75@80; do., pref., 120@121; do., bonds, 93@94; Wyoming Valley Canal, 52½@53; do., 6s, 86@87; Susquehanna Canal, 13¼@13½; do., 6s, 60@61¼; Sch. Nav., 22½@23¼; do., pref., 32⅝@33; do., 6s, 1882, 79@79¾; Union Canal bonds, 23½@24; Delaware Div. Canal, 54½@55; do., bonds, 86@99; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 96@100; do., 5s, 65@67; Lehigh Coal and Navigation, 54⅜@54½; do., bonds, 1884, 91@91½; North Pennsylvania, 35@38; do., 6s, 90@90; Philadelphia and Erie, 30@30¼; do., 6s, 91@92; Minehill, 56¾@57; Catawissa, 14@20; do., pref., 29¼@39⅜; Lehigh Valley, 63@63¼; do., bonds, 96@96½; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 83½@86; West Philadelphia, 71@71; Spruce and Pine, 31@31¼; Green and Coates, 31@32⅛; Chestnut and Walnut, 49@50; Thirteenth and Fifteenth, 21¾@22¼; Girard College, 26@27½; Tenth and Eleventh, 65@70½; Union, 40¼@42; Hestonville, 14@14⅛.

Boston.—Ogdensburg and Lake Champlain R. R., 66½; do., pref., 102; do., 1st mort., 100; Boston, Hartford and Erie R. R., 14¾; do., 7s, 43⅞; Vermont Central old, 2; do., 1st mort., 7s, consol., 67¾; do., 1st mort., 110⅜; Middleboro' and Taunton R. R., 27; Ogdensburg old stock, 1⅝; Conn. and Pass. Rivers R. R., 80½; do., 6s, 96; Old Colony and Newport 6s, 1876, 97½; Vermont and Mass. 6s, 1883, 95¼; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Rutland and Burlington 1st mort., 123; Short Mt. Coal, 10½; Summit Branch Coal, 10.50; Boston Water Power Co., 27½; Cary Imp. Co., 10; Waverly Land Co., 2¾; Union S. S. Co., 31¼; Adams Exp. Co., 65; East Mt. Laffee Coal, 1; Ophir Gold, Nova Scotia, 2.10; Montezuma Gold, 1.10; Tudor Lead, 3.25; Massachusetts 5s, 1894, gold, 99⅜; do., 6s, 1873, gold, 109¾; do., 5-20 6s currency, 100⅝; Rhode Island 6s, 99; New Hampshire 6s, 1884, 100; 1868, 99⅝; Hartford 6s, 1890, W. L., 99¾; Boston 5s, 1875, gold, 100¾; do., 1886, 100, Chicago 6s, 1870, 96; Cook Co., Ills., 7s, 1880, 96½; St. Louis 6s, 1886, 82⅜; do., 1882, 85½; Roxbury 5s, 1875, 86½; National Bank of Commerce, 119; Merchants' National Bank, 122; Webster National Bank, 107¼; Everett National Bank, 99½; Blackstone National Bank, 127; Eagle National Bank, 117½; Suffolk National Bank, 116; North National Bank, 115¾; National Bank of North America, 106¼; Atlas National Bank, 115; State National Bank, 112; Boylston National Bank, 135¾; Monument Bank Charlestown, 130¾; Pawner's National Bank, 96¼; Bunker Hill National Bank, Charlestown, 116½; Columbian National Bank, 117¼; Union National Bank, 123; Eagle National Bank, 118; Massachusetts National Bank, 117; Washington National Bank, 122½; Eliot National Bank, 119½; Old Boston National Bank, 66¼; Shoe and Leather Dealers' National Bank, 132¼; Allouez Mining Co., 10¼; Bay State, 9¾; Canada, 72c.; Concord, 3⅝; Calumet, 60; Dana, 2⅜; Eagle River, 3½; Hanover, 1¾; Hungarian, 2¾; Hancock, 12; Humboldt, 2¾; Madison, 2; Phœnix, 5; Pontiac, 1¼; Petherick, 3½; St. Clair, 6¼; Superior, 3½; Seneca, 5; St. Mary's, 1¼; Toltec, 1½.

Baltimore.—North Carolina 6s, old, 53; Virginia 6s, reg., 36½; do., coupon, ex-two coupons, 30; City Park 6s, 98½; Western Maryland 2d mort., 66½; Marietta and Cincinnati bonds, 83¾; Bare Hill Mining Co., 0.25; Liberty, 1; Deep River, 0.15; Balt. and Cuba S. and M. Co., 55; Franklin Bank, 13¾; Farmers and Merchants Bank, 46; Bank of Commerce, 28⅜; Union Bank, 62¼; Bank of Baltimore, 102⅛; Citizens Bank, 14⅛. The latest quotations are: Balt. and Ohio, 115@117; do., 6s, 1867, 98@100⅜; do., 1875, 97½@98; do., 1880, 97@98; do., 1885, 99½@100; Northern Central, 46@46½; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 93@93¼; do., 2d mort., 90@96; do., 3d mort., 90@—; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 83½@84; Central Ohio, 24@25¼; do., 1st mort., 89@90; Western Md. bonds, 62@68; do., guar., 93@95; Maryland 6s, coupon, 1870, 101½@102; do., Ins., 101@102; do., 1890, 101¾@102; Baltimore 6s, 1870, 95@96; do., 1873, 98@98; do., 1875, 99½@100; do., 1886, 97@99⅞; do., 1890, 98¾@98¾; do., coupon, 100@100; Park, do., 98½@99; do., 1892, 96@96; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17½@18½; Canton Co., 47@50; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5@8; George's Creek, 100@101; Santa Clara, 3@5; Balt. Chrome, 0.50@0.40; Bare Hill, 0.20@0.30; Atlantic Coal, 0.55@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@200.

Virginia Railroad Legislation.

The Legislature of Virginia at its present session has granted two railroad charters designed to develop the rich mineral region known as the Kanawha Valley, long noted for its supplies of coal and salt, and which may in future have an important bearing on the welfare of the State. The first authorizes an extension of the Fredericksburg and Gordonsville Railroad to Charlottesville, and an increase of its capital stock by a million of dollars. The second incorporates the Atlantic and Great Western Company for the construction of a railroad from Norfolk, *via* Clarksville and Danville, to a connection with the Virginia and Tennessee road at or near Bristol. The first mentioned line looks to a connection with the Baltimore and Potomac road, opposite Aquia Creek. The second proposes to unite with the Virginia and Kentucky road from Bristol to Cumberland Gap. Both will depend for their construction mainly upon capital from without the State. Remarking on this effort, the Richmond *Enquirer* says:

The mountains and hills of Southwest Virginia are unsurpassed for the excellence, the abundance and the variety of their mineral stores. Its salt wells, imperfectly developed as they are, supplied a large part of the Confederacy during the late military blockade. Its plaster beds are the wonder of the world, and are enough to make the hearts of our farmers dance with joy. Its iron is unsurpassed, its lead rivals the deposits of Missouri and the galena of Illinois. Its copper, its silver, its zinc, its manganese are abundant and excellent, and its coal is unsurpassed anywhere.

The U. S. 5-20s on the Paris Bourse.

We have already informed our readers that the U. S. 5-20s have been admitted to the official list of quotations at the Paris Bourse. This important event is due to the efforts of Messrs. Van den Broek Brothers & Co., No. 60 Rue de la Chaussee d'Antin, the oldest American banking house in Paris, which was founded just after the war of 1812 by Samuel Welles, of Boston, and was carried on by him with great success until his death, in 1841, when John B. Greene, of Boston, who had long been the "company" of the firm,) became the head of the house. Mrs. Welles, marrying the Marquis de la Vallette, (the present Minister of the Interior of France,) withdrew her capital from the firm, and the style became Greene & Co. The company was Mr. Frederick Van den Broek, a young Hollander, who had long been employed in the office, and who married John B. Greene's daughter, and afterwards, in his turn, became the head of the house.

Union Pacific Railroad—Eastern Division.

The dispatch from Junction City, Kansas, which we published in our last issue, saying that that place would be the terminus of the Union Pacific Railroad, during the coming summer, seems to have conveyed a wrong impression in regard to the actual condition of that road. The despatch simply meant that Junction City would be the outer point on the road from which freighting to Colorado and New Mexico could be done this season. The road is already completed twenty miles beyond Junction City, and the trains are running to that point. The road will be finished to Fort Ellsworth, sixty miles further west, by the first of April.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the 1st week in Feb., 1867, were $53,200 00
Corresponding week of previous year.. 73,131 00

Decrease $19,931 00

The earnings of the Chicago and Northwestern Railway for the first week in Feb., 1867, were $138,473 00
Corresponding week of previous year.. 125,545 00

Increase $12,928 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 7th, 1867, were $22,488 00
Corresponding week of 1866..... 21,761 00

Increase $727 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Jan., 1867... $28,266 00
Corresponding week previous year.... 28,683 00

Decrease $417 00

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1867, were... $60,478 50
Corresponding week of previous year.. 66,397 51

Decrease. $5,919 01

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Feb., 1867, were $67,304 00
Corresponding week of 1866 ..... 74,555 00

Decrease..... $7,251 00

The earnings of the Western Union Railroad for the week ending Feb. 7, 1867 . .... $7,854 67
Corresponding week previous year.... 9,380 46

Decrease..... $1,525 79

Journal of Railroad Law.

NEGLIGENCE IN RUNNING OVER CATTLE—BURDEN OF PROOF.

In the case of Galpin *vs.* The Chicago and North Western Railway Company in the Supreme Court of Wisconsin it was decided that in actions for injuries committed by immediate force, proof of the forcible act and the resulting injury is *prima facie* evidence that the act was wilful or negligent.

But in an action for the killing of cattle by a train of cars at the crossing of a public road, in the absence of any evidence that the cattle were lawfully upon the road, the burden is upon the plaintiff of further proving negligence on the part of the defendant.

In such a case the plaintiff, being himself under a presumption of negligence, cannot recover by merely showing slight negligence on the part of the defendant.

But if the plaintiff's negligence was slight and remote, and that of the defendant gross and immediate cause of the injury, Dixon, C. J., is of the opinion that there may be a recovery.

The action was for damages for the negligent killing of plaintiff's cow by a construction train on defendant's road. The cow was on a public highway, at the railroad crossing, when struck, and the complaint alleges that she was lawfully there. The defendant denied generally. The plaintiff's evidence did not show clearly how the cow came to be in the highway, but tended to show that she was running at large. The opinion of the court was delivered by

Dixon, C. J.—It is not denied that the cow was injured by one of the trains of the company, but there is no evidence of the circumstances or manner in which she was injured, except that she was in the public highway at the place where it is crossed by the railroad, and that the collision occurred there. She may have been on the track, so that the engineer, by the exercise of ordinary care and watchfulness, might have seen her and avoided the collision, or she may have been off, and out of sight, and, as the train approached, in her fright and insensibility to danger, have gone suddenly before the train, under circumstances which no care or vigilance could have prevented proving fatal. The action is for negligently running upon and injuring her, and it is contended that negligence cannot be inferred from the mere fact of the injury, but that the plaintiff, to entitle himself to recover, must give some special proof of negligence, or lay before the jury other facts tending to establish it. As a general proposition applicable to actions for injuries committed by immediate force, I think this is untrue. In such cases it is enough in general, to prove the act of the defendant and the resulting injury, and if he has any excuse or justification he must show it. If in an action for driving against and killing his horse, the plaintiff prove the killing by the defendant as alleged, without any further evidence of the circumstances or manner of the killing, that would be sufficient for the recovery of damages; and if the defendant claims that the killing was wholly accidental or unavoidable, or that it was the fault of the plaintiff, the burden is upon him to discharge himself of liability. Proof of the act, and of the injury resulting from it, is *prima facie* evidence that the act was done wilfully or negligently. Danver *vs.* S. C. Railroad Co., 4 Rich., 334 and cases cited.

But here the cow was in the highway, and must be taken to have been unlawfully there, for the cattle are not free commoners by the common law nor by the law of this State; and the question is, how far this circumstance rebuts or modifies the inference of negligence arising from the fact of injury. How the cow happened to be in the highway does not appear. If the plaintiff permitted her to go at large at or near the crossing, it was an act of gross negligence, which would preclude a recovery for anything but wilful injury. Railway Co. *vs.* Goss 17 Wis., 428. If she escaped from his enclosure, or got into the highway without any fault or want of proper care on his part, a different rule might prevail.

If she was being driven along the highway, which, in strictness is the only condition in which she could have been rightfully there, without an order or by-law of the town permitting her to go at large, then still greater care might be required of the railroad company and its agents. As it is without any proof of the circumstances under which the cow came in the highway, or of an order or by-law permitting cattle to go at large, it must be assumed, I think, that the plaintiff unlawfully allowed her to go there, and if he did, it is such evidence of negligence on his part as, in my judgment, counterbalances the presumption of negligence arising from the fact of the injury, and throws upon him the burden of giving some further proof of negligence on the part of the defendant. It appears then from the plaintiff's own evidence, that he was guilty of negligence which contributed to the injury; and if he relies upon the negligence of the defendant as being either greater in degree, or the proximate cause of the injury, he must give direct proof of the facts.

It follows from these views that the first instruction asked by the defendant was improperly refused. The second and fifth instructions which were also refused, I am not prepared to say were quite correct. The different degrees of negligence, and whether proximate or remote, are ignored. I am not prepared to say, in every case of cattle unlawfully upon the highway, that the company shall not be held responsible for any degree of negligence. If the negligence of the owner be slight and remote, and that of the company gross and the immediate cause of the injury. I think that the owner may recover.

It follows also, that the court erred in its general charge. The jury were instructed that if they found that the cow was killed at the crossing, the action would be for the injury, if at the time it was committed it might have been avoided by the exercise of reasonable care and prudence. This was holding the company responsible for ordinary negligence. If, as I have assumed, the plaintiff permitted the cow to go at large without authority of law, the company would at most only be answerablo for gross negligence or want of slight care and prudence, or for wilful injury. The jury should have been so instructed.

Judgment reversed and a new trial awarded.

Debt of California.

The total funded debt of the State of California on the 1st of January, 1866, was as follows:

7 per cent. coupon bonds of 1857, due July 1, 1877	$3,586,500
7 per cent. coupon bonds of 1860, due July 1, 1880	187,500
7 per cent. coupon bonds, Relief, due July 1, 1883	520,000
7 per cent. coupon bonds, Bounty, due July 1, 1884	1,028,000
Total funded debt	$5,322,000

In addition to which the State pays 7 per cent. interest on $1,500,000 Central Pacific Railroad bonds to January 1, 1885—making the total annual interest $477,540.

Of the above indebtedness, the State Treasurer holds in trust for the State School Fund—

Bonds of 1857	$556,000
" 1860	36,000
" Relief	87,500
" Bounty	46,000
	$725,500
Seminary Fund, Bonds Relief	15,000
Total	$740,500

Total Issue and Redemption of Bonds.

Class of Bonds.	Issued.	Redeemed.	Outst'ding.
Bonds of 1857..	$3,900,000	$313,500	$3,586,500
Bonds of 1860..	200,000	12,500	187,500
Bonds, Relief ..	600,000	80,000	520,000
Bonds, Bounty.	1,244,000	216,000	1,028,000
	$5,944,000	$622,000	$5,322,000

☞ The Tyrone and Clearfield Railroad, which is now in operation from Tyrone to Phillipsburg, 23½ miles, is to be built to Clearfield, a further distance of 17 miles, with means to be advanced by its lessee, the Pennsylvania R. R. Co.

☞ A new Suspension Bridge over the Ohio River at Wheeling, (W. V.) is talked of, to take the place of the present structure, which is deemed neither commodious or safe.

Funded Debt of Philadelphia.

A meeting of the Commissioners of the Sinking Fund was held in Philadelphia on the 4th inst. From the report of the City Comptroller, which was presented, we learn that the total amount of funded debt at the date of consolidation, July 1, 1854, was $16,573,614 77

Reported issue to Dec. 31, 1858 ...	4,383,278 09
Issued during the year 1859	699,400 00
" " " 1860	1,022,079 81
" " " 1861	1,027,971 06
" " " 1862	2,668,800 00
" " " 1863	881.931 18
" " " 1864	4,904,639 86
" " " 1865	5,823,592 17
" " " 1866	2,536,385 81
Total	$40,521,692 75

Amount of loan redeemed to December 31, 1858...	$554,814 90	
During the year 1859.	115,171 21	
" 1860.	883,163 81	
" 1861.	318,908 76	
" 1862.	164,142 39	
" 1863.	537,148 00	
" 1864.	677,881 18	
" 1865.	896,282 73	
" 1866.	1,208,558 42	
		5,356,071 40
Balance funded debt Jan. 1, 1867.		$35,165,621 35

The loan account shows that of this last sum, ($1,208,558 42,) $199,394 72 were paid of loans due and overdue, and $1,009,163 70 were anticipated and canceled by the Commissioners from proceeds of sales of Pennsylvania Railroad stock, leaving on hand $96,900 of uncanceled loans, which belong to loans issued since consolidation, and cannot be canceled, a sinking fund being provided for their ultimate redemption.

In order to show the purpose for which the debt was contracted, it should be divided as follows:

Balance due at consolidation..		$11,258,321 35
Loans since consolidation—		
For Railroad Stock subscribed previous to consolidation.	$1,725,000	
For extension of Gas Works	1,981,300	
For Fire Alarm Teleg'ph	100,000	
For Culverts	290,000	
For Water Works.....	962,000	
For School purposes ...	259.400	
For Bridges, etc.....	592,000	
For Vine street wharf ..	4,300	
		5,734,100 00
For Municipal purposes		6,523,200 00
For War purposes.....		11,650,000 00
Total, as above.....		$35,165,621 35

The value of the real estate and securities belonging to the city is as follows:

Securities held by sinking fund...	$9,851,677 60
Wharves, landings and markets...	1,646,500 00
Real estate under department of City property	1,341 00
Public schools.....	1,795,427 00
Real estate of Police Department.	128,960 67
Gas works, almshouse, water works, &c.....	11,957,500 00
	$26,721,065 27

☞ A St. Louis paper says that an arrangement has been made between the Western Mining and Manufacturing Company and the Missouri Consolidated Mining Company for building a railroad from Chester, Illinois, twelve miles in length, to the well-known coal region of that district, so as to get a supply of the best iron coal for making iron, and reducing the Pilot Knob and Iron Mountain ore to merchantable iron. A tract of twenty-three thousand acres of these Chester coal lands has been purchased.

The National Banks.

The following is an abstract of the Report of the National Banking Association of the United States, showing their condition on the morning o the First Monday in January, 1867, before the commencement of business on that day:

Resources.

Loans and Discounts	$608,411,901 58
Real Estate, Furniture and Fixtures	18,861,137 63
Expense Account	2,795,322 36
Premium Paid.....	2,852,945 23
Cash Items.....	101,330,934 35
Due from National Banks	92,492,445 95
Due from other Banks.....	12,981,445 40
United States Bonds to secure Circulation.....	339,180,700 00
United States Bonds to secure Deposits	36,015,950 00
United States Bonds and Securities on hand.....	42,924,050 00
Other Stocks, Bonds and Mortgages.....	15,072,737 45
Bills of National Banks.....	19,205,584 00
Bills of other Banks.....	1,176,142 00
Specie	16,634,972 10
Compound Interest Notes.....	81,925,100 00
Other Lawful Money	104,586,827 23
Aggregate	$1,506,448,245 28

Liabilities.

Capital stock paid in.....	$419,779,739 00
Surplus fund.....	59,967,222 14
National Bank Notes outstanding	291,093,294 00
State Bank Notes outstanding..	6,964,409 00
Individual Deposits.....	555,179,934 45
United States Deposits.....	27,225,663 60
Deposits of United States Disbursing Officers.....	2,275,384 79
Due to National Banks.....	92,755,560 88
Due to other Banks and Bankers	24,371,614 07
Profits.....	26,887,323 35
Aggregate.....	$1,506,448,245 28

Northern Pacific Railroad.

In the New York Assembly the Hon. D. C. Littlejohn of Oswego obtained unanimous leave a few days since to introduce some resolutions cordially favoring the construction of the Northern Pacific Railroad, which were promptly adopted. They have since passed the Senate, and have also received the sanction of Governor Fenton. The preamble describes the route to be adopted for the construction of this road, refers to the agricultural and mineral resources of the country on the fourth-sixth parallel, and to the temperate nature of the climate; and declares that the speedy development of the vast resources of our great country is demanded by every consideration of sound financial policy, with a view to the easy and early liquidation of the national debt. The resolutions are as follows:

That our Senators and Members in Congress be requested to advocate the passage of an act granting such government aid to the Northern Pacific Railroad as will ensure its early construction and completion.

That the Governor of the State be requested to transmit a copy of the foregoing preamble and resolution to each of our Senators and Representatives in Congress at as early a day as practicable.

☞ The General Assembly of Virginia, on the 24th of January, 1836, chartered the Richmond, Fredericksburg and Potomac railroad, and gave it for thirty years the exclusive right of selling through tickets from Richmond to all points north and south. This thirty years monopoly expired on the 24th ult., and passengers can now journey direct to Richmond over the connecting lines of railroad without stopping at the Gordonsville Junction to purchase tickets.

Philadelphia and Erie Railroad.

The receipts from operations of this road for the years ending December 31, 1866, were:

From freight.....	$1,744,299 13
" passengers	734,724 91
" mails and miscellaneous.....	62,027 25
Total 1866.....	$2,541,051 29
Total 1865.....	2,074,140 79
Increase.....	$466,910 50

The increase in the business of 1866 over that of 1865 did not realize expectation. The main increase in the transportation, amounting to 240,875 tons, was of coal, oil, and lumber. The following is a comparative statement of the tonnage and number of passengers carried in 1865 and 1866:

	Tons.	Passengers.
1865	534,975	770,659
1866	815,096	695,415
Increase	280,121	.....
Decrease.....	.....	75,244

The road is leased and operated by the Pennsylvania Railroad Company. Thirty per cent. of the gross earnings, after all drawbacks, is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company. This amounted, in 1866, to $732,739, out of which $588,000 were paid as interest on the funded debt, and for contingent expenses, leaving as the profits of the Philadelphia and Erie Railroad Company for the year $144,739. The managers are Edward F. Gay, William G. Moorhead, Charles B. Wright, Henry Duhring, James D. Wetham, William A. Galbraith, C. F. Bayard, William S. Lane, Hugh W. Catherwood, James B. Montgomery.

Railroad from the Calumet Mine to Torch Lake.

George D. Emerson, Esq., Civil and Mining Engineer, is engaged in the location, with a view to the immediate construction, of a railroad from the Calumet mine to Torch Lake, a distance of about seven miles. The product of the Calumet mine is now wagoned to Hancock, on Portage Lake, where it is, we believe, smelted into ingot copper. The new railroad to Torch Lake will be much shorter than the wagon road to Hancock; besides, the construction of a railroad to Torch Lake will lead to the improvement of its navigation, the building of a town upon its margin, open another port to the commerce of Lake Superior, and give all the modern facilities for outlet and communication to the last-developed but most richly endowed portion of Keweenaw point.—*U. S. R. R. & Mining Register.*

Bethlehem Branch Railroad.

We learn that the Bethlehem Railroad, extending from Bethlehem to Bath, in Northampton Co., Penna., which was located several years ago, and on which the work of graduation was commenced and prosecuted for a short time, is to be built and operated, under contract, by the Lehigh Coal and Navigation Company, as a branch of their road to the celebrated State quarries near Bath. It will connect with their own line near where the latter connects, by a river bridge, with the North Pennsylvania Railroad.

What a Cord of Wood will Produce.

There is an organization in existance, which has produced some marvellous results. Discoveries recently made in the distillation of resinous woods and severely tested by experience, promise more favorable pecuniary results than perhaps any other branch of manufacture now before the public. From a single cord of pitch-pine distilled by chemical apparatus, and by the processes employed, the following substances in the quantities stated are obtained:

Spirits of Turpentine	20	gallons.
Illuminating Oil and Tar	50	"
Pyroligneous Acid	100	"
Wood Spirit	5	"
Pitch or Rosin	1½	barrels
Tar	1	"
Illuminating Gas	about 6,000	cubic feet.
Charcoal	50	bushels.

These results are derived from eight separate charges, and are selected from many others, not as presenting the most favorable exhibits as regards quantities, (which they do not,) but as showing the value of the several kinds of wood and the best manner of working.

There are works now in use in New Jersey capable of distilling five cords of wood per day, and the products at the present prices, will yield the following daily income:

100 gallons Spirits Turpentine at 85 cts per gallon	$85 00
250 gallons Illuminating Oil and Tar at 50 cts per gallon	125 00
500 gallons Pyroligneous Acid at 12 cts per gallon	60 00
25 gallons Wood Spirit at $2 00 per gallon	50 00
30,000 feet Illuminating Gas at $1 60 per m	45 00
7½ barrels Pitch or Rosin at $5 per barrel	37 50
5 barrels Tar at $4 per barrel	20 00
250 bushels Charcoal at 25 cts per bushel	62 50
	$485 00
Cost of production and losses	159 00
Leaving a balance of net profits per day	$326 00

The census of 1860 shows that the proportion of spirits of turpentine in the United States by ordinary process, for the year 1859, was equal to the production from 1,600 cords of wood distilled daily by this process.

The gas produced by this process, it is said, has great superiority over the ordinary coal gas. It has no offensive odor, and is free from the sulpur present in coal gas.

The charcoal, also has great superiority, and though made from resinous wood, has as great specific gravity as that made from the harder woods.

Middletown, Unionville & Water Gap R.R.

This road is 13 miles in length, commencing at Middletown, Orange Co., N, Y., and running thence to Unionville, on the New Jersey State Line, at which point it will connect with a proposed road running *via* Deckertown to the Delaware Water Gap. The road is now under contract to be completed in July next. About one-fourth of the grading will be completed within the present month. The iron and ties have been purchased. The contractors are Roberts, Burt & Co., who furnish all materials, and do all the work. The equipment is to be supplied by the company. E. P. Wheeler, Esq., of Middletown, is President; J. N. Pronk, Secretary; Mr. Evans, Treasurer; and Mr. Bruen, Engineer. The survey and location of the road was made by A. P. Robinson, Esq., in the latter part of 1866.

Bridge over the Mississippi.

We learn from the Davenport (Iowa) *Gazette* that the surveys for the proposed new bridge over the Mississippi at that place have been completed, and that E. H. Johnson, Esq., Chief Engineer of the Chicago, Rock Island and Pacific Railroad, accompanied by Hon. E. Cook, Secretary of the company, had gone to Washington to submit the plans and estimates to the Board of Bridge Commissioners now (or recently) in session in that city. The plans and estimates were prepared under the direction of Mr. Johnson by Edward Powers, Esq. The *Gazette* says:

The plans embrace a variety of styles of bridge—both high and low and with and without carriage way—and elaborate estimates were made corresponding to each. The plan which will probably be most favored by the Commissioners, is one for a high bridge, the channel span of which shall be fifty feet above high water, thus obviating the necessity for a draw. Two different lines have been surveyed and estimated on, for a bridge of this character. By one it is contemplated to extend the bridge over the lower part of the city, and pass out by the ravine that comes down on Harrison street; by the other a connection would be made with the present track on Fifth street. The former of these routes would do away with the present heavy grade of the bluffs—the latter would be the least expensive. What conclusion will be finally arrived at is as yet of course uncertain; but we will endeavor to give our readers due notice of the same as soon as anything definite shall be settled. In the meantime some of the preliminary operations required in advance of the actual commencement of this great work are being attended to—Mr. Powers, the Engineer, who has been engaged for the last two or three months in making the surveys and preparing the estimates referred to above, being engaged at present in testing through the ice the soundings on the line of the proposed bridge.

Union Canal.

The receipts of this company during the year ending December 31, 1866, were	$269,669 61
And the expenditures	442,277 84
Balance Jan. 1, 1867	$27,391 77

The amount of personal property on hand is valued at $21,948 66. During the year a new feeder has been constructed, and all the locks raised on the western division; also, a feeder on the summit level, which is 14,200 feet in length, and 30 inches diameter, of brick, and hydraulic cement, laid below frost. Three storage reservoirs, covering 104 acres, and with capacity for forty-four millions of cubic feet, have been constructed, and are already filled in readiness for use. These reservoirs are for the supply of the summit level, and are expected to maintain a continuous depth of 4½ feet throughout the season, allowing for double the tonnage ever previously moved on the canal.

Union Pacific Railroad.

A surveying party, under the direction of Capt. T. H. Bates, Division Engineer, started from Salt Lake City on the 13th ult., for Weber River Kanyon, from whence a branch survey of the Union Pacific Railroad is to be made to the valley of Snake River, (below Fort Hall) Idaho Territory. The line will run through Ogden, Brigham City and Malad, up the Malad or Rosseaux River, on the east side, crossing the old California road at the head of the Malad, thence due north to the Snake River Valley, making a distance of one hundred and fifty-three miles from the mouth of Weber River Kanyon to the terminus in the Valley of the Snake. The survey, it is believed, will be continued the coming summer due west up the Snake River to Portland, Oregon.

Illinois Central Railroad.

The statement of this Company for the month ending January 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands sold	8,215.84 for	$88,186 32
Acres Int. Fund Lands sold	278.01 for	3,609 16
Acres Free Lands sold	3,101.76 for	31,179 62
Total sales during month of Jan., 1867	11,595.61 for	$122,975 10
To which add Town Lot Sales		235 00
Total of all		$123,210 10
Cash collected in January		$169,141 48

TRAFFIC DEPARTMENT.

Receipts from Freight		$479,201 60
do.	Passengers	120,878 96
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in Jan., 1867		$660,438 29
Total Receipts in Jan., 1866		$582,470 10

Finances of Louisiana.

The receipts into the State Treasury during the year 1866, were $4,290,460 43; and the expenditures, $2,615,705 12—leaving a balance of $1,674,755 31, represented by the following funds and securities:

In Confederate notes	$471,211 97
In State levee bonds, bearing 8 per cent. interest, exchanged for State notes	700,000 00
In State notes, redeemed for cancelation	425,000 00
In State notes, issued but not paid out	63,235 00
In United States Treasury and city notes	15,308 34
Total	$1,674,755 31

Deducting the balance brought forward from previous year, amounting to $597,728 69, and the further sum of $1,896,000 of State Treasury notes issued, the receipts proper of the general fund would be $1,796,731 74; the expenditures proper, for the same period, excluding appropriations for Levee Board of $1,000,000, would be $1,615,705 12—leaving a surplus of $181,026 62.

Halifax, Nova Scotia.

The following is a comparative statement of the revenue in the Port of Halifax for the years 1865 and 1866:

March quarter,		1866	$233,082 25
June	"	"	278,478 35
Sept.	"	"	224,118 29
Dec.	"	"	253,759 01
			$989,437 90
March	"	1865	$112,252 33
June	"	"	268,822 89
Sept.	"	"	240,166 51
Dec.	"	"	259,231 28
			880,473 01
Increase in 1866			$108,964 89

☞ The Board of Commissioners of the Columbus, San Antonio and Rio Grande Railroad, under the charter granted it at the recent session of the Legislature, met at Gonzales, Texas, on the 17th ult., and organized. The charter requires the subscription of $300,000 before the company can organize.

Portage Lake Copper Mines.

The following is a comparative statement of the products of the Portage Lake Copper Mines for 1865 and 1866:

	1866.		1865.	
	Tons.	Lbs.	Tons.	Lbs.
Quincy	1,380	34	1,360	1,900
Franklin	1,071	1,558	1,062	1,319
Pewabic	875	1,201	1,193	1,932
Huron	665	818	604	736
Hancock	386	012	109	1,436
Isle Royale	346	051	460	393
Grand Portage	337	930	366	1,489
Albany and Boston	201	051	162	1,745
Calumet, ingot	151	056	.....	.....
Shelden-Columbian	138	1,313	80	1,288
Hecla	30	056	.....	.....
Concord	24	1,150	5	1,900
Douglass	13	1,217	4	.....
Arcadian	4	300	3	500
South Pewabic, ingot	2	1,000	.....	.....
Total	5.627	1,747	5,375	638
Increase in 1866			252	1,109

Improvement of the Hudson River and Champlain Canal.

A bill introduced by Mr. Reynolds for this object provides that the Canal Board shall improve the Hudson River so as to make slack water navigation available from Troy to Fort Edward, with locks 225 feet long and 30½ feet wide, with walls of cut stone, the channel of the river to be not less than two hundred feet wide.

The same bill provides that the Champlain canal shall be enlarged, from Fort Edward to Whitehall, to a width of seventy feet channel and seven feet depth of water, with locks of the same size as those in the river, thus making, in short, uninterrupted navigation for ships or gunboats from Troy to Whitehall.

The work is to be done according to plans and estimates on file in the State Engineer's Department, made pursuant to an act of the Legislature last year. The work will cost $1,365,988 less than the enlargement of the Champlain canal throughout its entire length, and will be a more permanent work when completed.—*Albany Journal.*

☞ The Russian and Prussian Governments have agreed to construct a railway between Czenstochow, on the Warsaw-Cracow line, and Kandrzin, near Kozel, a station on the South Silesian line. A direct communication will be thus created between Poland and Silesia, the present one running through a few miles of Austro-Galician territory. So important is the branch projected to the Russians that the snows of a Polish winter have not prevented their setting to work at once.

☞ The City Council of Burlington, Vermont, have adopted the Mayor's suggestions concerning the city water works, and to construct pumping apparatus and lay pipes through the city which will distribute not less than 100,000 gallons of Lake Champlain water per day, the whole expense not to exceed $50,000.

☞ The inhabitants of Douglass Co., Kansas, have voted in favor of subscribing $300,000 in county bonds to the capital stock of the Leavenworth, Lawrence and Galveston Railroad. This insures the immediate commencement of work at this point.

☞ The City of Chicago consumed in the year 1866, 254,933,734 feet of Gas, furnished by two companies—the Chicago Co. furnishing 202,000, and the People's 52,000. The average price was $3 per 1,000 feet—making the total expenditure for gas $764,801 40.

Portage Lake Canal.

Work on the Portage Lake Canal will be commenced in the Spring. Its construction will complete the water connection between the East and West shores of Keweenaw Point, making with Portage Entry and Portage Lake a ship canal through the centre of the Peninsula. The canal will save one hundred and forty miles of perilous navigation. Liberal grants of land have been obtained from Congress, and the success of the project is assured.

Interest and Dividends.

The Oswego and Syracuse Railroad Company have declared a dividend of four per cent., payable, free of Government tax, on the 20th inst.

RAILWAY ROLLING STOCK.

United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London. 1m7

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ASSETS, Jan. 1, 1867.....$1,261,849.

ORGANIZED APRIL, 1844.

During the past year this company has paid to its Policy-holders,

IN CASH,

a rebatement on premiums in lieu of scrip, equivalent in value to an average scrip dividend of

TWENTY PER CENT.

Instead of issuing a scrip dividend to dealers, based on the principle that all classes of risks are equally profitable, this Company makes such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the Stockholders

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, on the most favorable terms, including Risks on Merchandise of all kinds, Hulls, and Freight.

Policies issued, making loss payable in Gold or Currency, at the OFFICE in NEW YORK, or in Sterling, at the OFFICE of RATHBONE BROS. & Co., in Liverpool.

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NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, Jan. 28, 1867.

TWENTY-SEVENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO; in Albany, at the ALBANY NATIONAL CITY BANK.

The Transfer Books will be closed at the close of business on Thursday the thirty-first day of January instant, and be re-opened on the morning of Saturday, the twenty-third day of February next.

4t5 E. D. WORCESTER, Treasurer.

NOTICE.—Contractors with capital can hear something to their advantage, by addressing the undersigned. *None* but those *with capital* and good references need apply.

TENCH F. TILGHMAN,
Eng. & Sup't Md. & Del. R. R.,
2t5 Greensborough, Maryland.

OFFICE ILLINOIS CENTRAL RAILROAD COMPANY,
January 15, 1867.

AT a MEETING of the Board of Directors of this Company, held this day, it was Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government Tax, be paid on the first day of February next to the holders of the full-paid shares registered on the nineteenth day of January instant, and that the Transfer Books be closed on the said nineteenth day of January, and opened on the sixth day of February.

THOMAS E. WALKER, Treasurer.

To Engineers and Boiler Owners.

THE ANTI-INCRUSTATOR,

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incrustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

IN THE STEAM-CHAMBER OF THE BOILER,

silently and without shock, and without the use of acids, powders or compounds, and the first expense is the only one attending its use.

The New York Anti-Incrustation Company are now prepared to equip steam boilers with their Anti-Incrustator and

GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it

Every information given at the office, No. 73 William Street, first floor, back room.

President.—BARRET H. VAN AUKEN.
Treasurer.—WILLIAM R. GARRISON.
Secretary.—J. R. ESTILL.
Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G Leisenring. 3m47

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway,
NEW YORK.

POST, McCALLUM & CO.,

Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of th a character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Roomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 138 Pearl St.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
3m50 **71 Broadway, New York.**

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

THE UNITED STATES

STEEL PEN WORKS,

CAMDEN, N. J.

THE ESTERBROOK

Steel Pen Manufacturing COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y. / CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.
WOOLWORTH & GRAHAM,
Sole Agents.

C. SHALER SMITH, Late Eng'r and Arch't of Powder Mills and Gov't Works, Augusta, Ga.

C. H. LATROBE, Late Chief Eng'r Pensacola and Georgia Railroad.

SMITH & LATROBE,

Civil Engineers and Bridge Builders,

WITH

Benjamin H. Latrobe,

LATE CHIEF ENG'R BALTIMORE & OHIO R. R.

CONSULTING ENGINEER,

No. 7 Law Buildings, Baltimore, or Charlotte, N. C.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Feb 1.—RISING STAR, Capt G. W. Furber, connecting with MONTANA, Capt. Sutton.

Feb. 11.—HENRY CHAUNCEY, Capt. A. G. Gray connecting with CONSTITUTION, Capt. Caverly.

Feb 21—OCEAN QUEEN, Capt. T. A. Harris, connecting with GOLDEN AGE, Capt. Lapidge.

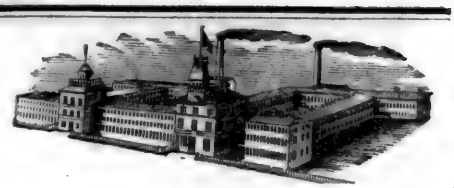
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

9m35 F. R. BABY, Agent.



ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
153 Washington Street, Boston.

PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 23, 1867.

Finances of Kentucky.

The Senate Committee of the Kentucky Legislature on the Sinking Fund of that State, having examined into the amount of the indebtedness of the State, created for internal improvement purposes, and the ability of the sinking fund to liquidate the debt, submitted to the Senate a report of which the following is an abstract:

The bonds of the State now due amount to the sum of	$20,402
Bonds due in the present year, 1867	77,000
Bonds due in the year 1868	884,000
Bonds due in the year 1870	339,000
Bonds due from April, 1870, to Feb., 1871	27,000
Bonds due between April, 1871, and 1872	1,421,000
Bonds due in April, 1871	95,000
Bonds due in September, 1873	79,000
Total debt, exclusive of the school fund.	$2,892,402

The above debt was created for purposes of improvement, for the payment of which certain sources of revenue were set apart, constituting a fund to pay the interest and sink the principal of the debt. The Constitution forbids the repeal of the laws which constitute the resources of that fund, and provides that they may be increased, but shall not be diminished until the debt is paid.

The resources of the sinking fund applicable to the payment of the above debt is as follows:

Amount in the Treasury on the 10th day of October, 1866	$1,050,230 76
Amount in the Treasury on the 10th day of October, 1866, to be transferred to this fund	240,147 56
Amount borrowed from the sinking fund by the Treasury Department, with interest up to October, 1867.	121,000 00
Amount borrowed by Military Board of sinking fund	200,000 00
Estimated amount to be received from 15 cents tax on $100 worth of property for the year 1867	485,086 00
Estimated receipts from other sources than 15 cents tax	495,970 39
Total amount of available resources to 1868	$2,592,434 71
From that should be deducted interest for 1867	170,780 00
Total sum which may be paid on debt in the year 1867	$2,421,654 71

The present annual reliable sources of receipts, exclusive of interest on deposits and receipts from forfeited lands, is $777,351. A tax of ten cents remains of the increased resources of the sinking fund for war purposes. Five cents were levied before the adoption of the constitution, and cannot be repealed until the debt is paid; but if the Legislature think proper to repeal the ten cents tax, the annual resources of the fund would be $478,866.

The sum reported to be due from the General Government of the United States to the State of Kentucky is $2,238,347 91; that fund owes to the sinking fund, as stated above, $200,000—leaving $2,038,347 91. The bonds of the State were issued due in 15 and 20 years, chargeable to that fund for $685,000. If it shall be the policy of the State to defer the payment of these bonds to maturity, there would be of the war fund, if received, placed at the disposal of the Legislature $2,238,347 91; if thought best to pay them, that sum deducted would leave $1,553,347 91.

The State agent at Washington to attend to the liquidation of the claim of the State against the U. S. Government, says that accounts amounting in the aggregate to between seven and eight hundred thousand dollars have been so far approved by the accounting officers as to give assurances that the sum will soon be placed to the credit of the State. The report says:

It will be seen that the sum on hand, at the close of the year, lacks only $470,748 of paying our actual indebtedness. The resources, exclusive of the ten cents tax, amounts annually to $317,086 more than the annual interest, and will increase by the amount of interest on each debt when paid. The above surplus would be applicable next year to the payment of principal.

The Revenue Department owes to the sinking fund $121,000. That sum, it might be assumed, was part of the increased resources produced by the ten cents tax, and could, without detriment to the operations of the sinking fund, be remitted or released.

The Constitution provides that the resources may be increased, but not diminished, until the debt is paid. If the means on hand are equal to payment, it may be assumed that the debt is paid, and the tax no longer necessary to accomplish its purpose. If it be thought advisable to defer the payment of the war bonds, one cent taxation would pay the interest. The Treasury Department will be deficit, 10th day of next October, $290,549. A tax of five cents on the $100 worth of property for the next year would most likely square that balance and pay the interest on the war debt. Five cents of the ten might be repealed, and five cents transferred to the Treasury Department will balance any deficit in the Treasury if continued two years.

Sound policy requires the payment of our debt at the earliest possible day it can be done.

The present depreciation of our currency may prevent a presentation of our bonds for payment before maturity.

It is most likely a large amount of our bonds are held by Eastern and Northern and European capitalists. In that view, it may result in the mutual advantage of the General Government and this State, and facilitate a settlement, to transfer to and increase the resources of the sinking fund, by adding the sum to be received from the General Government, and authorize the Commissioners to accept from the General Government its bonds, and use them for the payment of the bonds of the State. The War Department holds $77,000 of the bonds of the State due in this year. That sum could be paid by a surrender of the bonds of the State. Eastern and European capitalists will most likely, in view of the early maturity of our bonds, gladly make this exchange. It is with a view to that exchange that your committeee advise a postponement of the payment of the war bonds.

It is suggested for the consideration of the Legislature the passage of a law directing that proclamation be made by the President of the

Board of Commissioners of the sinking fund that the State of Kentucky is ready to redeem all her bonds, irrespective of their maturity; that after maturity no interest will be paid; and if not presented for payment within one year after maturity, the State will regard them as lost and canceled; and if presented after that time, will only be paid at the pleasure of the State. If it can be ascertained that an exchange can be effected, the fact should be made known in the proclamation and published in papers in the localities where the bonds are held.

The sinking fund was created for the purpose of paying the interest and principal of moneys borrowed for internal improvement. If it shall be deemed to the interest of the State to enter on a general system of improvement, or aid in the construction of leading lines of railroads connecting those now constructed in the State with those in other States, or by diverging from them and striking in the direction of the Ohio, it will be found that the present sinking fund, without additional taxation, is sufficient to pay the interest on near or quite eight millions of dollars.

Brockville and Ottawa Railway.

The annual meeting of this company was held in Brockville, Ca., on the 6th inst. The reports from the Managing Director of the company, as well as from the Manager under the Trustee of the Preferential Bondholders, embracing the past year's business, were laid before the meeting. The total receipts for the year 1866, were $113,208 88; and the operating expenses, $62,079 89, or 54.83 per cent. Renewals and other expenses, including stores and wood on hand, cost $40,709 68. Balance of cash on hand, $10,419 07, of which a large portion has been paid over in satisfaction of the claims of the municipalities, and the balance is only awaiting adjustment to be also paid them.

The late President having by request explained to the meeting the circumstances connected with the default in the payment of interest on the Preference Bonds and the taking possession of the railway by the Trustee, the following resolutions were passed:

Resolved, That in view of the explanations given by the late President, Mr. Richardson, of the obligations of the company towards the preferential bondholders, and of their rights as expressed in the mortgage held by them, this meeting is of opinion that the late President and Board of Directors, acted in conformity with the conditions of the said mortgage, and with the dictates of honesty and good faith towards the preferential bondholders in abstaining from resistance to the Trustee in taking possession of the railway; and that this meeting approves of their course in that behalf, and that upon payment of the arrears of interest due upon the preferential bonds, this company will expect at the hands of the Trustee similar frank and straightforward action in the restoration of the railway to the control of the Directors.

Resolved, That the extension of this railway to Sand Point, together with the construction of extensive repairing and machine shops with their machinery, and large additions to wharfage accommodation having been completed and placed in regular and successful operation; also large and valuable additions to the rolling stock of the company having been made, this meeting appreciates the success of the late President in negotiating at par (less only the banker's exchange and the stamps) the £60,000 preferential extension bonds, and thanks him and his assistants for the judicious and economical expenditure of the proceeds as above, which expenditure is hereby fully confirmed. Carried unanimously.

After the passing of the latter resolution the result of the election for Directors was announced, and the following gentlemen were declared duly elected, viz:—R. P. Cooke, A. B. Dana, J. W. B. Rivers, B. Rosamond, A. McArthur, Louis M. Benjamin and C. Fletcher, Esquires. R. P. Cooke, Esq., was afterwards elected President.

North Pennsylvania Railroad.

The earnings of this road for the years ending October 31, 1865 and 1866, were as follows:

	1865.	1866.
From passengers	$337,137 78	$330,059 46
" coal	229,901 72	217,608 49
" pig iron	27,940 10	32,019 73
" through lumber	24,657 45	21,770 96
" local freight	179,291 85	190,503 84
" through freight	65,415 88	90,466 96
" mails	3,215 00	3,215 00
" rents, etc	7,504 72	12,683 98
	$875,064 54	$898,328 42
Expenses, viz:		
Maintenance of way	$115,871 67	$145,202 95
Motive power	150,497 40	146,555 36
Maintenance of cars	42,826 35	50,765 29
Conducting transp	129,460 79	144,357 90
General expenses	24,054 83	32,831 92
	$462,711 04	$519,713 42
Net earnings	$412,353 46	$378,615 00
Interest and taxes:		
Six per cent. coupons	$150,000 00	$150,000 00
Ten " "	36,000 00	36,000 00
Interest on scrip	14,747 10	14,747 10
Interest on mortgages and ground rents	9,171 72	9,087 73
National and State taxes.	18,967 51	23,881 38
	$228,886 88	$223,716 21
Less interest earned	886 65	3,884 75
	$227,999 78	$229,831 46
Balance to profit and loss	$184,353 68	$148,783 54

The net profits of the company, for the last four years, were as follows:

In 1863	$66,574 12
" 1864	140,657 64
" 1865	184,353 68
" 1866	148,783 54
Total net profits carried to Profit and Loss	$540,368 98

There has been expended, for construction and equipment, in the last five years, $480,481 66, all of which has been paid out of the net earnings of the company. The real estate account has been increased, in the same period, $86,115 20. Making a total increase, in five years, in two accounts, of $566,596 86.

Under authority granted by the Legislature, a mortgage for one million five hundred thousand dollars has been executed to Edward C. Knight and William C. Kent, Trustees (and duly recorded,) for the security of a loan for that amount, bearing seven per cent. interest, with which the Board contemplate making double track as it may be required, procuring additional equipment, providing for the payment of the Scrip issued for back interest, and for such other purposes as may be deemed expedient.

During the last fiscal year, and up to December 31st, 1866, there has been paid off and cancelled $33,940 of the Scrip issued for the six per cent. Coupons, and $14,055 of that issued for the ten per cent., making a total reduction of the Scrip, issued for back interest, of $47,995; and, up to the same date, the Bonded Debt of the company had been increased $82,500 by the issue of that amount of seven per cent. Mortgage Bonds at par. $33,000 of the amount was issued for equipment and railroad iron.

The Connecting Railway Company have completed one track of their road from its intersection with the Philadelphia and Trenton Railroad to a point west of where it crosses the road of this company at grade; and a good connection has been made with the track of this company, the Connecting Railway Company having purchased the necessary ground for the purpose, and laid the track on the curve to where it joins the side track of this company, at their own expense.

The Lehigh Coal and Navigation Company are pushing their railroad towards completion, with great energy; when completed, this company will have another connction with the Lehigh and Susquehanna regions. The Lehigh Valley Railroad Company are also progressing rapidly with the extension of their road from Whitehaven to Wilkesbarre, as well as with the Susquehanna extension to the New York State line. The completion of the several railroads and extensions now in progress, with which this company will have direct connections, will afford additional facilities for trade and travel between Philadelphia and the great Iron and Coal regions of the Lehigh and Susquehanna, that must result in adding largely to the receipts of this company.

The subject of declaring a dividend out of the net profits of the Company for the last four years, was duly considered by the Board, and while they were unanimous in thinking that the financial condition of the company warranted them in declaring a dividend, they were also unanimous in opinion that it would be unwise to declare a dividend payable in cash. The subject was referred to the Committee on Finance, who submitted the following resolution, and recommended its adoption, to wit:

"That a dividend of five per cent. out of the net earnings, clear of taxes, be and is hereby declared in Scrip bearing no interest, and convertible into the seven per cent. Mortgage Bonds of the company, in sums of five hundred dollars, on and after May 1st, 1867, on presentation at the office of the company. The Scrip so issued shall be delivered on and after the 1st February."

At a full meeting of the Board, the resolution was unanimously adopted.

A comparison of the business of the past year, with that of the year preceding shows an increase in earnings of $23,263 92, with an increase in operating expenses of $57,002 38. The proportion of expenses to earnings has been 57.85 per cent. This is an increase of a little less than five per cent. over the proportion of the preceding year. More than half the increase in expenses during the year has been in maintaining and improving the track, which has been well kept up. The increase in the item of rails has been $14,854 81, and of ballasting and adjusting the track, $10,911 21. A beginning has been made in the use of steel rails and of improvement chairs. Nearly $12,000 have been expended in widening and arching at the Sellersville tunnel. The principal span of the bridge over the Perkiomin has been substantially rebuilt. An additional story has been added to the office portion of the Willow street depot, at a cost of $3,005 73. An additional shed for through freight has also been built at that depot, and some improvements, of moderate cost, have been made at way stations.

On the 1st of January, 1867, the passenger business and principal ticket office of the company were transferred from the Third street depot to the new depot built for that purpose at Berks and American streets. The latter is now the terminus of the road for passenger trains. The former is still used for the marketing and milk business. The milk carried in the year amounted to 1,781,078 gallons, being an increase in one year of nearly half a million of gallons. The car house portion of the new passenger depot is 290 feet long and 113 feet wide.

No new equipment was placed upon the road during the year; but, since its close one new first-class ten wheel freight engine has been delivered; also, two new first-class passenger cars and a mail and smoking car. Two more passenger cars have been ordered.

New sidings have been constructed at various points, to the extent in the aggregate of 4,836 feet.

The amount expended on construction in the fiscal year has been $78,855 52. The work done and materials furnished for private sidings during the same time amounted to $4,943 65, in addition to the above, to be repaid to the company by the parties for whose use they were constructed.

The company have 22 locomotives. The number of miles run has been: with passenger trains, 213,288; with freight trains, 132,300—total, 345,588. Cost of repairs, $30,903 85. Cost of fuel, $57,138 62. Cost of stores, $3,981 55. Average cost per mile: for passengers, 21.1 cents; for freight 33.3 cents. Number of passengers carried, 653,508; do., carried one mile, 11,518,899—equal to 313,311 through passengers. Tons of freight carried one mile, 13,526,020—an increase of 1,199,564 tons.

CONDENSED BALANCE SHEET, OCT. 31, 1866.

Capital stock	$3,150,150 00
Six per cent. bonds	2,500,000 00
Ten per cent. bands	360,000 00
Seven per cent. bonds	45,000 00
Scrip six per cent. bonds	192,892 50
Scrip ten per cent. bonds	26,845 00
Ground rents and mortgages	155,395 49
Six pet cent. coupons unpaid	2,872 50
Ten per cent. coupons unpaid	1,450 00
Interest on scrip	489 17
Accounts unpaid	50,471 24
Profit and loss	203,661 36
	$6,689,227 26
Right of way	$213,196 49
Construction	4,877,226 42
Equipment	665,221 72
Depots, shops, and stations	200,584 51
Telegraph	4,967 39
Real estate	467,050 00
Trustees' general mortgage	2,600 00
Scrip North Pennsylvania R. R. Co.	635 16
Scrip Delaware Mutual Insurance Co.	270 00
Seven per cent. bonds	11,597 58
Loans	56,430 00
Unpaid accounts	31,105 91
Stores on hand	100,431 23
Cash	57,910 16
	$6,689,227 26

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts.

Treasurer.—WILLIAM WISTER.

Secretary—EDWARD ARMSTRONG.

Engineer & Supt.—SOLOMON W. ROBERTS.

☞ The Costa Rica Government has concluded a contract with John C. Fremont, James W. Nye, and others, for the construction of a railroad from Simon Bay on the Atlantic to Caldera on the Pacific.

☞ A. J. Kauffman has been elected Treasurer, and Geo. S. Breneman Secretary of the Columbia and Port Deposit Railroad Company.

Consolidation of New Jersey Railroads.

The following is a copy of the Contract of Consolidation and Merger between the Delaware and Raritan Canal Company and the Camden and Amboy Railroad Co. of one part, and the New Jersey Railroad and Transportation Company of the other part:

This article of agreement made by and between the Delaware and Raritan Canal Co., and Camden and Amboy Railroad and Transportation Company, parties of the first part, and the New Jersey Railroad and Transportation Company, party of the second part,

Witnesseth, That the said parties have mutually agreed upon a consolidation and unity of interests in manner following, that is to say:

That the amount of stock of the parties hereto of the first part shall be ten millions of dollars, subject, however, to the installments yet to be paid in on two millions of dollars, or thereabouts, issued to the stockholders during the past year; and the stock of the parties hereto of the second part shall be six millions two hundred and fifty thousand dollars, subject to a call or assessment of sixty per cent on one million two hundred and fifty thousand dollars thereof, yet to be issued to the stockholders of the parties hereto of the second part.

That upon the stock, as thus far arranged, dollar for dollar, equal dividends shall forever hereafter be paid; the joint receipts, after the payment of the joint expenses and interest, being applicable to the payment of dividends on the joint stock, and the entire receipts of every kind and description of each of said parties to be deemed joint receipts, and the entire expenses of each of said parties to be deemed joint expenses; the said joint receipts are to include the said installments yet to be paid in on the stock of the parties of the first part, which are to be expended on the road and property of the parties of the first part; and, also, the said call or assessment, to be paid in on the stock of the parties of the second part yet to be issued, as aforesaid, which is to be expended on the road and property of the parties of the second part; and the entire property and assets of each of said parties, of every kind and description, whether standing in the corporate name, or names, or in the name, or names, of other persons, for their use, or the use of either of them, are to be held subject to the debts and liabilities, and possessed, used and employed for the joint use and benefit of the said consolidated interest.

That the agreement of the said parties hereto of the first part, and the Philadelphia and Trenton Railroad Company, and all other agreements and obligations now in force by or against either of the parties hereto, shall be binding on the consolidated companies composed of the parties hereto.

That the Directors of the said companies, parties hereto of the first and second parts, shall meet in joint Board, in the same manner as the Directors of the companies composing the parties hereto of the first part have heretofore done, and jointly transact, manage and conduct the business of the parties hereto, both of the first and second parts, at such time and in such manner as may be determined by the said joint Board.

That this agreement shall take effect as of the first day of January, in the year eighteen hundred and sixty-seven, and shall be subject to approval of the Board of Directors of each of the parties thereto, and of two-thirds in interest of the stockholders of each of said parties, and also subject to be ratified and made effective by the Legislature of New Jersey.

In witness whereof, the said parties have hereto caused their respective, corporative seals to be affixed, this first day of February, in the year of our Lord one thousand eight hundred and sixty-seven.

This is to Certify, That the foregoing agreement has been and is hereby adopted and agreed to by the undersigned Committees, respectively, of the parties thereto of the first and second parts, in said agreement named, duly authorized and appointed by the Directors of the said parties respectively to negotiate the same.

Ashbel Welch, Joseph P. Bradley, J. G. Stevens C. Macalester, John Hulme, E. S. Sanford, Committee of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Company.

Hamilton Fish, Martin A. Howell, I. W. Scudder, A. L. Dennis, Committee of the New Jersey Railroad and Transportation Company.

Dated New York, January 28, 1867.

Western (Mass.) Railroad.

The annual meeting of this corporation was held in Boston on the 15th inst. The Annual Report of the Directors, which had previously been distributed in print, was accepted. The following gentlemen were then unanimously elected directors for the ensuing year: Messrs. Chester W. Chapin, William H. Swift, Josiah Stickney, Ignatius Sargent and James D. Colt.

In reply to an inquiry respecting the prospect of the State taking the property of the stockholders of the Western Railroad, Mr. Chapin said he felt very strongly encouraged to believe that the State has no more legal right over the Western road than it has over any other road in the Commonwealth, and the stockholders in the Western road stand in the same relation to the State as the holders of stock in any other road do. His opinion, he said, is based upon the legal opinion of gentlemen of the highest legal attainments, and if the Legislature should pass a resolve to purchase the Western road without the consent of the present owners, the matter would have to go to the highest tribunal before the owners would part with their property, which is every year becoming more valuable to them.

Two or three other gentlemen expressed their concurrence in the statements made by Mr. Chapin, and the meeting dissolved.

A meeting of the stockholders of the Pittsfield and North Adams Railroad Corporation immediately followed that of the Western road, and Messrs. Chester W. Chapin, Ignatius Sargent, Josiah Stickney, James D. Colt and James A. Rumrill, were unanimously chosen Directors.

The First Trip to China and Japan.

A cable telegram received by the Pacific Mail Steamship Company, from Hong Kong via Galle Suez and London, reports the arrival of the Pacific Company's steamship Colorado at Yokohama, Japan, on the 23d, and Hong Kong on the 30th January, thus delivering the through mails from New York within fifty days, including detentions at San Francisco and Yokohama, and in spite of unusually heavy weather encountered between San Francisco and Japan. The usual time between this port and Hong Kong by the British overland mail via London and Suez is from fifty-six to sixty days, according to the season, (the shortest time ever made by that route under the best circumstances, with close connections and favorable weather), the entire distance being fifty-three days. Thus even by a comparison the least favorable to the new American route via San Francisco, the problem of the shortest time between New York and China is conclusively in its favor, and it is demonstrated that on the completion of the Pacific Railroad the best time between England and Eastern Asia will be across this continent.

The Management of Ohio Railroads.

Senators Bateman, Williamson and Hall were appointed at the last session of the State Legislature a Committee to investigate the management of Ohio Railroads in their relations with the public, for the purpose of ascertaining if any additional legislation was needed. During the summer they have been busy taking testimony, and have now reported at great length. The voluminousness of the report, prevents our making more than a few extracts. In opening, the Committee state that the work was so extensive and the time and means so limited that they could only obtain meagre information on the subject, "and yet it is quite ample enough, in their opinion, to show the urgent need of legislation to reform abuses, protect railroad property, and to preserve and maintain the rights of the public in its use." The first point discussed is that of local and through freight rates. Printed tariffs are used in both cases.

Yet until about six months ago, the tariffs of through rates especially, was, at best, a mere guide, habitually disregarded wherever the obtaining of business required it, and often a mere cheat as against competing lines of transportation, and observed only with the small, the liberal and the uninitiated shipper. The through rates, in fact, to a great extent varied with each shipment, their amount being determined by "dicker and bargain" between the road agent and the shipper, and depending upon the vigor of competition and shrewedness and persistency of the merchant. The departure from the established tariff is known among carriers as "cutting of rates," and has been carried to such an extent, that in through business, that upon which the charge is pro-rated among the connecting lines, the amount actually received for carriage for each road, as stated by some of the witnesses, scarcely paid in some cases, the cost of unloading the freight. The difference in charge upon local and upon through business for the same distance, is often startling and wholly without any just reason. Goods have been brought from New York to Cincinnati, a distance of nearly 900 miles by the more direct routes, for 25 cents per 100 pounds, less than the established local rate from Cincinnati to Columbus, about one-seventh of the distance. The *extent* of discrimination is not, perhaps, of very frequent occurrence, but it indicates a limit within which the difference between local and through rates has, with every degree of variation, been maintained.

The difference between the through and local tariffs, as printed, was not oppressive on the local shipper, but the injustice consisted in the fact that the printed tariff for through freight did not represent in any respect the actual rate charged. The causes of the unhealthy craving for through traffic is thus accounted for.

The local business of the different roads of the State is in a great measure under their exclusive control, but is in a majority of cases, at reasonable rates insufficient in amount to maintain them. With these roads a determined competition for through business becomes a necessity. With other roads having a large and perhaps sufficient local trade, a through trade at reasonable rates becomes a desirable accession to their business.

To these motives of interest in obtaining through business by the several roads, is to be added the convenience and ambition of railroad officers. The through trade, with its greater distance of carriage and larger bills, imposes less labor, and its wider movement and heavier capital confers greater distinction than the local trade. Out of these circumstances has sprung a competition that, regulated by no law, and restrained by no direct private interest, or personal obligations, in spite of freight conventions, and agreed tariffs among the several roads, have carried rates down at times, to a point that would make the through trade productive of continual loss.

But whilst the shipper of through freight reaps advantages from this rivalry, the local shipper suffers:

A railroad manager desiring to secure dividend to the stockholders, will be inclined to make up his losses on through business, that he cannot control, by additions to the local business that he can control. Though specific losses upon one class may not be made up by specific additions to the charges upon the other yet a general failure to make profits and divide dividends, must be followed by a general advance in rates, which in turn have heretofore been maintained as to local trade, and habitually disregarded in the through trade.

Security in the possession of local trade leads to indifference to its claims and interest, and on the other hand a precarious hold on the through trade produces, as to it, sensitiveness and constant concessions. In behalf of the one is enlisted the influence of heavy transactions, and the concentrated wealth of the large cities. The interests of the latter are feebly maintained by the farmer and the tradesman of small means, and the local public with its scattered capital, its business without organization and its transactions detailed and insignificant.

The danger, therefore, is that the local trade, dependent and unprotected, will be charged with burdens beyond what it ought to bear, and the through trade will secure concessions to which it is not entitled.

The Committee deprecate hasty or severe legislation against railroad investments, whatever may be done with regard to railroad management. The railroads have been of great benefit to the State in developing its resources, and the expectation of profit has been generally disappointed. The stock in most of the roads has either depreciated in value or wholly disappeared, and not one-fourth of the railroad investments in the State pay a dividend this year. It would therefore be unwise, in the present ignorance of railroad affairs, to legislate on rates of freight. The Committee, however, recommend the adoption and strict enforcement of the following general principles:

1. No railroad company should be permitted to charge more for a shorter distance than for a longer one.

2. Every company should be required to publish a tariff of rates, and strictly prohibited, under penalties, from allowing reductions from it to individual shippers, or classes of shippers.

3. Preferences in transportation, except such as are allowed to live stock, perishable freight and the like, and undue advantages of all kinds, whether to classes of freight or shippers, should be prohibited.

These principles are enforced by argument and by instances of abuse from the want of such regulations.

The vexed question of Express, Freight and Despatch lines is discussed at considerable length, and the history of some of the lines given, showing their great profitableness, and their injustice, both to the railroad stockholder and to the general public. The Committee says:

There are two classes of these outside organizations or freight lines in operation upon the roads in Ohio. One class issues their own bills of lading, and receives a per centage of the freight from the road that carriers it. Of this class is the Central Express Company, operating between New York and Chicago, over the Cleveland and Toledo road. That road allows them their lowest rate per hundred pounds, and agrees to forward their freight trains, promptly investigate and allow just claims, and allow to the company four per cent. of gross earnings on eastward bound, and six per cent. of westward bound freight.

This leaves the Express Company to make any advanced rate it may with the shipper, and the railroad has all the labor of transportation, paying a per centage for obtaining the business.

Of the same class is the Erie Transportation Company, operating over the Lake Shore, Cleveland, Columbus and Cincinnati, and Little Miami, and organized in connection with the New York and Erie Railroad. We have had but little opportunity to investigate into the operation and effect of these companies upon the interest and income of the road.

The second are far more numerous. They issue their own bills of lading, and in some cases receive and load, and unload and deliver their own freight, and in all cases adjust their losses. They generally pay to the roads so much per car at an estimated tonnage. This rate varies with the shippers. Of this class is the Merchants Despatch, owned by the American Express Company, and operating from the New York Central over the Lake Shore, Cleveland and Columbus, Columbus and Xenia, Little Miami, Cleveland and Toledo Railroads, &c., the Great Western Despatch, owned by the United States Express Company, and operating from the New York and Erie road over the Atlantic and Great Western, Cincinnati, Hamilton and Dayton, Cleveland and Toledo, &c., the Empire Transportation Company, operating from the Philadelphia and Erie road over the Lake Shore, Cleveland and Columbus roads, &c., the Star Union Line, operating from the Pennsylvania Railroad over the Pittsburgh and Fort Wayne Pittsburgh, Columbus and Cincinnati, Columbus and Indianapolis, Little Miami, &c., and the Great Eastern Despatch, organized upon and operating chiefly over the Cincinnati, Hamilton and Dayton, and Dayton and Michigan Railroads. The Great Eastern Despatch was the only one of these lines organized in this State, and having its principal office here, and therefore the only one whose organization, operation and profits we could fully examine. The Empire Line, so far as we have learned, and the Star Line, in its contract with the Pittsburgh, Fort Wayne and Chicago road, pay a rate per hundred pounds, formed by an estimated average of rates received from like freight in the general traffic of the roads.

The profitableness of some of these lines is shown by the statement that one company has made a steady dividend of one per cent. a month since it went into operation, with a surplus that has increased its assets to an amount probably exceeding the par value of its capital stock issued. One lot of stock, costing the owner but $7,100, has recently been assessed for taxation at $36,480. Another company, with an actual investment of but about $6,000, made in the first eighteen months of its operations, $130,000 profit.

One of the worst features of these Companies is that their stock has been to a greater or less extent owned by officers of the railroads over which they operate, and whilst the railroads frequently, are unproductive, the Freight Despatch Companies pay heavy dividends.

As an offset to this gloomy picture, the report says:

A long step, in the right direction, towards the relief of the railroads, has been made in the voluntary co-operative movement of roads forming lines of transportation, to organize their through freight business under one management for their sole benefit. Of this character is what are known as the White and Red Lines. The Red Line was established by the New York Central, the Lake Shore roads and Michigan Southern and Northern Indiana, to include also the Central Massachusetts roads, forming lines from Boston, New York and Albany to Chicago. The White Line was established by the same roads east of Cleveland, the Cleveland, Columbus and Cincinnati, Columbus and Xenia and Little Miami, and Bellefontaine Railway Companies, intending to embrace all connecting roads, east and west, that

desire to become a part of the organization forming through lines "between Boston and New York in the East, and Cincinnati, Louisville, Evansville and St. Louis, and such other cities in the east and west as deemed advisable, and all intermediate points." Each road furnishes its quota of compromise cars to the line, which has its superintendent and agents. It has to the public the unity of ordinary Freight Lines. It traces and locates losses and settles them at the point of delivery. After paying expenses, the balance of the common earnings is distributed among the roads according to the service each rendered in the common business, the through rates of the several roads being charged. This plan secures the advantage of a common agency in all the markets, under the immediate supervision of the roads, dispenses with irresponsible and expensive commission agencies, and relieves the roads from the burden of outside freight organizations. It substitutes co-operation among the roads for mutual opposition and injury, places rates upon a steadier footing, and above all, it places the whole trade of each road under a management in the same interest, and thereby secures the equality of the public in transportation. It accomplishes another most desirable result. It provides a distinct organization and management of the through business of each road, without depriving it of its profits. The through business, provided with its separate facilities, no longer conflicts with the conveniences of the local trade, and the officers and agents of the road, relieved in a great measure from care of the one, can devote so much the more attention to the accommodation of the other.

This plan may have abuses, and doubtless will have, in its details. These must be guarded against, in part no doubt, by legislation. They must be provided against as they appear. Nor do we intend to approve of any precise plan, but only the general principle of co-operation among the roads of the country, indicated in the Red and White line organizations.

The result, therefore, of our examinations has been, that outside freight organizations ought to be discouraged or prohibited by legislation.

That ample authority should be given to our own roads, to make all necessary co-operative contracts with each other, and with the roads and transportation lines of other States for the transaction of their common business.

With regard to safety of travel the Committee can submit nothing not already known to the public, but recommend some legislation on matters of detail.

The concluding portion of the Report we give as follows:

We have had occasion to observe, during the progress of our investigation, the difficulties a stockholder must meet in any attempt at examination into the affairs of his company. In the multitude of stockholders, scattered and strangers to to each other, co-operation is out of the question. There are but few men, alone, who have sufficient determination and courage to encounter the odds against them in such an inquiry, the influence of the officers, and the labyrinth of railroad transactions and accounts. He is accused of malice and meddling; generally without aid, any clerk or foreman may mislead him, and in the end he has to meet the exigencies of a future, though it may not show that he ought not to have succeeded. The majority of the roads in Ohio have been, financially failures, and yet how little is known beyond the abstract of the accounts in official reports. A portion of these roads have been for years in the hands of Receivers, some of whom, it is said, have delayed filing accounts for over a year, and in one or more cases for as long as three years. These Receivers are also in many cases, Presidents of the companies whose roads they have charge of. It is obvious that with the control of the corporation to which he must in fact account, and which is the representative of the stockholders in the suit in which he is acting as Receiver, the difficulties of examination to the stockholders is greatly augmented. Other roads have gone on to the stock boards in New York, their stock has become simply cards for its brokers to gamble with, leaving the roads without private interests represented in a form to protect the road from speculation of officers if the means even were afforded.

Owing, therefore, to the circumstances and condition of private interests in railroads, and the public use they support, it is not merely the right but the imperative duty of the State to intervene in their behalf, and afford to them full and adequate protection.

Your Committee, after a very careful consideration of the subject, have become convinced that the initial in, and the necessary foundation to a wise and efficient system of railroad legislation, is a State officer, charged with the duty of collecting the statistics and the experience of railroad management in the State; of observing its immediate wants and defects; of attending to the enforcement of the laws against them, and of examining into the abuses in railroad affairs with the view to protect the rights of the stockholders, and the rights and safety of the public. With limited powers at first, that they may be enlarged as experience may show to be safe, no embarrassment to the railroads, from improper interference with the management of their affairs, can exist, nor any supervision of them to which an honest railroad officer can object.

On the other hand, it will afford present relief to many abuses that ought to be abated at once; remove many complaints, upon full information that showed them unfounded; relieve officers from suspicion arising from circumstances not understood; and provide for an enforcement of the laws as to railroads, scarcely any of which are now fully observed, and many of them utter dead letters upon our statute books.

The business of managing railroads requires the same business judgment, and is governed by the same general business rules, that apply to other branches of business. There is, nevertheless, by reason of the circumstances heretofore mentioned, great ignorance as to railroad management, which becomes the occasion of every description of suspicions affecting its integrity and fairness, unjustly injuring the reputation of many honest officers, and destroying public favor and confidence in railroads. The appointment of the officer and the exercise of the powers above described, will greatly diminish or entirely remove this serious evil.

In pursuance of the principles explained in this report we have prepared two bills, one creating the office of Commissioners of Railways and Telegraphs, and one containing such general provisions of law in reference to the matters submitted to us, as they have deemed proper to recommend. We greatly regret that the result of our labors are necessarily so incomplete, as they must be, from the amount of time we were permitted to devote to its consideration. We have endeavored equally to avoid rash legislation, that the railroads might not be injured or embarrassed; and on the other hand, to fully protect stockholders and the public by such legislation as would be safe and effective.

Wilmington and Reading Railroad.

The stock of this proposed road has all been taken except $20,000. It was expected that Schuylkill County would take some stock in it, but our operators during the past season worked alone for the benefit of the transportation companies, and made nothing for themselves. Consequently, while their disposition is friendly they have nothing to give towards a road which will certainly be important to their Region, connecting us as it will, with all the Southern parts of Berks County, Conestoga Valley, the Eastern part of Lancaster county, all of the counties of Chester and Delaware, and with the whole of the State of Delaware, and those portions of the States of Maryland and Virginia, lying East of the Chesapeake Bay, comprising territory of 250 miles in length, and from 20 to 50 in width.—*Miner's Journal.*

Canada Iron Mining and Manufacturing Company.

The first annual meeting of this company was held in Montreal on the 5th inst., at which the report of the directors was presented and accepted. From this we learn that the company was organized on the 29th of May last, by the election of a board of directors. Operations were immediately commenced thereafter. Contracts were made for a steam engine and other machinery, and the building of the furnace and kilns was at once proceeded with. A road from the mines to the furnace, about two miles and a half, was laid out and commenced; the right of way having been obtained on almost nominal terms. This road is now graded and ditched, and ready for the metal in Spring.

The first smelting took place on the 15th of January, and the metal has continued to run satisfactorily, yielding about six tons *per diem* of pig iron, which has been pronounced first quality; and there is no reason to doubt that, after the seasoning of the furnace, and when full charges can be put in, the daily products will be increased to about ten tons. The quantity now ready for market is about fifty tons. Samples of the iron have been sent to the Paris Exhibition.

The number of shares issued has been 12,000, upon which $6 per share has been paid, amounting to $72,000. There is due on real estate, $10,789 10, and on bills payable and open accounts, $19,442 18. A call of $2 per share, amounting to $24,000 has been made, payable in this and the coming month, which, with the proceeds of the sales of iron which will soon be realized, will be sufficient to meet the expenditure for wages, fuel, etc., till May next, as well as provide for the bills payable, etc. The directors are as follows: John Redpath, Esq., President; David Brown, Esq., Vice President; Thomas Watson, Esq., Managing Director; R. James Reekie, Esq.; E. M. Hopkins, Esq.; John McLennan, Esq.; R. W. Shepherd, Esq.

☞ The Eastern Railroad Company are at work on their double track between Salem and Beverly, which will be completed by the first of July. The curves just east of Salem tunnel will be avoided by an entire new track running straight from the Court House near the bridge of the Essex road across to the other side of the pond of water, and for this purpose a new road bed is being built. The bridge between Salem and Beverly will be widened. The road bed is being got out of this solid ledge on the west side of the track, and when the rock on that side is sufficiently removed, the track will be prepared and the rails laid, and operations will be begun on the other side.

Interest and Dividends.

The Chicago and Alton Railroad Company has declared a dividend of five per cent. on the preferred and common stock, free of government tax, payable at the office of M. K. Jesup & Co., on the 4th of March.

The New London Northern Railroad Company has declared a semi-annual dividend of 4 per cent.

☞ The cash balance to the credit of the State of Virginia in the Richmond banks on the 7th inst. was $446,895 04.

☞ The Senate of New Jersey has passed the bill consolidating the Camden and Amboy and New Jersey railroads by a unanimous vote.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Etna ..... "	25	11	20,000	3
Albany and Boston "	50	25¼	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1⅜	20,000	10½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	9½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	2½	20,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	65c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	----	20,000	----
Concord ..... "	25	4	20,000	3¼
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	60
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S	25	2⅞	20,000	----
Dana ..... "	25	3½	20,000	2¾
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3¼
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5¼	20,000	16
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N.H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	33½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3¼
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	10
Hanover ..... "	25	1½	20,000	1¼
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	----	20,000	----
Humboldt ..... "	25	5	20,000	2
Hungarian ..... "	25	1	20,000	3¼
Huron ..... "	25	19	20,000	31
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	25	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	12¼
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip ..... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	5	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4⅜	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1⅝	20,000	----
Mendota ..... "	25	1¼	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1⅜
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	11½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	8
Native ..... "	25	2	20,000	1
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	----	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic .. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ... "	25	11⅜	20,000	3
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	3½
Pewabic ..... "	25	3⅜	20,000	23
Phila. & Boston .. "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	5⅜	20,000	42
Pontiac ..... "	25	10⅜	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	35
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	8
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	2
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	5½
Sharon Consol ..... "	25	⅛	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	⅛	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societea Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1¼
Star ..... L. S.	25	11½	20,000	1¼
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	25c
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point .... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire . N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay .... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawanguuk .... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.80
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	57½
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	59
Atlantic & G. C. .. Md.	----	----	----	66c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	1
Big Mountain ..... Pa.	----	----	----	4
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1¼
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	44
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	33
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	50c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	15
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	57
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	5½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	15
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Auth ... Md.	20	20	25,000	7
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	19
Narragansett .... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	4
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain... "	50	50	16,000	10½
Shamokin ..... "	----	----	----	4
Somerset I. & C. .... "	----	----	----	----
Spring Mountain .. "	50	----	----	65
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	38
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.20
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5.10
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	2.00
Benton ..... "	5	----	100,000	1.10
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	0.30
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	1.50
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1.15
Consol Gregory ... Col.	100	----	50,000	11.0
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	15.0
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	0.11
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	3.00
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining	100	----	50,000	----
Gunnell ..... "	10	----	200,000	1.00
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	3 50
Holman ..... "	2	----	150,000	0.18
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0 50
La Crosse ..... "	10	----	100,000	1.80
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	10
Do. preferred...	100	100	57,744	23
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.40
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.85
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	2.10
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4.05
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	1.40
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6 67
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20.000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.20
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1.95
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande.. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	39
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	15
Saginaw Salt .... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid-up capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c		
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	6,920	6	—	41½
30 Nov.'65	4.52	—	208	31	—	Broadway, Boston	324,225	350,000	—	7,297	144,680	10,150	5½	—	43½
30 Nov.'65	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	(Union Co.)		9	—	94
30 Nov.'65	3.75	—	—	—	—	Dedham and West Roxbury	53,229	41,000	—	12,229	(Metropolitan)		—	—	—
30 Nov.'65	2.74	—	29	6	—	Lowell (Horse)	45,119	43,706	—	1,413	15,151	loss.	—	—	—
30 Nov.'65	12.50	—	197	32	—	Lynn and Boston	275,739	200,000	50,000	54,259	150,157	loss.	4	—	25
30 Nov.'65	3.41	—	—	—	—	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)		—	—	25½
30 Nov.'65	3.07	—	—	—	—	Medford and Charlestown	36,606	21,000	10,000	—	(Middlesex)		50	—	25
30 Nov.'65	33.74	—	840	151	—	Metropolitan (Boston)	1,492,107	2,250,000	—	287,160	651,603	loss.	3	—	53
30 Nov.'65	3.87	—	255	41	—	Middlesex (Boston)	487,441	400,000	32,000	75,952	152,838	2,577	—	—	45
30 Nov.'65	5.09	—	60	9	—	Quincy	154,233	71,600	58,400	56,560	708.341	loss.	—	—	—
30 Nov.'65	6.75	—	52	16	—	Salem and South Danvers	176,093	150,000	16,600	13,059	579,098	1,975	—	—	—
30 Nov.'65	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	(Middlesex)		5	—	25
30 Nov.'65	2.50	—	10	3	—	Stoneham street (Boston)	36,800	33,000	—	—	8,241	1,091	3	—	—
30 Nov.'65	6.74	—	—	—	—	Suburban	95,500	5,000	—	—	(Mal. & Mel.)		—	—	—
30 Nov.'65	—	—	392	63	—	Union (Transportation)	242,809	160,000	20,000	130,743	307,780	loss.	—	—	90½
30 Nov.'65	1.58	—	15	3	—	West Cambridge	16,350	13,600	—	—	8,955	loss.	3½	—	47
30 Nov.'65	2.25	—	—	—	—	Winnisimmet	62,152	60,000	—	500	3,600	2,922	4	—	—
30 Nov.'65	11.60	—	44	8	—	Worcester	92,763	75,800	61,500	1,826	19,667	loss.	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,585,966	900,000	610,000	46,009	103,216	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	328,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Central Park, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,055	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	705,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	—	—	operby T. & L. R. R.		—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	80,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	—	150	22	Orange and Newark	599,414	281,550	300,000	20,950	105,358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	50
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	—
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	40
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	26
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	26
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6,726	3,562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39,179	—	50	14
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	13
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	84
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	31
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	210,143	87,810	9½	50	70
31 Oct.'65	6.25	—	148	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,036	38,435	5	50	20
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,800	—	50	40
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81,335	10	50	71
31 Oct.'65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	50,000	7	J. & J.	1882	—
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J & J	1871	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Wechawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	71-72	91½
Malden and Melrose: 1st Mortgage guaantied	64,452	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	—	—	—
Middlesex: 1st Mortgage	32,000	—	—	—	—
Maldon & Melrose bonds	49,451	—	—	—	—
Real Estate	10,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1861	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1. Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	105
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Feb. 1.					
Loan of Jan. 28, 1847 ----registered	$7,066,500	6	Jan. & July.	1867	104
Loan of March 31, 1848----registered	8,712,542	6	" "	1868	128
" " " " coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 ----coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ----registered	20,000,000	5	" "	1874	102¾
" " " " coupon		5	" "	1874	102
Loan of June 22, 1860 ----registered	7,022,000	5	" "	1871	115
" " " " coupon		5	" "	1871	108
Oregon War Loan of March, 1861 ---coupon	1,016,000	6	" "	1881	108
" " " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ----registered	18,415,000	6	Jan. & July.	1881	110
" " " " coupon		6	" "	1881	110¼
Loan of July 17, & Aug. 5, 1861 ---registered	265,333,250	6	" "	1881	110¼
" " " " coupon		6	" "	1881	110¼
Loan of Feb. 25, 1862 (5-20s)---registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s)---- coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ---registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) ----coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)---registered	295,249,000	6	May & Nov.	1885	107½
" " " (5-20s)------coupon		6	" "	1885	109½
Loan of March 3, 1864, (10-40s)---registered	171,069,350	5	Mar. & Sept.	1904	97½
" " " " ----coupon		5	" "	1904	101½
Pacific R. R. Bonds of (currency) ---registered	12,922,000	6	Jan & July.	'95-'98	----
Treasury Notes of July 17, 1861 (7-30s) ------	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	105½
" March 3, 1865---------2d series		7.3	June & Dec.	1868	105½
" " 1865 ---------3d series		7.3	Jan. & July.	------	105½
Matured Debt not presented ----------	15,240,104	6	At maturity.	------	----
Gold Certificates of Deposit ----------	19,992,980	---	----------	3 y'rs	----
Compound Interest Notes of 1864----------	143,064,610	6	At maturity.	------	----
United States Notes (greenbacks)----------	381,427,090	---	----------	------	----
Fractional currency ----------	28,743,734	---	----------	------	----
Navy Pension Fund ----------	12,500,000	---	----------	------	----
STATE SECURITIES.					
Alabama—Dollar Bonds----------coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " " "	688,000	6	" "	------	----
" —Funded Interest Bonds ---	----------	---	----------	1868	----
Arkansas—State Bonds (issued to banks) ----	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	116
" —War bonds---------- "	1,548,000	7	" "	------	----
Connecticut—State Bonds----------coupon	10,400,000	6	Jan & July	'72-'90	99
" — " (free.)---- "		6	" "	1892	----
Georgia—State bonds (sterling)----coupon	72,000	5	Jan. & July.	1869	----
" — " " ---------- "	2,271,750	6	" "	'68-'86	67½
" — " " ---------- "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds ----------	1,288,887	6	Jan. & July.	1870	99½
" — " ----------registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 -----coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ----- "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ----- "	229 372	6	" "	'65-'79	----
" — " 1870-'79 ----- "	2,371,725	6	" "	'70-'79	102
" — " ---------- "	1,778,677	6	" "	1877	100
" — " " ---------- "	241,000	6	" "	1879	----
" — " War Loan ---------- "	1,167,700	6	" "	1879	97
Indiana—State Bonds----------registered	236,009	5	Jan. & July.	1866	92
" — " " ---------- "	2,058,173	2½	" "	1866	----
" — " War Loan ---------- coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates.----------registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds----------coupon	300,000	7	" "	1877	----
Kansas—State Bonds----------coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ----------coupon	417,000	5	" "	'66-'73	----
" — " " ---------- "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ----------coupon	9,856,000	6	various.	'67-'90	82
" —Fu ded Coupons---------- "	----------	6	----------	------	----
Maine—State Certificates----------	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds----------coupon	4,800,000	6	Jan. & July	1883	99½
Maryland—State Bonds----------coupon	2,171,902	5	quarterly.	var.	82
" — " " ----------coupon	1,727,000	6	"	1870	101
" — " " ----------coupon	3,192,763	6	"	1890	100
" — " " ----------inscribed		6	"	1890	----
" — " " (sterling) ----coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip----------	53,000	5	June & Dec.	'68-'72	102¼
" — " " ----------	244,000	5	Jan. & July.	'70-'74	100
" — " " ----------	375,000	5	April & Oct.	'72-'74	100
" — " " ----------	220,000	5	May & Nov.	1880	100½
" — " War Loan ----------	6,420,000	5	" "	1894	99
" — " Scrip----------	297,000	6	June & Dec.	'68-'77	113
" — " " ----------	150,000	6	April & Oct.	1883	125½
" — " " ----------	1,024,000	6	Jan. & July.	'71-'75	109½
" — " " ----------	2,030,000	6	" "	'76-'78	111½
" — " War Loan ----------	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds-----coupon	250,000	7	Jan. & July.	1868	----
" — " " ----- "	1,750,000	6	" "	'73-'83	96
" —Canal Loan ---------- "	100,000	6	" "	1873	----
" —Renewal Loan ---------- "	216,000	6	" "	1878	96
" —War Loan Bonds ---------- "	1,122,000	7	" "	1886	----
" —Bounty Bonds ---------- "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds----------coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds---------- "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ---- "	13,701,000	6	Jan. & July.	'71-'89	92½
" — " " (H. & St. R. R.)- "	3,000,000	6	" "	'72-'85	78
" — " " (Pac. R. R.)--- "	7,000.000	6	" "	'72-'87	93
" —New Sinking Fund Bonds ----------	----------	7	" "	1896	----
New Hampshire—State Bonds ----------	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds---coupon	1,650 000	6	" "	'83-'85	100
" — " " Notes ----------	2,300,000	8	var.	var.	----
New Jersey—State Stock ----------inscribed	95.000	6	Jan. & July.	var.	100½
" —War Loan ----------coupon	731,000	6	" "	'71-'72	100½
New York—State Bonds----------general fund	703,000	7	quarterly.	1870	105½
" — " " ----------bounty fund	25,568,000	7	Jan. & July.	1877	106
" — " " ----------general fund	1,189,780	6	quarterly.	pleas.	----
" — " " ----------canal fund	702,000	6	"	1866	----
" — " " ----------general fund	500,000	6	"	1868	100
" — " ----------canal fund	3,050,000	6	"	1871	100
New York—State Bonds ----------canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " ---------- "	2,250,000	6	"	1874	99½
" — " " ---------- "	500,000	6	"	1875	100½
" — " " ---------- "	900,000	6	"	1877	----
" — " " ----------general fund	800,000	6	"	1878	97½
" — " " ---------- "	909,607	5	"	pleas.	----
" — " " ----------canal fund	192,585	5	"	1866	----
" — " " ---------- "	1,163,000	5	"	1868	----
" — " " ----------general fund	442,960	5	"	1868	----
" — " " ----------canal fund	167,000	5	"	1871	----
" — " " ---------- "	4,500,000	5	"	1874	94
" — " " ----------general fund	900,000	5	"	1875	93
" — " " ---------- "	800,000	5	"	1878	----
North Carolina—State bonds ----------coupon	9,385,500	6	Various.	'66-'91	72½
" — " " (new) --- "	3,500,000	6	Jan. & July.	'90-'92	53
Ohio—State Bonds----------coupon	634,653	5	Jan. & July.	1865	----
" — " " ---------- "	536,798	6	" "	1860	98
" — " " ---------- "	379,866	6	" "	1868	----
" — " " ---------- "	2,183,532	6	" "	1870	99½
" — " " ---------- "	1,600,000	6	" "	1875	100
" — " " ---------- "	4,095,309	6	" "	1881	100½
" — " " ---------- "	2,400,000	6	" "	1886	100
" —Domestic Bonds----------	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State stock----------registered	20,209,000	5	Various.	'66-'90	97½
" — " " ----------coupon	6,168,000	5	"	'77-'82	94½
" —Military Loan---------- "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ----- "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " ----------inscribed	1,708,000	6	" "	'68-'90	----
" — " " ----------coupon	1,499,000	6	" "	'77-'90	----
" — " (new)--- "	----------	6	" "	------	----
Tennessee—State Bonds ----------coupon	1,949,440	5	April & Oct.	'76-'90	
" — " " ---------- "	239,167	5½	" "	'72-'79	----
" — " " ---------- "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ---------- "	24,382,832	6	" "	long.	85
" —Funded Interest ---------- "	873,813	6	" "	1892	65½
Vermont—State Bonds ----------	175,000	6	Various.	'67-'83	----
" —War Loan----------coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ----------registered	21,888,398	6	Jan. & July.	'84-'95	34½
" — " ----------coupon	11,108,000	6	" "	'86-'95	60
" — " (sterling). ---------- "	1,865,000	5	" "	1872	----
" —Funded Interest----------registered	----------	6	" "	'76-'96	----
" — " " ----------coupon	----------	6	" "	'76-'96	----
West Virginia—State Bond ----------coupon	----------	6	----------	------	----
Wisconsin—State Bonds----------coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ---------- "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates.-- ------	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Alleghany—Railroad Bonds (new)--- coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds ----------	19,024,523	6	quarterly.	1870	----
" — " ----------		6	"	1870	96
" — " ----------		6	Jan. & July.	1873	97½
" — " ----------		6	May & Nov.	1875	98½
" — " ----------		6	Jan. & July.	1886	97½
" — " ----------		6	quarterly.	1890	93½
" — " ----------coupon		6	"	1890	----
Boston—Municipal Scrip----------	983,205	4	April & Oct.	'78-'79	----
" — " ----------	7,846,026	5	Various.	'66-'70	----
" — " ----------		5	"	'71-'75	100½
" — " ----------		5	"	'76-'80	99½
" — " ----------		5	"	'81-'86	100
" — " ----------		6	"	'67-'76	133
" —Water Loan----------	668 000	5	May & Nov.	'70-'71	----
" — " ----------	305,000	5	Jan. & July.	'77-'78	102
" — " (sterling) ----------	1,949,711	4½	" "	'72-'78	----
Brooklyn—Municipal Bonds----------coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan---------- "		6	" "	'81-'97	90
" —Improvement Loans ---------- "		6	" "	'66-'95	90
" —Water Loans ----------coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)----------	371,000	7	Various	'67-'81	99½
" — " " (new)----------	956,000	6	Jan. & July.	1876	98½
" —Water Loan ----------coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan---------- "	1,184,000	7	" "	'97	100
Jersey City—Water Loan ----------coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ------coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock ----------	3,478,900	6	F., M., A. & N.	'73-'75	----
" " — " " ----------	4,714,000	6	" "	'76-'78	----
" " — " " ----------	1,500,000	6	" "	1883	100
" " — " " ----------	5,149,271	6	" "	1887	100
" " —Fire Indemnity Stock ------	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock----------	160,000	5	F., M., A. & O.	'67-'69	----
" " — " " ----------	3,125,200	5	" "	1870	94
" " — " " ----------	319,000	5	" "	1873	----
" " — " " ----------	1,000,000	5	" "	1874	----
" " — " " ----------	334,700	5	" "	1875	----
" " — " " ----------	2,016,000	5	" "	1876	----
" " — " " ----------	2,375,000	5	" "	79-'80	----
" " — " " ----------	900,000	5	" "	1890	----
" " — " " ----------	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)----------	552,700	5	Jan. & July.	'67-'81	----
" — " " (new)----------	739,242	5	" "	'67-'82	----
" — " " (old) ----------	2,232,800	6	" "	'66-'93	96½
" — " " (new)----------	7,898,717	6	" "	'66-'99	103½
Pittsburg—Municipal Bonds ----------coupon	1,009,700	6	Jan. & July.	Var.	92
" —Railroad Bonds.---------- "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds ----------	985,326	6	Various.	'66-'83	----
" —Railroad Bonds.----------coupon	1,500 000	6	April & Oct.	'69-'71	97½
Sacramento City—Municipal Bonds ----------	1,496,100	6	Jan. & July.	'88-'89	96½
St. Louis—Improvement Bonds ------coupon	2,643,000	6	Jan. & July.	'66-'90	----
" —Water Loan---------- "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan---------- "	425,000	6	" "	'79-'88	85½
" —Railroad Loans---------- "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds----------coupon	1,352,600	10	May & Nov.	1871	90
" — " " ---------- "	329.000	6	Jan. & July.	1875	133
" —City and County Bds. "	1,133,500	6	" "	1888	----
" — " " "	2,200.000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	367,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,625,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	361,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,801	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	367 966	307,919	236,824	3,840,092
1866	210,171	207,913	204,885	270,889	333,432	368,278	326,870	381,559	318,549	347,087	322,749	285,413	3,677,796
1867	240,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	808,231	389,459	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,834	296,169	473,186	551,122	435,945	407 658	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	406,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,089,995
1867	690,832	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,460	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	122,958	1,306 275
1867	93,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1861	404,507	391,932	458,560	547,174	606,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,596	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,859	8,400,534
1863	845,695	889,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,508	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,680	1,522,472	1,429,766	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,248,143	1,203,462	1,290 880	1,411,347	1,480,251	1,417,327	1,044,003	14,586,323
1867	...including Buffalo Division ... 906,795	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861	321,844	279,268	229,334	192,054	190,488	177,329	189,280	268,983	289,382	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,578	617,682	578,403	747,469	739,786	841,569	643,887	518,088	7,151,208
1866	582,470	512,028	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,196	570,485	.....	.....
1867	660,488	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,055
1866	20,411	85,447	84,351	81,181	96,388	103,378	98,043	108,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,926	88,177	106,967	111,260	71,587	69,363	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,200	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	96,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,340	110,664	1,985,712
1866	121,776	84,897	72,135	108,092	267,498	262,172	170,795	116,224	150,989	245,701	244,854	93,787	1,983,900
1867	143,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348.048	3,302,646
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	496,072	351,799	4,826 727
1865	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,090	339,447	4,635,717
1867	302,714	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	376,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	406.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,969	4,504.549
1866	282,428	265,796	337,158	343,737	365,196	335,083	324,996	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,682	86,482	164,710	221,638	198.135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,870	300,841	395,579	346,717	171,125	2,536,901
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	327,926	128,741	2,423,417
1867	146,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,839	1,486,306	1,117,853	14,576,128
1866	1,086,360	895,857	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,178	302,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,006
1866	207,541	246,109	326,236	277,424	283,130	253,924	247,262	306,464	278,700	310,782	302,426	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,831
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,566,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,092	7,129,486
1865	660,144	678,504	857,583	733,866	687,186	646 935	594,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	559,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,746	162,921	1,554,913
1864	100,872	147,485	160,497	157,788	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	176,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,489,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	265,154	2,050,522
1865	144,084	139,171	155.753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924.843
1866	226,059	194,167	256,407	270,200	316,432	325,691	304,917	398,248	342,117	436,065	354.830	264,741	3,794,975
1867	237,674	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	42,716	37 285	32,378	33,972	62,862	82,147	68,139	59,862	75,677	92,715	61,770	37,880	689,331
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,037
1867	59,078	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Alleghony Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1862	77
1st Mortgage, Franklin Branch	349,000	J	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,133,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	963,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,391,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	676,000	6	Jan. & July.	"	1880	97
" " " 1855.	1,055,000	6	Jan. & July.	"	1875	97½
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	96½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	99½
Buffalo, New York and Erie						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'79	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6		New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'90	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	2,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	90
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,700,000	7	May & Nov.	"	1883	89
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	6,000,000	7	Apr. & Oct.	New York.	1895	67
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	83½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	100½
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	84,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	800,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1891	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
2d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	80
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	78
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1865	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	107
Redemption bonds	2,563,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	90
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'75	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	New York.	1891	83
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	106½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	87,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	661,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,253,500	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	8
2d Mortgage	1,500,000	7	April & Oct.	" "	1894	85
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1876	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,776	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	805,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and G. North.						
State [Miss.] Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	666,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	103
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	93
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1873	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'75-'76	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	117
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'65-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	6	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,491,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	93
Construction Main Line	1,500,000	7	" "	" "		86
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norristo'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	90½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	105½
1856, "	60,000	7	" "	"	1856	
Phila., Wilmington and Baltimore:						
Mortgage Loan	406,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,230,000				1875	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1890	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	38,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'78	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1873	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	377,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,862	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	103,333	26,249	8	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,726	166,186	—	.....
31 Aug '66	61.4	10.2	66.9	—	25	32	425	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192 989	478,095	65,463	—	.....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	.....
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '65	76.2	3.8	9.3	—	4	2	16	New Haven and Northampton	1,787,565	*	—	1,010,000	628,800	9,442	.....	85.0	48,662	172,590	74,758	2	.....
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	132,814	18,746	871,742	86 0	202,567	306,766	53,204	5	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	116½
30 Nov. '65	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	580,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	115
								DELAWARE.													
31 Oct. '60	84.8	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	...	...	—	Newcastle and Frenchtown	704,360	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	.....	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	10	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,840,092	1,833,517	8½	114½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	134½
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2.356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	.....	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	96½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,406	13,231,500	—	40,668,060	708.3	3,507.466	7,181,208	2,174,924	10	116½
31 Dec. '65	118.0	—	.....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,159	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	32
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	82½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,223	108.0	312,559	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	95½
								IOWA.													159½
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '65	144.0	—	.....	176.0	18	9	151	Dubuque and Sioux City	5,091,811	*	151,455	3,660,992	960,000	438,415	5,243,316	144.0	282,384	618,205	180,962	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	.....
30 Jun. '66	66.1	—	5.4	—				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	90
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	455,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	86
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	506,260	—	3,242,318	566,000	339,297	5,856,320	80.0	150,204	451,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	52.7	—	.....	186.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,382,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	—	.....
30 Jun. '62	138.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	138.0	.....	340,898	.....	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,428	*	871,767	6,982,966	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,635,114	15	.....
31 Mar. '66	240.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,872,646	523.8	2,181,615	4,686,446	1,936,788	6	108
								MINNESOTA.													72½
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,809	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,859	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,168,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	.....
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,489,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	52
31 Dec. '62	162.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,695,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,856	400,826	—	.....
Feb. '67	90.0	—	3.9	260.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
Sep '64	36.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2.2	5,501,000	40 568	6,852,109	90.1	281,189	399,291	129	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,638	205,584	787,331	63.5	76,344	79,761	43,451	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	378,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,767	6	100
								MARYLAND.													
30 Sep. '62	379.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,388	3,621,755	11,806,333	16,151,962	10,112,584	897,330	36,811,376	286.8	2,988,010	6,509,946	4,544,097	3	117
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,341	30.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,981	4,518,900	5,211,244	1,689,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,259,112	333,296	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	.....	—	13
30 Nov. '65	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	428,213	752,606	172,232	6	115
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,966,254	446,557	973,480	4,076,974	—	328,388	5,386,291	164.3	747,272	1,521,159	398,812	9	152
30 Nov. '65	47.0	7.0	32.5	—	28	39	859	Boston and Providence	3,392,600	207,400	—	3,600,000	26,600	—	4,218,927	61.8	450,096	1,221,104	366,333	10	135
30 Nov. '65	44.6	24.0	60.8	—	32	69	809	Boston and Worcester	4,062,584	437,416	1,418,789	4,500,000	—	768,740	5,913,789	83.6	669,234	1,597,164	537,057	10	142½
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,696	6½	66
30 Nov. '65	50.0	2.4	9.6	—	12	23	155	Connecticut River	1,813,980	*	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	176,404	6	108
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,568,837	89.0	622,202	1,277,076	490,768	6	107½
30 Nov. '65	51.0	42.5	75.8	—	27	28	664	Fitchburg	3,189,561	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,264	993,694	314,255	8	117½
30 Nov. '65	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	275,000	*	—	247,900	2,000	4,270	301,200	14.0	37,166	66,890	20,427	6	.....
30 Nov. '65	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	382,583	30,275	—	200,000	75,000	2,764	367,372	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '65	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,153	92,870	101,968	300,000	—	91,748	814,991	71.6	136,647	300,994	51,227	8	125
30 Nov. '65	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	451,952	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	101½
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	*	2,609,822	4,819,760	551,500	1,467,841	7,043,139	145.0	.....	1,295,643	526,448	8	58
30 Nov. '65	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,640	102,931	31,521	3	106½
30 Nov. '66	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,996	140,129	6	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	51,543	—	243,306	226,900	522	470,727	(Op	er. by B.	& L. Co.)	—	1	110½
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	*	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	.....
30 Nov. '65	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	2,240,079	225,650	169,938	2,860,000	558,955	—	3,636,667	77.3	151,327	390,086	122,397	2	56½
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,718	5,076,949	5,527,700	6,289,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	140
30 Nov. '65	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83⅓)	1,164,398	*	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	81,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	967,957	101,242	8	113½
31 Mar. '66	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	62,327	1,000,000	—	—	1,052,327						
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '66	99.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,973	9	104
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,425,075	*	—	997,112	2,193,000	249,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,353	10	130
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,362	2,240,871	60.2	.....	283,638	94,097	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	123
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,749	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	28.8	—	—	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	6,000,000	805,000	—	6,434,399	33.8	654,192	1,875,981	803,323	10	180½
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	820,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	88.5	—	.....	47.	—	—	—	West Jersey	1,558,483	*	—	588,400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	178,722	2,794,607	82.0	65,472	175,729	88,054	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	513,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,064	687,228	10	195
31 Dec. '65	460.0	97.0	68.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,209,762	63,291,895	807.0	6,839,023	15,434,775	5,066,511	4	55½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,157	15,264,586	150.0	1,602,279	4,452,380	994,668	8	120½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	366,319	688,406	353,906	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,349	New York and Harlem	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	101½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	65½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sept. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	493,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	—	—	6	.....
30 Sep. '65	13.0	—	0.8	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	366,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,541,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	000	184,250	10.3	20,896	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	26	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	261,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,056	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
16 Mar. '60	31.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	864,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,581	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,080	6,843,260	191.2	967,820	2 386,132	663,205	10	102
31 Oct. '65	96.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	25	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	79½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,693	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	118½
30 Nov. '65	54.5	61.5	16.6	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	.....	—	48	6	412	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,764,630	186,762	6,336,333	142.0	.....	951,357	339,524	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,650	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,069,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77-	*	1,578,999	12,667,688	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,514	746,478	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,998,364	595 400	391,992	3,282,163	1,218,972	109,813	4,972,748	206.9	346,671	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	7	283	Sandusky, Mansfield & New'k	2,189,890	*	88,986	998,204	1,291,800	38,820	2,228,824	125.0	241,240	882,807	166,183	—	.....
Dec 64	142.4	—	—	—	43	18	469	Toledo & Wabash	9,090 918	*	—	3,427,050	6 653,568	—	10,243,015	250.0	1,244,259	2,050,822	945,492	2½	89½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,642	2,876,842	44.0	184,201	356,277	123,892	—	18
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,238	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	14
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,669,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,352	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,742	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,241	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,336,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,088	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,851,630	10	62½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	34
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	(	"	"	")	8	57
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,586	6,629,199	69.8	318,861	875,064	412,353	—	35
31 Dec. '65	354.8	38.7	478.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,941,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459 169	4,189,111	10	86½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristo'n	1,139,079	288,489	—	1,476,300	183,000	.....	1,659,300	24.0	311,091	656,739	336,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069 456	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	29
30 Nov. '65	93.0	59.5	283.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,061,355	20 240,673	6,900,663	—	30,608 075	471 8	3,688,309	11,142,519	4,812,271	10	81½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,338,386	—	245,695	999,200	200,000	.....	1,199,200	28.2	177,433	1,080,438	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,242	197.0	981,465	3,884,609	1,046 804	10	54
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	3,361 664	198,820	—	1,774,773	1,590,000	64,208	3,784,101	72.0	272,688	894,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,184,381	*	3,362,312	9,812,442	12,573,000	1,597,620	26,545,893	483.3	4,023,073	8,489 062	3,283,547	10	95½
31 Dec. '65	23.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	148,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,323	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,620,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	413,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	344,284	448,922	5,312,725	2,885 990	1,462,314	11,003,891	291.0	406,051	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,781,000	.....	.....	159.6	.....	734.118	337,384	6	.....
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	360,000	204,544	.....	45.8	57,950	127,963	87,245	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275.000	240,000	171,560	.....	50.3	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,849	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	186,005	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	2
31 May, '65	47.0	18.5	5.3	—	.....	.....	.....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	798,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,545	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	18½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,818,432	2,000,000	1,655,500	775,142	8,741,091	191.7	.....	168,136	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,505	26,853	.....	43.5	1,068,054	163,783	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,068	7	.....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,806	126.0	.....	487,449	120,136	—	.....
30 Jun. '60	204.7	2.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	.....	.....	370.0	1,128,571	2,113,118	508 55	—	.....
31 Dec. '65	191.9	44.0	25.3	—	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	915,298	1,985.511	647,631	—	39
10 May, '64	108.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.3	466,043	490,597	139,210	—	63
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,988,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.589	*	16,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	..10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	*	—	4,658,706	.....	.....	.....	108 0	.....	148,339	55,777	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,729,232	60 (	.....	134 [illegible]	36,070	—	.....
								NOVA SCOTIA.													
Dec. '62	61.6	30.0	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	.....	.....	4,278,281	92.0	158,416	189,107	37,181	—	.....
								NEW GRANADA.													
1 Dec 60	8.	—	—	—	11	29	129	Pan ma	5,000,000	*	659	5,000,000	75,809	—	10 763,718	48.7	.....	727,628	1,323,924	20	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	91
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	53
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	61½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,500	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	42
Erie (preferred)	8,535,700	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	90
" " " (2d pref.)	1,014,000	7	7	78
Milwaukee & St. Paul (preferred)	2,400,000	7	---	58
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92½
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: See Camden & Amb. RR.	----------	--	----------	----------	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	93
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	90
Improvement	1,601,670	6	M. & N.	1876	84
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61½
Preferred interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,299,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	6,091,700	10	54½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	83
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22½
" " (preferred)	50	2,888,983	—	32½
Susquehanna and Tide Water	50	2,048,260	—	13½
Union	----	----------	—	3½
Union (preferred)	50	2,787,000	—	2
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	53

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	41 —	@ 45 —
Pig, American, No. 1		45 —	@ 46 —
Bar, Refined, English		95 —	@100 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		(Store Prices.)	
Bar, Swedes, assorted sizes		162 50	@ — —
Bar, English & American, Refined		112 50	@117 50
Bar, English & American, common		102 50	@107 50
Scroll, English		142 50	@170 —
Ovals and Half round		137 50	@147 50
Band, English		142 50	@ — —
Horse Shoe		137 50	@142 50
Rods, English		117 50	@172 50
Hoop, English		147 50	@210 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	15 @	— 17
Sheet, English, Single, Double and Treble		6½ @	— 8
Rails, English (gold)	per ton	53 —	@ 54 —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18 @	— 22½
English Spring (1st & 2d qlty.)		— 10½ @	— 12
English Blister (1st & 2d qlty.)		— 11 @	— 19
English Machinery		— 13 @	— 14
German		— 13½ @	— 14½
American, Blister		— 11½ @	— 17
American, Cast, Hammered		— 19 @	— —
American, Cast, Rolled		— 12 @	— 16
American Spring		— 15 @	— —
American Machinery		— 13 @	— 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 39 @	— 40
Sheathing, Yellow		— 34 @	— —
Pig, Chile		— — @	— —
Bolts		— 39 @	— 40
Braziers'		— — @	— 40
American Ingot (cash)		— 27 @	— 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		6 75 @	6 87½
German Refined		6 75 @	6 87½
English		6 75 @	7 12½
Bar	per lb.	— — @	10 —
Pipe and Sheet		— — @	10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

		(Gold.)		(Currency.)	
Banca	(gold). per lb.	— —	@ —	23½	
Straits	(gold)	22 —	@ —	22½	
English	(gold)	21½	@ —	22	
Plates, I.C. Charcoal, p. box		9 12½ @	9 37½	12 50 @	13 —
Plates, I. C. Coke		8 — @	8 75	11 — @	12 —
Plates, Coke Terne		6 75 @	7 —	9 25 @	9 75
Plates, Charcoal Terne		9 — @	— —	12 25 @	12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	— — @	6 50
Clinch (cash)		8 — @	— —
Copper		— — @	43
Ausable Horse, Norway Iron, Forged		28 @	30
Zinc Nails (6 mos.)		— — @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		18 @	— —
Refined, free L. S. to White		47 @	— 47½
Ref'd, in bond, prime L. S. to White		28½ @	— 29
Ref'd, in bond, Standard White		29½ @	— 30
Naptha, Refined (60@68 gravity)		20 @	— 21

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	Th 14	F 15.	Sat. 16.	M 18.	Tu. 19	W 20
Atlantic M. S. S. Co	102	100	100½	97½	101	100½
At. & Gt. W. (O) 1st m't.	----	----	----	----	70	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	95	----
California 7s	----	----	----	----	----	----
Canton Co.	46½	45½	45½	45½	46½	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	116	114½	114	113½	114	114½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	99	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	130	----	130½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	87½	86½	85½	85½	86	85½
" " pref.	68½	67	66	64½	65½	64½
" " 1st M.	84	84	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	82½	83	----	----
Chicago & Rock Isl.	93½	97½	96½	96½	97½	96½
" " 1st M. '70	100	----	----	----	----	----
Clev., Col. and Cin.	----	101	102	----	----	----
Clev. and Pittsburg	84	83	81½	79	81	79½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	90
" " 4 M.	----	75	74½	74½	74	----
Clev. and Toledo	119½	----	----	117½	118½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	36	----	----	34	34	33
Del. & Hudson Canal	----	146	147	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	58½	57	55½	55½	56½	55½
" pref.	----	----	----	70	72	----
" 1 M. 7 p.c. '67	102	102½	----	----	----	----
" 2 M. 7 p.c. '79	----	----	102½	----	----	----
" 3 M. 7 p.c. '83	----	----	102	----	----	----
" 4 M. 7 p.c. '80	----	----	----	91½	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	129	130	----	130	130½	----
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	108	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	115½	115½	115½	115½	----
" Can. bd. sc.	99½	----	----	----	----	----
" bonds	----	----	----	----	----	107
Marietta & Cin. 1st pref.	----	----	----	----	----	25
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10	----	9	10	----	----
Michigan Central	108½	108	----	----	----	----
" S F. 8 p.c. '82	----	----	111	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
Mil. S. and N. I.	73½	72½	72½	72	73	72½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	97	----	----	----	----
" " 2 M.	----	----	92	91½	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	95	----	----	----	----	----
Milw. and St. Paul	----	40	39	----	----	39
" pref.	60	59½	58	58	59	58
" 1st mort.	----	----	----	----	87	----
" 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	93½	92	92	----	92½	----
" iss. to H. & St. J. R.	----	----	----	----	78	----
" " Pacific	----	----	92½	----	93	93
New York Central	101½	100½	100	99½	103½	101½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	93½	93½	93	93½	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	102	----	----	101½	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	53½	----	----	53	----
" new	----	----	----	53	----	----
Ohio & Miss. cer.	----	25½	25	24½	24½	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	157	151½	150	149	155	138
Panama	----	----	----	----	----	261
Phila. and Reading	104½	104½	104½	103½	103½	103½
Pitts. Ft. W. & Chicago	98½	97½	96½	95½	96½	95½
" 1M.	----	101	101	----	101	----
" 2M.	94	----	----	----	----	94
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	41½	40	----	----	39½	39
St. L., Alton & T. H.	----	32	----	----	----	----
" pref.	----	----	----	----	----	----
" 1M.	----	----	----	94	----	----
" 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	55	----
" ex-coupon.	66	66½	----	66	66½	66½
" new	65½	65½	65½	65½	65½	65½
Tol. Wab. & Western	----	40½	40	39½	----	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	57	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	Th.14.	F.15	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	108	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	101¼	101¼	101½	101¼	101¼	101¼
U. S 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	109¼	109¼	109¼	109¼	110	....
U. S. 6s, 1881, cou.	109¼	....	109¼	109¼	109¼	110¼
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	134	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	109¾	109¼	109¾	110	111	111¼
U. S. 6s, 5-20s, c. 1864.	....	....	107¼	....	....	108¼
U. S. 6s, 5-20s, c. 1865.	107¾	....	....	109	....	109¼
U. S. 6s, " reg.	107	107¼	....	103	....	....
7.30 Notes, 1st series.	106	106	106	106¼	106¾	....
" " 2d series.	105¾	105¾	105¾	105¾	105¾	....
" " 3d series.	105¾	105¼	....	105¾	105¾	105¾
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	W.13	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Cattawissa	....	....	14	....	....	....
" preferred	29¼	30¼	30¼	30	30¼	30
Camden & Amboy	130¼	....	....	....	....	130
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	92	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	88¼	88¼	88¼	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	....	95	95	95	....	95
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	56	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	42	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	54¼	54¼	54¼	54¼	54¼	....
" " 6s, '84	....	91¼	91¼	91¼	....	91
Lehigh Valley R. R.	63	....	62¼	....	....	....
" " 6s	....	....	96	....	....	96
Little Schuylkill R. R.	34	....	....	....	....	....
" " 7s	96	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	56½	....	....	....	....	....
Morris Canal	....	....	....	....	....	75
" pref.	....	....	....	....	....	121
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	35	....	....	....	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	46¼	....	....	....	....	....
Pennsylvania R. R.	57¼	57¼	57	56¾	56¾	56¾
" 1st m.	....	....	100¼	100	....	....
" 2d m.	....	....	....	....	....	....
Penn. State. 5s	....	....	....	....	....	....
" " 5s, coupon.	94¼	94¼	....	....	....	....
" " 6s. W. L.	....	....	....	....	....	....
Philadelphia City, 6s	96¼	96¼	96¼	96¼	96¼	96¼
" " new.	101¼	100¼	101	101¼	101	101¼
" " mune	....	....	....	101	....	....
Philad., Germ. & Nor.	62	62	....	62	61¼	....
Phila. & Reading	52¾	52¼	52¼	51¾	52	52
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	30¼	30	30	....	29¾	29
" " 6s	91¼	....	91	91	91	91
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	....	....	....	32¼	32¼	32¼
" " 6s '82	....	....	....	....	....	79
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	13¼	....	13¼	....	....	....
" " 6s '78	61	....	60¼	61	61	61¼
Union Canal, pref.	4¼	4¼	....	....	....	....
" " 6s '83	23¼	23¼	....	23¼	23¾	23¾
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	53	....	53	53	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	14	14	14¼	14	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	31	....	31

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	99¼	99	....	93¼	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	96	....	....	....	....
" " 1890.	99	99¼	99¾	....	....	....
Balt. and Ohio	115¼	....	....	117	117	117
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	97¼	....	....	97¼	....	....
" " " '80	97¼	....	....	....	....	97
" " " '85	....	100	....	....	....	....
Northern Central	....	....	....	46¼	....	....
" " b'ds, 1885	....	....	....	....	....	....
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	Th. 14.	F.15.	Sat.16.	M.18.	Tu.19.	W20
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	132	....	....	....
Boston and Providence	....	135	....	....	....	....
Boston and Worcest.	143	142¾	....	....	143¼	....
Cheshire, pref.	57¾	57¾	....	....	....	....
Concord	67	....	67	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	107¾	107¾	....	....	107¾	107¾
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	117	....	117	....	117¼	....
Manchester & Lawr'ce.	....	....	....	....	113¾	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	104¼	104	104	....	....	....
Old Colony & Newport.	98	98¼	98	....	98	97¾
Ph., Wil. & Baltimore	55¼	....	....	55¼	55	55
Portl'd, Saco & Ports.	....	....	....	....	....	100
Vermont & Canada	99¾	....	100	100	99¾	....
Vermont & Mass.	56¾	56¼	56	....	56¾	56¼
Western	136¼	....	136¼	140	140	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	94	94¼
Metropolitan "	53	53¼	53¼	53	53	53¼
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	60	60	60¼	62	60	60
Franklin "	35	....	....	32	33¼	32¼
Huron "	31¼	31	....	33	31	30
Isle Royale "	12¾	....	....	....	....	....
National "	8	....	....	....	....	....
Minnesota "	....	11¼	....	11¼	....	....
Pewabic "	23	23	....	....	22	....
Pitteburg "	....	....	....	42	....	....
Quincy "	....	....	....	....	....	....
Rockland	....	....	....	8	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of January.

United States 5-20 yrs., 1882, 6 per cent	72¼@ 73
Virginia State, 5 per cent	48 @ 50
Do., 6 per cent	41 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65
Do. do., 2d mort., 1881	60 @ 65
Do. Pennsylvania, 1st mort., 1877	60 @ 65
Do. do., 2d mort., 1882	60 @ 65
Do., consolidated mortgage bonds, 1890	31 @ 32
Erie shares, $100 (all paid), 8 p. c	43 @ 43½
Do., convertible bonds, 6 p. c	70 @ 72
Illinois Central 6 per cent, 1875	82 @ 84
Do. 7 per cent., 1875	71 @ 73
Do. $100 shares (all paid)	80½@ 81
Marietta and Cincinnati R. R. bonds, 7 p. c	68 @ 70
New York Central, $100 shares	68 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c	101 @103
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	89 @ 91
Do. $50 shares	35 @ 40
Phila. and Erie 1st mort., 1881, guaranteed by Penn. R. R.)	76 @ 78
Do., with option to be paid in Philadelphia	76 @ 78

American Railroad Journal.

Saturday, February 23, 1867.

Stock Exchange and Money Market.

The supply of Money available to responsible borrowers is steadily increasing, and is now largely in excess of the current demand of business, either speculative or legitimate, which tends to produce more steadiness, and greater ease in the loan and discount market. Accommodation is mainly sought after by Stock Exchange and Gold Room operators, to whom call loans are readily made at 5 per cent. on the pledge of the public funds and 6@7, generally 6 per cent. on other prime stock collaterals. To the large dealers in Government securities, aid is freely given at 4@5 per cent. per annum. Of prime short date commercial paper, the offerings are unusually limited, and meet with a prompt market at 6½@7 per cent. per annum. The last city bank statement indicated a decrease of $2,986,052 in the legal tender reserve, $2,169,543 in the deposits, $1,364,-681 in the specie line, with an increase of $2,862,-503 in the loans, and $179.309 in the circulation, during the past week. The decrease in legal tenders and increase in loans are attributed in a large measure to purchase of, or advances on, Government securities. There has been also a further considerable transfer of deposits, on country bank accounts, from the city banks to the United States Sub-Treasury, the cash reserve of which shows an additional increase of about thirteen million dollars. The specie reserve of the banks is now $14,792,626, against $10,368,758, same time last year. The city bank deposits are now $196,072,292, against $189,777,290 week ending Feb. 17, 1866. The legal tender reserve amounts to $64,642,940, against $66,741,980 same time last year. The circulation now stands at $32,956,309 against $22,983,274 same time last year. The loans are now $259,131,328, against $243,068,252 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $75,980,638 a day, against a daily average of $84,804,255 the preceding week; and $85,401,200 the week ending with Feb. 2. The current week's exchanges average $89,500,-000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $128,801; decrease of legal tender reserve, $766,503; increase of deposits, $239,122; decrease of specie, $6,504; and increase of circulation, $22,990.

National Bank notes to the amount of $170,130 were issued last week, making the total issue to 1,663 banks thus far $301,465,016, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,638,032, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,826,984. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,849,-450; and for the public deposits, $38,761,450—making a total of $379,110,950. The Treasury Department, last week, redeemed and destroyed $401,000 of worn and mutilated fractional currency, and issued $216,226 worth of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 16, were $20,170,768, including $2,917,-088 from customs duties; payments, $9,817,231; balance at the close of the week, $119,311,790, against $108,958,253 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,372,585, and payments, $3,421,414; on Tuesday, receipts, $5,471,099; payments, $1,456,074. The balance at the close of business on Tuesday stood at $125,277,987, against $112,647,900 a week previous.

Government revenues have been most liberal in the way of customs, since our last. The excises, last week, yielded $2,676,388, against $6,100,000, the preceding week; customs at the port of New York, $2,917,088, and at the outports, about $950,000 (in coin) more, making the grand total income for the week equal about $7,994,000 in currency, against disbursements of over $3,000,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $196,000,000.

The following is a tabular statement of the amount of gold certificates which have been issued and redeemed, with the amount outstanding:

	Issued.	Redeemed.	Outstand'ng
20s ..	$267,020	$165,300	$101,720
100s ..	4,797,800	3,020,200	1,777,600
500s ..	549,000	191,500	357,500
1,000s ..	22,449,000	18,580,000	3,869,000
5,000s ..	144,685,000	126,740,000	17,945,000
10,000s ..	5,000,000	5,000,000	....
Total	$177,747,820	$153,697,000	$24,050,820

The Gold market has been measurably free from speculative excitement, during the week. The demand has been mainly for coin for Custom House purposes. The speculative business has been unusually limited. The range of prices has been from 136 to 137½, and the closing quotation on Tuesday 136¾. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $159,664. The customs demand for Gold last week, averaged $486,181 a day; thus far, this week, it has been equal to $722,000 a day, or equal to a weekly aggregate of $4,332,000. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached only $4,150, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $77,828,889, against $85,660,609 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $28,422,940, against $16,523,782 same time last year, showing an increase this year, of $11,899,158. The exports of specie from this port, last week, were $563,497. The total outflow of specie from the port, thus far in the current fiscal year has been $21,022,134, against $15,753,528 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $90,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $33,431,408, against $29,277,534 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Jan. 10, 1867, reached $2,122,861, against $1,010,801 same time in 1866.

Foreign exchange has been in more demand, since our last, and has again improved a shade in price. There has been a considerable addition to the available supply of bills, in the shape of drafts made against export purchases of American securities. Bankers' 60 day bills on London closed on Wednesday at 108⅜@108⅞, and on Paris to 5.20@5.15; sight bills on London to 109⅜@109½; and on Paris to 5.17½@5.13¾. The offerings of produce bills have been moderate since our last.

The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,297,924 making the total value of exports since July 1, 1866, $106,334,820, against $138,906,323 same time in the preceding fiscal year.

Government securities have been more than usually brisk and buoyant, since our last. To the active home investment demand, has been added a renewed export inquiry for Five-Twenties of 1862, and of the earlier issues of 1865. The available supplies of all classes of the national stocks have been very moderate. The older issues of the six per cent. gold-bearing bonds have been positively scarce. Many of our own people, holding such bonds, are exchanging them for the new series of the Five-twenties at a difference of about 4@4½ per cent. in their favor on the trade, being allowed by the commission houses 110¼ for the Sixes of 1881 and 111¼ for the Five-twenties of 1862, while being charged 106@106¼ for the consolidated Five-twenties of 1865. It is chiefly in this way that a sufficient amount of the old bonds is being obtained to satisfy the foreign call for them. U. S. sixes of 1867 closed here on Wednesday at 134@135; U. S. sixes of 1868, at 131@133; U. S. sixes of 1881, 110@110¼; U. S. Five-twenties of 1862 at 111¼@111½; U. S. Five-twenties of 1865 at 109@109⅛; U. S. Five-twenties of 1865, consolidated, 106106⅛; U. S. Ten-forties at 101½@101¾, and U. S. Seven-thirties at 105⅝@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117⅝	May, 1865	112¼
July, 1864	117⅛	August, 1865	111¼
August, 1864	116⅝	September, 1865	110¾
October, 1864	114⅝	October, 1865	110½
December, 1864	113⅜		

Business at the Stock Boards in railway and miscellaneous securities was on a restricted scale, and at drooping rates up to the close of the week ending with Saturday last. During the first half of the current week, a speculative demand of considerable magnitude was developed, fostered by the ruling low figures, and the increasing ease in money, and the latest dealings on Tuesday indicated a rather brisk yet feverish market. Much higher prices were looked for by nearly all parties, in the event of speculation reviving fully to the old average on a cheap and abundantly supplied money market. The Pacific Mail Shares fluctuated most violently during the week, under clique manipulations.

General business is very tardily reviving, and, in the produce line, especially in breadstuffs and cotton, only on a reduced range of prices. Middling grades of cotton left off at 32½@34 cents per lb. as extremes. The stock of cotton now here is estimated at about 218,000 bales. The receipts at the port this week, have averaged 3,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 288,500 bales, against exports of 184,500 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,120,000 bales against 1,275,000 bales same time last year; exports, 581,000 bales, against 704,000 bales same time last year; estimated stock at latest dates, 630,000 bales, against 517,000 bales same time last year. Foreign merchandise has been comparatively quiet, outside the dry goods and grocery lines, in which, especially in dry goods, there has been a pretty fair average trade at moderately firm prices. The total imports of foreign dry goods, last week, were $1,699,087, and the total amount marketed $3,516,738. The value of foreign merchandise imported last week, was $4,973,066—making the grand total specie value of last week's imports of dry goods and merchandise, $5,772,153, and since July 1, 1866, $167,130,109, against $180,068,239 same time in the preceding fiscal year. The ocean freight market has been moderately active, with 581 vessels of all classes in port. For Liverpool we quote flour at 2s. 3d.@2s. 6d. per bbl.; grain at 6@6½d. per bushel; cotton at ⅜@½d. per lb.; and heavy goods at 15s.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 5.	Feb. 13.	Feb. 19.
Consols	90 11/16	91	91
U. S. 5-20's of 1862	72 3/8	73¼	74
U. S. 5-20's of 1865	71⅞	72	72½
Erie	40	39½	37½
Ill. Central	81	81½	*77¾

* Ex-dividend.

The New York exports, exclusive of specie, for the week ending Feb. 19, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,928,307	$3,297,924
Prev. reported	27,099,880	20,430,501
Since January 1	$32,028,187	$23,728,425

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$4,792,474	$1,699,087
Gen. merchandise	3,340,821	4,078,066
Total for the week	$8,133,295	$5,772,153
Previously reported	31,745,008	24,892,785
Since January 1	$39,878,303	$20,664,938

The commerce of New York from July 1st to date compare as follows:

	1865–'66.	1866–'67.
Imports merchandise	$181,962,501	$161,597,970
Exports produce	138,906,323	106,334,820
Exports specie	15,853,825	20,806,583

The balance in the Sub-Treasury on Tuesday was $125,277,987 42.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort., 86; N. J. Central, 123; do., 1st mort., 100; Morris and Essex 1st mort., 96½; do., 2d mort., 86; Dubuque and Sioux city 1st mort., 80; Chicago, Rock Island and Pacific 7s, 90¾; Ohio 6s, 1870, 99½; Louisiana 6s, 82; N. Y. State 5s, 1875, 93; do., 7s, Bounty Loan, reg., 106; Connecticut 6s, 99; Kentucky 6s, 98; Illinois Canal bonds, 99¾; Brooklyn 6s, Water Loan, 95; City 5s, 1898, 87; Central Coal, 44; American Coal, 57½; Wilkesbarre Coal, 38; Ashburton Coal, 59; Mariposa pref., 23; South Am. Nav. and Marine Railway Co., 116¾; Atlantic Mail S. S. Co., 100; Pacific M. S. S. Co., 138; Western Union Telegraph, 43; Adams' Exp., 62¼; U. S. Express, 60½; Wells, Fargo & Co., Express, 64½; American Exp. Co., 58½; Am. Ex. Bank, 115; Mechanics Banking Ass., 110; Continental Bank, 104; Central National Bank, 109; 4th National Bank, 104; Bank of Commonwealth, 106; Phœnix Bank, 104; Ocean Bank, 103; Bank State of New York, 106⅛; Bank of North America, 105; Bank of America, 134; American Flag, 1.20; Benton Gold, 1.10; Boscobel Silver, 2.50; Bates and Baxter Gold, 2.00; Burroughs Gold, 0.30; Columbian G. & S., 1.95; Corydon, 15.00; Consol. Gregory Gold, 11.05; Consolidated Colorado, 0.08; Canada Copper 0.65; Des Moines, 2.15; Davidson Copper, 0.55; Gunnell Union, 0.53; Gunnell Gold, 1.00; Gold Hill, 4.70; Grass Valley Gold, 1.50; Hibbard Gold and Copper, 0.99; Hope Gold, 0.50; Holman Gold, 0.18; Keystone Silver, 0.05; Kipp and Buell, 0.50; New York Gold, 0.85; Nye Gold, 0.08; People's G. &. S., 2.10; Quartz Hill, 4.05; Reynolds Gold, 0.15; Rocky Mt., 1.40; Rutland Marble, 15.00; Smith and Parmalee, 6.75; San-

senderfer, 18.00; Symond's Fork, 1.75; Texas, 0.20; Tudor Lead, 3.35; Walkill Lead, 0.80; United States Petroleum, 4.25; Brevoort, 0.60; Excelsior, 0.16.

Philadelphia.—Reading mort., 6s, 90½; Harrisburg bonds, 90⅛; Ph., Wil. & Balt., 54; Union Canal, 2; Ridge Avenue R. R., 13½; 13th and 15th streets R. R., 20; Camden and Amboy scrip, 48; Lehigh Valley scrip, 17⅛; Fulton Coal, 5¼; St. Nicholas Coal, 1.69; N. Y. and Middle Coal Fields, 4; Swatara Falls, ¾; Ocean Oil, 2⅞; Maple Shade 1.99; Caldwell, ⅜; Philadelphia Bank, 153; Mechanics' Bank, 32¾; Farmers' and Mechanics' Bank, 139½; Miners' Bank Pottsville, 55; Western Bank, 91; Union Bank, 63; Commercial Bank, 56; First National Bank, 140. The latest quotations are: City 6s, 96¼@96½; do., free of tax, 101@101⅛; State 5s, 99@100; do., coupon, 94@95; do., 6s, W. L., 102@102½; Phila., Wil. and Balt., 54; Reading 51⅞@52; do., 6s, 1870, 96@96; do., bonds, 90@91; do., con., 103@103; Camden and Amboy, 130@130; Penn. R. R., 56⅝@56¾; do., 1st mort., 100@100½; do., 2d mort., 97@97¼; Little Schuylkill R. R., 33¼@35; Morris Canal, 74½@75½; do., pref., 120½@121; do., bonds, 93@94; Wyoming Valley Canal, 52@53; do., 6s, 86@87; Susquehanna Canal, 13¾@13⅞; do., 6s, 61¼@61¾; Sch. Nav., 22¾@23; do., pref., 32⅛@32¾; do., 6s, 1882, 78@79¾; Union Canal bonds, 23½@24; Delaware Div. Canal, 54¾@57; do., bonds, 86@90; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1873, 96@99; do., 5s, 64@67; Lehigh Coal and Navigation, 54¼@54½; do., bonds, 1884, 91@91⅞; North Pennsylvania, 36@38; do., 6s, 89½@90¼; Philadelphia and Erie, 29⅝@30; do., 6s, 90¾@91¼; Minehill, 56¾@57; Catawissa, 13@20; do., pref., 29¾@30; Lehigh Valley, 63@62½; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 84@85½; West Philadelphia, 71½@75; Spruce and Pine, 31@32; Green and Coates, 31@33; Chestnut and Walnut, 47½@50; Thirteenth and Fifteenth, 20½@21; Girard College, 26@27½; Tenth and Eleventh, 66@70¼; Union, 40@42; Hestonville, 14@14¼.

Boston.—Western R. R. 6s, 1875, 100⅛; Old Colony and Newport 6s, 1875, 97¼; Rutland and Burlington 1st mort., 123; N. Y. and Boston Air Line 6s, 41; Boston, Hartford and Erie, 13; do., 7s, 48; Ogdensburg 1st mort., bonds, 100; Vermont Central old stock, 2; do., 1st mort., 7s, consolidated, 70; do., 2d mort., 39½; Old Colony and Newport 6s, 1876, 97½; Boston, Concord and Montreal 6s, 1889, 96¾; Sandusky, Dayton and Cincinnati 6s, 1900, 75¾; Conn. and Pass. Rivers R. R. 6s, 1876, 95; Ogdensburg and Lake Champlain, 65⅛; do., pref., 102¼; Indianapolis and Cincinnati, 82½; Granite Railway, 51¾; East Mt. Laffee Coal, 75c.; do., 6s, 1868, 41; East Boston Co., 13; Waverly Land Co., 2¾; Boston Water Power Co., 26½; Cary Imp. Co., 97⅛; Coal Hill Lead, 75c.; Ophir (N. S.,) Gold, 2¼; Bullion Consol., 1½; Massachusetts 5s, 1883@1894, gold, 99; do., 5-20 6s, currency, 100½; Rhode Island 6s, 1883, 99; Boston 6s, 1868, gold, 133; do., 1874@1876, currency, 101; Portland 6s, 1870@1877, 96¾; Bangor 6s, 1874, 95⅞; Chicago 6s, 1875, 85; do., 7s, 1881, 99¼; St. Louis 6s, 1886, 82; Providence 6s, 1870, 98½; Suffolk National Bank, 117; Globe National Bank, 130; Old Boston National Bank, 68; Market National Bank, 110; Merchants' National Bank, 122; Union National Bank, 122¼; Eagle National Bank, 119¼; National Bank of North America, 106; Tremont National Bank, 118⅝; National Bank of Commerce, 110; Everett National Bank, 100⅛; North National Bank, 115¼; 1st National Bank, Chelsea, 94½; Maverick National Bank, 103¼; Allouez Mining Co., 10½; Bay State, 9½; Canada, 65c.; Concord, 3¼; Dana, 2⅜; Eagle River, 3¼; Hancock, 10; Humboldt, 2; Hanover, 1¾; Hungarian, 3; Hecla, 45; Native, 1; Petherick, 3¼; St. Clair, 6½; Seneca, 5½; Superior, 3¼; St. Mary's, 2; Star, 1½; South Side, 1¾.

Baltimore.—Virginia 6s, reg., 34½; do., 6s, old coupon, 60; do., ex-coupon, 32; Marietta and Cincinnati bonds, 83; N. W. Va. 1st mort., 93; Liberty Copper, 0.95; Mineral Hill, 0.40; Bank of Baltimore, 103; Franklin Bank, 13¾; Chesapeake Bank, 26¾; Union Bank, 61¾; Merchants' Bank, 107¼; 3d National Bank, 101½; Mechanics' Bank, 16. The latest quotations are: Balt. and Ohio, 116⅞@117; do., 6s, 1867, 98@100⅜; do., 1875, 98@98; do., 1880, 97@98; do., 1885, 99@99½; Northern Central, 46½@47; do., bonds, 1885, 83@86; N. W. Va. 1st mort., 1873, 93@94; do., 2d mort., 90@96; do., 3d mort., 90@—; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 83@83¾; Central Ohio, 24@25¼; do., 1st mort., 89@90; Western Md. bonds, 63@68; do., guar., 94@95; Maryland 6s, coupon, 1870, 101¼@101½; do., Ins., 101@102; do., 1890, 101¾@102; Baltimore 6s, 1870, 96@97; do., 1873, 98@98; do., 1875, 98¾@99½; do., 1886, 97@98; do., 1890, 99½@100; do., coupon, 100@100; Park, do. 98½@99; do., 1892, 96@96; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 17½@18; Canton Co., 45@50; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 6@7½; George's Creek, 95@101; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25 Bare Hill, 0.20@0.25; Atlantic Coal, 0.55@0.75; Mineral Hill, 0.25@0.35; Baltimore Coal, 150@180.

Steamships between Baltimore and Bremen.

The regular monthly meeting of the directors of the Baltimore and Ohio Railroad Co., was held in Baltimore on the 13th inst. After the transaction of the usual routine and some general business, the President stated that he had the satisfaction of announcing that the protracted negotiations with the North German Lloyd Steamship Company for the establishment of a line of first class steamers, to run regularly between Baltimore and Bremen, had, since the last meeting of the board, been consummated.

The derangements connected with the war in Europe, and subsequently the necessity of full correspondence upon a number of important points, prevented earlier action. The contract, however, is now completed, and the line is to be established permanently, the agreement being that not less than two first class iron steamships shall be run regularly for not less than five years.

The leading parties connected with this important enterprise in Bremen express the judgment that there will be business for a line of four steamers at a very early period.

In order to prevent delay, the closing correspondence on this subject took place by the Atlantic cable, and under the agreement thus made contracts have been entered into with eminent builders on the Clyde for two splendid steamships, of 2,500 tons burthen, to be finished in a superior manner and with elegant accommodations for first class, as well as extensive arrangements for other descriptions of passengers.

The ships are to cost $700,000, and the contract requires that they shall be completed in time for their voyages to commence in February next, so that in one year from this period this great enterprise, it is expected, will be in successful operation.

The President stated that the agreement requires that the Baltimore and Ohio Railroad Company shall erect extensive piers and wharves at Locust Point to accommodate vessels of the size designed, which is much greater than of vessels heretofore used in connection with the business of the port, and that arrangements were being made to construct these large improvements, embracing covered piers, with complete facilities for loading and discharging cargo without regard to the weather, and equal in character to those of the North German Lloyd Steamship Company, now in use at Hoboken, New York.

The President added that it was arranged that the highly respected house of Messrs. Albert Schumacher & Co., were to represent and manage the affairs of the company in Baltimore.

Propositions have also been received from extensive proprietors of steamship companies in England for the organization of a company with large interests to be owned there, by which iron steamers of large size and of first class will be placed permanently upon a line between Baltimore and Liverpool.

It is the design of the Baltimore and Ohio Company to make the improvements at Locust Point so extensive as to embrace accommodations for the numerous large steamers which it is expected will, at no distant day, ply between Baltimore and European ports.

Maryland—State Revenues.

The following statement will show the receipts into the State Treasury from the city of Baltimore and each county of the State for the years 1865 and 1866:

County.	1865.	1866.
Allegany	$42,276	$44,213
Anne Arundel	26,239	24,132
Baltimore	54,426	80,711
Calvert	5 543	9,400
Caroline	5,074	6,507
Cecil	25,840	32,029
Carroll	30,950	38,926
Clarles	5,735	21,268
Dorchester	19,242	20,216
Frederick	70,949	84,373
Harford	14,371	28,016
Howard	17,707	13,681
Kent	12,015	21,954
Montgomery	13,236	22,396
Prince George's	30,856	17,726
Queen Anne's	15,477	13,116
St. Mary's	11,013	12,340
Somerset	15.064	30,563
Talbot	18,267	18,217
Washington	48,698	54,435
Worcester	12,516	13,887
	$496,493	$608,106
Baltimore City	693,825	770,545
Totals	$1,190,318	$1,378,651

☞ The number of passengers carried by the Milwaukee street railway during the past year is set down at 741,775. Total receipts $45,815 45.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad the 1st week in Feb., 1867 .. $18,127 00
Corresponding week previous year.... 19,777 00

Decrease $1,650 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 14th, 1867, were $24,624 00
Corresponding week of 1866..... ..... 22,134 00

Increase..... .... $2,490 00

The earnings of the Chicago and Northwestern Railway for the second week in Feb., 1867, were.... .... $143,287 42
Corresponding week of previous year.. 122,625 20

Increase..... .... $20,662 22

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 2d, 1867, were $90,237 00
Corresponding week of previous year.. 111,113 00

Decrease... .... $20,876 00

The earnings of the Michigan Central Railroad for the 2d week in Feb., 1867, were... $63,887 39
Corresponding week of previous year.. 66,273 29

Decrease..... .... $2,385 90

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Feb., 1867, were.... .... $72,684 00
Corresponding week of 1866 .... 70,697 00

Increase..... .... $1,987 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Feb., 1867, were.... .... $39,559 00
Corresponding week of previous year.. 40,145 00

Increase..... .... $586 00

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Jan., 1867, were:

From freight $82,819 40
" passengers 43,059 80
" miscellaneous 5,300 00

$131,179 20

Jan., 1866:
Freight, passengers, etc 168,798 81

Decrease..... .... $37,619 61

Law of Insurance.

HOW FAR STATEMENT IN POLICY WARRANTS THE CHARACTER OF THE PROPERTY INSURED.

The case of Smith against The Mechanics' and Traders' Ins. Co., lately decided by the Court of Appeals of this State involves an interesting question of insurance which will be better understood by a brief statement of the facts elicited on the trial. The action was brought on a policy of insurance of $2,500, issued by defendants to Alexander Smith, and by him duly assigned to plaintiff. The policy was upon one of several buildings adjoining or contiguous, and constituting an establishment known as "Smith's Carpet Factory." The risk came under the class of special hazards, and the premium was at the rates charged for that class. The property insured is described in the policy in these words: "$400 on his two story framed building used for winding and coloring yarn, and for storage of spun yarn, situate at West Farms, Westchester County, New York, known as part of Smith's Carpet Factory, marked F on plan of premises filed in the office of the Brooklyn Fire Insurance Company; $1,600 on stock wrought and unwrought and in process of being wrought in the above building; $500 on machinery and fixtures in said building."

The policy also contained a clause in these words: "And it is agreed and declared to be the true intent and meaning of the parties hereto, that in case the above mentioned premises shall, at any time after the making and during the time this policy would otherwise be in force, be appropriated, applied or used to, or for the purpose of carrying on or exercising therein any trade, business or vocation denominated hazardous, or extra hazardous, or specified in the memorandum of special rates in the terms and conditions annexed to this policy, or for the purpose of carrying on or exercising therein any trade, business or vocation denominated hazardous, or extra hazardous, or specified in the memorandum of special rates in the terms and conditions annexed to this policy, or for the purpose either of depositing, storing or keeping therein any of the articles, goods or merchandise in the same terms or conditions denominated hazardous, or extra hazardous, or included in the memorandum of special rates, except as herein expressly provided for, or hereafter agreed to by this corporation, in writing, to be added to or indorsed upon this policy, then and from thenceforth so long as the same shall be so appropriated, applied or used, these presents shall cease and be of no force or effect."

Among the subjects enumerated in the memorandum of special rates contained in the conditions annexed to said policy are "wool mills, wheelwrights and wool waste, and generally all mills and manufacturing establishments requiring the use of fire heat not before enumerated."

In October, 1861, the manufacture of carpets having been temporarily suspended under the pressure of the times, the insured placed in the building covered by the policy in suit, thirteen hand looms for weaving woolen army blankets, which looms were in part made from materials before used in manufacturing carpets, and partly from new materials. On the 1st of November, 1861, defendant, for an additional premium at an enhanced rate, consented that building "C," one of the several constituting the carpet factory, be occupied for weaving, fulling and storage purposes, and gave privilege "to run the mill nights for the term of three months."

After this period the insured commenced weaving army blankets by hand power in the building insured by defendants, and continued that business until the whole establishment was destroyed by a fire, which occurred in January, 1862, and originated in another building. There was no evidence that the change in the use of the building increased the risk, and plaintiffs offered to show that the risk was, in fact, decreased, but the evidence offered was excluded. It was proved that the process of "fulling" was never used in the manufacturing of carpets, but was a necessary part of the manufacture of blankets; and that it was not customary for carpet factories to be run nights. On the trial the plaintiffs were nonsuited, and the judgment entered thereon was affirmed at General Term.

The opinion of the Court was written by DAVIS, J.—The statement of the policy, that the building insured was "used for winding and coloring yarn, and for storage of spun yarn," was undoubtedly a warranty of its then present use. (Jenkins *vs.* Chenango Mutual Ins. Co., 2 Denio, 75; Wall *vs.* The East River Ins. Co., 3 Seld., 370.) This is all that is settled by the above cases. But there is no pretense that the building in this case was not used at the time of the insurance precisely as stated, and therefore, none for saying that the warranty was broken *in presento*, as it was in the cases cited. The only question, therefore, on this part of the policy, is, whether it contains a warranty that the building, during the continuance of the policy should be used only "for winding, coloring and storing yarn, with the fixtures and machinery then in it." In O'Niel *vs.* The Buffalo Ins. Co., the premises were described as occupied by a certain individual as a private dwelling. The occupant moved from and ceased to occupy the house several weeks before the fire, and it stood vacant when burned. This Court held that the description in the policy must be regarded as a warranty of the fact that the person named was the occupant at the date of the policy, and nothing more. (3 Comstock, 122.) In Catlin *vs.* The Springfield Ins. Co., (1 Sum., 435,) the policy was on a dwelling house, "at present occupied by one Joal Rogers as a dwelling house, but to be occupied hereafter as a tavern, and privileged as such," it was held that there was no continuing warranty that the house should be occupied as a tavern or otherwise, and that the company were liable, although the building was destroyed while vacant, by foul means, which probably could not have occurred if it had been occupied. A distinction was made in the Court below between the use of the word "occupied," and the word "used," in the description of policy as to the effect upon the question of continuing warranty; but to my mind the suggestion is without force. Both relate to the present actual use of the property, and are, when so applied, synonymous in the intent and meaning. If the Courts do not find a warranty in the phrase occupied in a particular manner, it would be overstraining to find one in the words, used in a special way. If an insurance company desire to protect itself by a warranty as to future or continued use in the same manner as when insured, it may always do so by language, the objects and meaning of which will be understood by both parties, and the Courts should not continue to use words which are fully satisfied as a description of a present use or condition, into a promissory warranty as to future use, the designated use must continue, or the warranty will be broken, for Courts have no right to say that the insured may abandon the particular use or occupancy, and allow the premises to lie vacant or idle; for the very act of requiring such a warranty is conclusive that the insured considered the continuance of the designated use or occupancy material to the risk, and made his contract accordingly. In my opinion there was no continuing warranty of future use in the clause of the policy under consideration.

The view that the description was not designed as such continuing warranty, is strengthened by the fact that the company have retained in the policy the clause in regard to using or appropriating the property in any manner included in their tabular statement of hazardous, extra hazardous and special rates; and thus by force of

the well known maxim "*expressio unius est exclusio alterius*," assented to changes not within the prohibition.

Another question of the case is, whether the change of use of the building from the purposes named in the description to the use of the hand looms for weaving blankets, falls within the prohibition just referred to. In considering this question, it is to be remembered that the property was insured as part of a manufactory of woolen fabrics—carpets made of wool—and is therefore properly within the designation "wool mills," as used in the list of special rates. Indeed, the factory is described by defendants as "the mill" in the privilege given for running nights. It was insured at the special rates fixed by the company because of the kind of business carried on. In making the change, no new or additional business was superadded to that of manufacturing carpets. The latter was temporarily abandoned, and the making of blankets temporarily substituted. The same material was used, preparing substantially in the same manner, but brought to a differently constructed loom for the purpose of turning out a different fabric.

But there was no change of the premises or of the business from something not "hazardous or extra hazardous," or not specified in the memorandum of special rates, to something coming within either.

The wool mills remained wool mills, although they made blankets instead of carpets for the time being, and never by the change lost their character as a manufactory of woolen goods in which they were insured. In no just sense of the prohibitory clause above quoted, was there any change obnoxious to its provisions; for an establishment within the special rates, because it manufactured woolen goods of one kind, was no more within than because it made the same material into a different kind of goods. In my judgment, the policy was not forfeited by force of the clause relied upon by substituting the making of blankets for carpets in the manner described in the evidence, because it was no such change or different "appropriation" as is contemplated by that clause.

I think the judgment should be reversed, and a new trial ordered.

All the judges concurring, the judgment was reversed.

Lykens Valley Coal Trade.

During the last year the Franklin Coal Company suspended operations, and a new Company has been organized to work the Colliery, under the name of the Lykens Valley Coal Company. This Company commenced late last year, and only sent 1,385 tons of coal to market in 1866. They expect to do a large business this year. The Summit Coal Company in this coal basin, commenced business in April last, under the superintendence of Maj. Anthony, and sent 70,112 tons to market, via the Summit Branch Rail Road which connects with the Lykens Valley Rail Road. The proprietors of the old Lykens Valley Colliery, are also sinking a slope on the seven foot vein, which lies in close proximity to the new one worked, a distance of about two miles from the present slope, and propose working both veins at this point also. This will be called the New Lykens Valley Colliery. The Upper Dauphin *Register*, from which we glean the above, states that the trade from that Region can be doubled in 1866, if they can procure facilities for transportation.

Boston, Hartford and Erie Railroad.

This company opened its line from Boston to Southbridge on the 11th inst. The ups and downs in the history of this line have been so many and so perplexing and its progress so slow, that a good many people have begun to believe in a sort of inherent impossibility of anything ever coming of it; and except for a few local passengers the unpretending station at the foot of Summer street and the trade winding its way over the South Boston flats stand as memorials of a past speculation rather than the beginning of a great project of future usefulness. Nevertheless trains now start over that route for a terminus 64 miles distant from this city, actually a longer line than is owned by either of the seven "principal" roads centring here, except the Boston and Maine and the Old Colony and Newport.

This Southbridge line, leaving this city at the foot of Summer street, strikes what has been known as the Norfolk County Railroad, originally planned as a through line to New York by Robert G. Shaw and others of our strong men of the last generation; it passes over that route to Blackstone, skirts along the northern edge of Rhode Island until it enters Connecticut and reaches Mechanicsville, distant 60 miles from Boston, throwing off a branch at East Thompson, 17 miles long to Southbridge, whence an extension of only 18 miles would enable it to tap the Western Railroad at Palmer and give that line another entrance to this city.

Between Mechanicsville and Willimantic, a distance of 26 miles, some work has been done towards the extension of the track. The filling of this gap of 26 miles will bring the road into connection at Willimantic with the Providence, Hartford and Fishkill road, and will open through Hartford and New Haven a new route to New York, which would be 12 or 15 miles shorter than any now traveled.

The Providence, Hartford and Fishkill line, just referred to, has also been consolidated with the Boston, Hartford and Erie. This line is built from Providence to Waterbury, Connecticut, 122 miles, and an extension of about 77 miles to Fishkill will throw it into connection with the New York and Erie road, forming a great through line of transportation to the West.

We must add to these the old Air Line road, now owned by the Boston, Hartford and Erie and called its Woonsocket Division, over which cars run from the Boston and Worcester station 37 miles to Woonsocket, whence it has pushed forward about 8 miles into the rich manufacturing region of the Pascoag Valley. Thus we have approximately—

	Miles.
Boston to Mechanicsville and Southbridge	64
Providence, Hartford and Waterbury	122
Woonsocket Division (Air Line)	37
Pascoag Extension	8
	231

—all now consolidated under one ownership and soon to come under the same management, and requiring but 18 miles of new track to give the Western Railroad a new route to this city, less than 26 miles to give us a new and shorter line to New York, and only 77 more to give us a new through line to the West. To this it is to be added that so far as local business is concerned, the line opened to-day and the proposed extensions to Willimantic and through the Pascoag Valley open some of the most flourishing manufacturing districts of New England, hitherto unprovided with railway facilities. These simple facts are enough to show that the new line, which is coming forward with so little noise, deserves and must soon have more attention than it has yet had as assisting in the solution of our great transportation question; and they may also serve to explain the meaning of one of our leading merchants, who lately told the Board of Trade that the Boston, Hartford and Erie road could if it chose present a stronger claim for aid from the State than any other line now projected or in progress.—*Boston Advertiser.*

New Almaden Mines.

The quicksilver mines of California are known as the New Almaden mines, and have been open since 1850. In August, 1863, a period of 10 years and 11 months, the total amount of ore consumed was 102,313,442 pounds, and the produce of quicksilver 308,756 flasks, or 23,519,834 pounds. From November, 1863, to December, 1864, the total product was 46,216 flasks, or 3,566,200 pounds, to which is to be added 720 flasks from washings. In 1865 the gross product was 47,078 flasks, or 3,604,465; pounds, to which is to be added 116 flasks from washings. The gross product for 1866 was 30,029 flasks. The following is a comparative statement of all the quicksilver exported from California to various countries since 1862:

To	1862. Flasks.	1863. Flasks.	1864. Flasks.	1865. Flasks.	1866. Flasks.
New York	2,265	94	1,695	6,800	3,500
Great Britain	1,500	1,062	1,609	10,400	10,400
Mexico	14,778	11,590	7,483	2,650	6,450
China	8,725	8,889	18,908	14,250	17,250
Peru	3,439	3,376	4,300	5,500	5,500
Chili	1,746	500	2,674	2,000	2,600
Cen. America	40	40	30	....	....
Japan	25	....	262	....	....
Australia	800	300	103	200	200
Panama	424	120	45	....	....
Victoria, V. I.	5	42	21	....	....
Total	33,747	26.014	36,918	41,800	45,900

The other quicksilver mines in California did not average 1,000 flasks per month in 1866.

Borax was discovered in California in 1856, and since that time but one company has been formed for its production. About two tons of crude cystal are produced daily.

Commerce of San Francisco in 1866.

Arrivals from New York, 58; Freight List		$1,807,000
" Boston 17; " "		543,000
Exports from San Francisco to New York		4,602,000
" " Boston		752,000
" of hides to New York		128,879
" " Boston		95 272
" of copper ores to New York		186,388
" " Boston		77,133
" of wheat to New York (sacks)		284,433
" " Boston "		14 907
" of wine to New York (packages)		3,400
" " Boston "		200
Receipts of lumber at San Francisco	131,000,000	feet.
" rice "	25,000,000	lbs.
" sugar "	40,000,000	lbs.

FOREIGN COMMERCE.

The foreign commerce of San Francisco is very important, and the amount of duties collected annually is next to Boston. Last year,

25	vessels arrived from Liverpool	with	assorted	cargoes.
4	" " London,	"	"	"
20	" " Japan,	"	teas, &c.	
7	" " Callao,	"	assorted	cargoes
4	" " Calcutta,	"	"	"
4	" " Batavia,	"	"	"
12	" " Bordeaux,	"	"	"
30	" " Hong Kong	"	"	"
8	" " Hamburg,	"	"	"
12	" " Manila,	"	"	"
6	" " Shanghai,	"	"	"

Also a large fleet from Rio Janeiro, Cardiff, Shields, Glasgow, Australia, Sandwich Islands, &c., all loaded with large and valuable cargoes. Once Boston and New York supplied California almost entirely, but now the port of San Francisco has a direct foreign trade to all quarters of the earth.

☞ The Cumberland *Union* says that the Chesapeake and Ohio Canal tolls on coal have been reduced from 92 to 62 92-100 cents per ton, and that the board of public works have confirmed the action of the canal board.

Journal of Railroad Law.

FENCING RAILWAY UNDER WISCONSIN STATUTE.—LIABILITY OF COMPANY.

The case of Johnson *vs.* Milwaukee and St. Paul Railway Company, lately decided by the Supreme Court of Wisconsin, contains a construction of a statute, relative to fencing railroads, and is applicable to similar statutes in other States. In this case it was decided that where the owner of lands across which a railroad company had constructed its track, recovered damages for such taking, prior to 1860, it must be presumed that the expense of building and maintaining a suitable fence along the line of the road where it crossed said land was included in the damages; and the owner of the land would not either before or after the passage of Ch. 268, Laws of 1860, (which requires every railroad company to erect fences along its track,) maintain an action against the company for injuries done to his cattle, which escaped upon the track in consequence of defects in such fence.

The facts sufficiently appear from the opinion which was delivered by

COLE, J.—In the stipulation of facts made in this case, it was agreed that the cattle and colt which were injured by the company, escaped from the plaintiff's land into and upon the railroad track, in consequence of a defect in the fence on either side of the railroad track, where the road passes through the plaintiff's land. And the ground of liability mainly relied on grows out of the alleged neglect of the company in not making and repairing such fence along the plaintiff's land, so as to prevent his stock from escaping through it upon the railroad track. The question then is, can we say, upon the admitted facts in the case, that the company was bound to build and maintain a fence along the line of its road where it crosses the plaintiff's land so as to render it liable to him for injuries happening in consequence of the want of such fence? It is claimed and insisted that Ch. 268, Laws of 1860, imposed upon the company the imperative duty of fencing its road where it crosses his land, and therefore that the liability of the company in this case is clear and undoubted. The Circuit Court sustained this view of the law; but in this decision we think there was error.

The stipulation states that commissioners were appointed in 1856, under the provisions of the charter of the Milwaukee and Horicon Railroad Company, (to the rights and privileges of which company the defendant has succeeded,) to appraise the damages of the plaintiff by reason of the railroad crossing his land. Such appraisement was had; but it appears that the plaintiff was not satisfied with the award of the commissioners, and took an appeal to the Circuit Court, where there was a re-assessment of the damages. The judgment obtained in the Circuit Court has been fully satisfied and discharged. Now, although the stipulation does not specifically say that the expense of building and maintaining a suitable fence along the line of the road where it crosses the plaintiff's land was one of the items taken into consideration by the jury in assessing his damages; yet we suppose the necessary presumption is that it was, and that the plaintiff had already been paid such expense in the land damages. The charter authorized and required the commissioners to estimate the value of the land taken or required by the company; and all damages which the owner might sustain by reason of the taking of the same for the construction of the use of the road. Sec. 12, Ch. 450, Laws of 1852. And this Court has held that fences made necessary by the running of a railroad through a farm, in order that such farm may be as securely used as before, were legitimate and proper items of damages for the jury to consider. The Milwaukee and Miss. Railroad Company *vs.* Eble, 4 Chandler, 72; Robbins *vs.* Milwaukee and Horicon Railroad Company, 6 Wis., 636. Now in 1856 there was no general statute requiring railroad companies to enclose their roads by fences. As the law then stood, commissioners, or a jury, in estimating the damages for the land taken for the use of the road, could consider and allow the owner the expense of building and maintaining a fence as a part of the compensation allowed him. Such expense formed a proper element in the estimate of damages, and we must therefore assume that the plaintiff has already been paid the expense of fencing. If he has been paid this expense in the assessment of damages, then it is obvious that no obligation is imposed upon the company to maintain a fence across his land so far as he is concerned. The duty of making and repairing the fence through which the cattle escaped upon the road devolved upon him, and not upon the company. Nor are the rights and duties of the parties in respect to each other changed by the law of 1860. For if before the passage of that law the plaintiff was bound to erect fences between the railroad and his land, then he cannot charge the company with negligence because it omitted to do that which it was his duty to do. See Morse *vs.* The Boston and Maine Railroad, 2 Cushing, 336; Corwin *vs.* The New York and Erie Railroad Company, 3 Kernan, 42. Whether the statute of 1860 enlarges the liability of the company and imposes increased responsibility upon it, so far as third persons are concerned, is a matter we need not now consider. Here the plaintiff claims to recover on account of the neglect of the company to build a fence which he himself was bound to maintain or repair. If it was his duty to keep up suitable fences along the railroad track before the passage of the law of 1860, because he had been paid the expense of fencing in the compensation allowed him for the taking of his land, that obligation remains unimpaired, and the relations of the parties are not changed by this statute.

For these reasons the judgment of the Circuit Court must be reversed, and a new trial awarded.

Texas and New Orleans R. R.

The Chairman of the Senate Committee on Railroads, has reported favorably upon an act relative to the Orange and New Iberia Railroad. We have not yet learned the provisions of this bill, but judge it to be for the relief of the road in question. As this matter is attracting some attention, we have thought a short review of the operations of the company would prove interesting.

In 1859 the Legislature of Louisiana granted a charter to the Texas and New Orleans Railroad, for building a road direct from the Sabine to New Iberia, and the Company is now working it. The route was divided in two divisions, viz: The Texas division extending from Houston to the Sabine, and the Louisiana division from the Sabine to New Iberia. In 1861, the Texas division had constructed 108 miles of road, and had contracted for the building of the entire Louisiana division, and were receiving iron from England for the road, when the war broke out and put a stop to further operations. During this time, however, the road was kept in running order. Upon the reorganization of the Louisiana division, a short time ago, Col. Gentry was elected President of the Board, being at the same time President of the Texas division. The President, with Mr. Congreve, who is largely interested in the Texas division, after several efforts, succeeded in making the most satisfactory arrangements in New York, and in settling matters to the satisfaction of the large bondholders there.

We are informed that the rails have been contracted for in England for the entire route, from the Sabine to New Iberia, and their delivery will soon commence. Arrangements have been made to settle with the State of Texas for the first mortgage—the amount being nearly $500,000. It is then contemplated to issue new first mortgage bonds, based on the one hundred and eight miles of finished road; and, with the proceeds, commence the building of the Louisiana division. The arrangements are completed for the speedy building of the road from Orange to the Calcasieu River, at or near Lake Charles. The company have purchased, and have now in the river, two first-class steamers, which, by the 15th of February, will be running regularly between Sabine Pass and Berwick Bay, connecting at the Pass with good river steamboats, that will run up the river to Beaumont or Orange, whence passage to Houston, by railroad, will be a matter of a few hours' travel.—*N. O. Com. Bulletin.*

Railroads in Kansas.

The Governor of Kansas, in his recent Message to the Legislature, gives the following account of the railroad interest in that State:

These are indispensably necessary to the development of our resources and to our material prosperity; and their construction should be encouraged in every judicious and proper manner. The war, and the insecurity of everything on account of it; the scarcity and high price of labor, not only delayed but almost compelled the suspension of work on all our railroads. Notwithstanding these embarrassments and impediments, there are now completed, and in successful operation, about 300 miles of railroads in Kansas. The Union Pacific Railway, Eastern Division Company are now prosecuting the work on their road with commendable energy and success. The road was completed from Wyandotte to Lawrence, in 1864, a distance of 40 miles; from Lawrence to Topeka, in 1865, a distance of 27 miles; and during the year 1866, from Topeka, westward, nearly 100 miles, and the grading mostly completed for 50 or 60 miles further; also, the branch road from Leavenworth to Lawrence, a distance of 33 miles, making for the year 1866, about 133 miles of road, or one-half mile for each working day, against an average of 35 miles for the years 1864 and 1865. It is the confident expectation of the company to be able to complete 200 miles during the present year. The completion of this great national thoroughfare to the western boundary of our State, will be the means of adding tens of thousands to our population, and millions to our taxable property. It will increase the value of land along the line of the road fully $50,000 per mile, in connection with the additional wealth from immigration.

The Missouri River Railroad, from Wyandotte to Leavenworth City, a distance of 33 miles, has been completed during the year and is in successful operation.

The Central Branch Union Pacific Railway, commencing at the city of Atchison, and running almost due west, is progressing rapidly. The heavy grading on the first 20 miles, necessary to make it a first class road, retarded the work until recently. It is now being pushed forward with rapidity, and about 60 miles are already completed and in successful operation. It is a first class and substantially constructed road.

The St. Joseph and Denver Railroad is completed to a distance of about 15 miles, and is in running order. The company feel confident of being able to push the road forward to its junction with the main line of the Union Pacific Railroad, without delay.

The former Directors of the Leavenworth, Lawrence and Galveston Railroad Company have transferred the franchises of their road to a company which promises to complete the road to the southern boundary of the State, within two years. The fulfillment of this agreement is confidently expected by those personally acquainted with the parties, to whom the franchises of the road have been transferred.

The completion of the Union Pacific Railway, Eastern Division, to the vast coal fields and gypsum beds in the Smoky Hill; of the Leavenworth, Lawrence and Galveston Railroad to the large coal veins in the Osage country; and of the Border Tier Railroad, from Kansas City to the extensive marble and coal beds in the vicinity of Fort Scott, will mark a new era in the progress and prosperity of our State.

The Union Pacific Railroad, Southern Branch, has a large land grant from the Government, and also one of 125,000 acres from the State. The company is making every necessary arrangement for the commencement of work at an early day. I trust a liberal spirit will be exercised in the adoption of such legislation as may be necessary to secure the early completion of these great and much needed enterprises. Such other railroads within the State, as commend themselves to your consideration, will, I trust, receive at your hands, such favorable consideration as each of their interests require.

I do also recommend that you require by legislative enactment, that the President or Superintendent of each railroad within the State, report between the 1st and 15th of December, of each year, to the office of the Secretary of State, the number of miles of road completed, the number of miles in process of construction, the cost per mile of construction, the cost per mile for right of way, the rate of fare and freight, the cost of management of road; also, the gross and net receipts or deficits for each month during the year, and the amount of damages claimed for stock killed, the amount paid and to whom.

Maryland—Internal Revenue Receipts.

The following statement will show the receipts into the U. S. Treasury from Internal Revenue in each collection district of the State of Maryland, during the years named:

	1864.	1865.	1866.
First	$95,182 00	$237,198 63	$256,709 96
Second	488,999 26	826,825 84	1,158,187 22
Third	1,851,504 94	3,399,810 64	5,325,005 41
Fourth	267,926 77	465,278 87	551,191 66
Fifth	307,209 96	493,649 85	567,477 92
	$3,010,822 93	$5,422,763 93	$7,858,672 17

The receipts into the United States Treasury from Baltimore City for 1864 and 1865, were as follows:

From customs, hospital and ton'ge duties	$108,210 00
Miscellaneous receipts	167,450 32
Bank tax	90,893 03
Internal and coastwise intercourse	321,971 20
	$688,524 55

The semi-annual duty paid by National Banks for 1864 and 1865, was as follows:

July 1, 1864	$2,241 88
January 1, 1865	9,829 22
July 1, 1865	15,262 30
January 1, 1866	63,557 63
	$90,891 03

☞ A bill has been introduced into the New Jersey Senate authorizing the Raritan and Delaware Bay Railroad Company to issue bonds to the amount of $2,500,000 additional to those now issued.

☞ A bill has passed the Maryland House of Delegates, by a large majority, authorizing the running of the Baltimore City Passenger Railroad cars on Sunday.

AMERICAN STEEL RAILS.

The undersigned are now ready to Contract for the delivery of rails made of **Bessemer** or **Pneumatic Steel**, wholly **American**, and of the best quality.

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RAILWAY ROLLING STOCK.

United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London. 1m7

FOR SALE,

A SET OF BOILER PLATE BENDING ROLLS, six feet long, suitable for bending iron No. 4 in thickness, and under.

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417

HARTFORD
ACCIDENT INSURANCE COMPANY,

of Hartford, Conn.

CASH CAPITAL - - $300,000.

Thos. S. Vail, Pres't. C. C. Kimball, Vice-Pres't.
W. S. Manning, Secretary.

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Insures against Accidents of any description.
Active and energetic agents are invited to call at the New York Office. 3m6

New York Central Railroad Co.,
Treasurer's Office, Albany, Jan. 28, 1867.

TWENTY-SEVENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO; in Albany, at the ALBANY NATIONAL CITY BANK.

The Transfer Books will be closed at the close of business on Thursday the thirty-first day of January instant, and be re-opened on the morning of Saturday, the twenty-third day of February next.

4t5 E. D. WORCESTER, Treasurer.

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MAKE MERCANTILE CREDITS
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ALSO,
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INTEREST ALLOWED ON DEPOSITS.

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Instead of issuing a scrip dividend to dealers, based on the principle that all classes of risks are equally profitable, this Company makes such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the Stockholders.

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This instrument works

IN THE STEAM-CHAMBER OF THE BOILER,

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Treasurer.—WILLIAM R. GARRISON.
Secretary.—J. R. ESTILL.
Directors.—B. H. Van Auken, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffee, Enoch Ketcham, H. G Leisenring. 3m47

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LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

March 1.—RISING STAR, Capt. W. G. Furber, connecting with GOLDEN CITY, Capt. Watkins.
March 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with MONTANA, Capt. Sutton.
March 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with CONSTITUTION, Capt. Caverly.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

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WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

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OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 9.] SATURDAY, MARCH 2, 1867. [WHOLE No. 1,611, VOL. XL.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 2, 1867.

Trade and Tonnage of the Canals.

The Auditor of the Canal Department has submitted to the Legislature the Annual Report of the tolls, trade and tonnage of the Canals of New York during the season of navigation of 1866, in which all the matters required to be presented to the Legislature are fully and particularly set forth. Additional tables and comparative statements are embodied in the report, which have been carefully compiled from official documents in the Auditor's possession, in order to show, as far as practicable, a comprehensive view of the trade and tonnage, by the canals, between the great lakes and the Hudson River and New York. From this document we learn that the whole amount of tolls received was $4,436,639, which is composed as follows:

On boats and passengers	$228,468
On products of the forest	940,688
On products of animals	10,366
On products of vegetable food	2,512,286
On other agricultural products	1,998
On manufactures	153,372
On merchandise	131,021
On other articles	458,440
	$4,436,639

The whole amount of tonnage arriving at tide water by way of the Erie Canal, from Western States and Canada, during the last season of navigation, was 2,235,716 tons. The whole amount of tonnage arrived at tide water, the products of this State, during the same period, was 287,948 tons.

The whole number of barrels of flour arriving at tide water through the canals during the last season of navigation, was	590,704
The whole number of bushels of wheat arriving during the same period, was 7,584,166, which turned into flour, calculating five bushels to the barrel, would make	1,516,833
Total in barrels	2,107,537

The total number of bushels of corn arriving at tide water during the same period, was 26,516,535.

The whole number of boats, new and old, registered during the last year, was 485, with a tonnage of 74,630, making an average tonnage of 154.

The total number of lockages at Alexander's lock for the season, was 29,882. The greatest number of lockages at any one lock, was 30,263, at lock 45, Frankfort.

Comparing the season of 1865 with that of 1866, it shows an increase in revenue of $596,684, and an increase in tonnage of 1,045,566, divided among the different classes as follows:

Products of the forest, inc	302,679	
Vegetable food, inc	101,234	
Manufactures, inc	20,409	
Merchandize, inc	24,910	
Other articles, inc	607,599	
		1,056,831
Products of animals, dec	8,431	
Oother agricultural products, dec	2,834	
		11,265
Increase		1,045,566

The whole amount of tonnage transported on the canals during the last season of navigation, ascending and descending, was 5,775,220, and is composed as follows:

Products of the forest	1,769,994
Products of animals	18,810
Vegetable food	1,763,931
Other agricultural products	3,319
Manufactures	302,241
Merchandize	179,878
Other articles	1,737,047
	5,775,220

The value of such tonnage is as follows:

Products of the forest	$28,754,821
Products of animals	7,377,796
Vegetable food	77,854,997
Other agricultural products	1,378,141
Manufactures	18,389,992
Merchandize	100,169,211
Other articles	37,038,718
	$270,963,676

The total movement of freight, or number of tons carried one mile during the last season of navigation, was 1,012,448,034.

The total movement of the several classes composing such tonnage is as follows:

Products of the forest	238,798,859
Products of animals	2,190,916
Vegetable food	475,656,914
Other agricultural products	483,500
Manufactures	42,096,332
Merchandize	40,031,747
Other articles	218,289,766
	1,012,448,034

The increase in lockages at Alexander's lock is 3,845. In flour and wheat, comprised in the returns of vegetable food, there has been a decrease in tonnage the past year of 159,393, and a decrease in tolls of $262,722. In corn and oats there has been an increase in tonnage, during the same period, of 232,639, and an increase in tolls of $389,728. Under the head of "products of the forest," there was an increase in tonnage upon shingles, boards and scantling of 279,827 tons, and an increase in the tonnage upon timber, staves and wood of 23,967, and a decrease in pot and pearl ashes 1,396 tons. Under the head of "other articles," there was an increase in the tonnage of anthracite and bituminous coals, for the same period, of 415,930, and an increase in sundries of 24,085 tons.

	Tons of each class carried on the canals.	Tons of each class carried on the railroads.	Tot. tons of each class carried.
Prod. of forest	1,769,994	730,605	2,500,599
Prod. of animals	18,810	1,322,770	1,341,580
Vegetable food	1,763,931	1,581,785	3,345,716
Other agri. prod.	3,319	445,480	448,799
Manufactures	302,241	1,019,382	1,321,623
Merchandise	179,878	1,334,768	1,514,646
Other articles	1,737,047	2,775,686	4,512,733
Total	5,775,220	9,210,476	14,985,696

The whole number of bushels of barley transported on the canals in 1865, was..... 5,336,416
The whole number transported in 1866.. 7,867,041

Showing an increase in 1866 of.... 2,530,625
The whole number of bushels of barley which arrived at tide water in 1865, was.... 4,523,583
The whole number of vessels which arrived in 1866, was..... 7,129,167

Showing an increase in 1866 of.... 2,605,584
The whole amount of tolls received on barley and barley malt, in 1865, was..... $146,433
And in 1866..... 251,482

Showing an increase in tolls of..... $105,049

The following statement shows the number of tons of each class of property carried on the canals during the season of navigation, in the year 1866, and on all the railroads in the State from the first of October, 1865, to the 30th September, 1866:

Mileage on the canals..... 1,012,448,034
Mileage on railroads..... 1,048,363,225

The mileage on the canals, or number of tons moved one mile, has increased since 1865, 168,532,255 tons, and the mileage on the railroads has increased during the same period 181,715,685 tons.

Baltimore and Ohio Railroad.

The Baltimore and Ohio Railroad Company have in contemplation the shortening of their line between Baltimore and the Relay House, and of course to all points beyond. The improvement consists of the laying of a track immediately adjoining the Relay House in a direct line to the city limits, by which a distance of 1½ miles will be saved, and a quarter of an hour of time economized. It is intended to lay the new tracks from a point west of Gwynn's Falls. In the execution of the work a very fine iron or stone bridge will be constructed over Gwynn's Falls.

☞ The grantees of the West New Hampshire Railroad have accepted their charter and organized their corporation. Hon. T. M. Edwards, of Keene, has been chosen President.

The Pennsylvania Railroad.

TWENTIETH ANNUAL REPORT.

PHILADELPHIA, Feb. 19, 1867.

To the Stockholders of the Pennsylvania Railroad Company:

The following statement will exhibit the financial condition of the company on the 1st of January last, and the earnings and expenses of your railroads and canals during 1866:

DR.

To capital stock.....		$20,000,000 00
To first mortgage 6 per cent. bonds	4,980,000 00	
To second mortgage 6 per ct. bonds	4,904,840 09	
To lien of State upon the public works sold to this company, bearing 5 per cent.....	6,600,000 00	
To short bonds, or debentures, 6 per cent.....	1,554,015 75	
To mortgages and ground rents, 6 per cent.....	170,184 32	
To bills and accounts payable, including dividends due to stockholders, unpaid.....	3,062,144 45	
To extra dividend fund.....	1,110,000 00	
To contingent fund.....	1,000,000 00	
To Harrisburg and Lancaster Railroad Company's stock.....	1,182,550 00	
To Harrisburg and Lancaster Railroad Company's bonds.....	700,000 00	
To Balance.....	870,415 02	
		$46,134,149 54

CR.

By balance standing on the books of company for the construction of the railroad between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg, (in all 276 miles); also for costs of stations, warehouses, shops, and shop machinery, on the whole road from Philadelphia to Pittsburg.....	$13,500,000 00	
By cost of Harrisburg and Lancaster Railroad, when delivered to this company, including branch to Columbia (in all 55 miles.....	1,882,550 00	
By balance standing on the books of the company, for the purchase of the Philadelphia and Columbia R. R. and the Pennsylvania Canals..	6,600,000 00	
By balance standing to debit of equipment of the road, consisting of 452 locomotives, 240 passenger cars, 103 baggage, mail, and express cars, 6,953 freight cars, and 923 road cars	3,371,214 93	
By cost of real estate of company and telegraph line....	3,421,480 91	
By extensions of Pennsylvania R. R. to the South Bank of the Monongahela, and to the Delaware River, including wharves and grain elevator.....	2,121,157 77	
		30,896,403 61
By 14,533 shares Harrisburg and Lancaster Railroad stock.....		726,650 00
By Western Pennsylvania Railroad stock and bonds.....		183,450 00
By cost of first and second mortgage bonds, Pittsburg and Steubenville Railroad Company....		738,205 20
By Steubenville and Indiana Railroad first mortgage bonds, owned by company.....		1,262,651 52
By Philadelphia and Erie convertible 7 per cent. bonds (the remainder of the $3,000,000 loan being in sinking fund).....		439,000 00
By amount of other bonds and stocks of municipal and railroad corporations.....		1,570,342 74
By cost of bonds and stocks in sinking fund.....		1,996,367 68
By amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way on Pennsylvania Railroad.....		1,378,404 10
By amount advanced to pay for fuel and materials on hand for repairs to locomotives, cars, and maintenance of way for Philadelphia and Erie Railroad.....		449,220 89
By amount advanced to operate Philadelphia and Erie Railroad..		725,130 02
By amount of bills and accounts receivable, and amount due from other railroads.....		4,148,063 93
By balance in hands of agents....		577,018 89
By balance in hands of Treasurer, including $420,000 U. S. 6-20's..		1,043,241 46
		$46,134,149 54

The shareholders will perceive by comparing the above items with their cost, as shown in previous reports, that in addition to the payment of dividends upon your original investment, equal to 46 per cent. above legal interest, the cost of your road from Philadelphia to Columbia has been reduced $900,000, and from Harrisburg to Pittsburg $6,426,855, from the surplus profits of the company; and the equipment of the line, which has cost $10,603,559 55, is now represented at $3,371,214 93.

The sinking fund, which cost $1,996,367 68, it is believed is ample, with its accruing income, to take up at maturity the debt of the Harrisburg and Lancaster Railroad Company, the second mortgage bonds of this company, and still leave in it all the stocks that it is important that this company should retain for the security of its traffic. This conservative policy has been pursued in view of the adventitious character of the traffic of the line during the past five years, and for the purpose of giving the company a financial strength which will render the continuance of its dividends certain, independent of the action or policy of rival lines.

The company has been placed in this strong position while it has, at the same time, to a larger extent than any other corporation of the kind, promoted the development of the interior of the Commonwealth by aiding the completion and extension of other railroads where private capital would not incur the risks of such investments.

The Pennsylvania Railroad was commenced under the sanguine hope that it could be completed and equipped without incurring a debt. The efforts of the company in this direction, in view of the great abuse that had attended the financial operations of the earlier corporations of this State, were eminently wise and worthy of an earnest effort to carry them into effect. But after some years of persistent labor it became evident that the enterprise was too great for the local capital of this city without submitting to a delay in its completion, which neither the commercial prosperity of Philadelphia nor the interest of the shareholders of the company would justify. This policy was therefore abandoned for one which limited the mortgage indebtedness of the company to its capital stock.

At the commencement of its work, the views of the company extended only to the construction of a railway between Harrisburg and Pittsburg. But in operating such a line in connection with the uncertain and frequently adverse management of the Philadelphia and Columbia Railroad, under the State authorities, it became evident that it must fail to meet the just expectations of its projectors, unless an independent connection could be made with its commercial depot, or a lease or purchase of the existing lines effected. After many abortive efforts, this object was accomplished by a lease of the Harrisburg and Lancaster Railroad, and the purchase of the State improvements at a high price, but upon a satisfactory credit. The great point, however, of securing harmonious action throughout the line, from Philadelphia to Pittsburg, was accomplished, which at once imparted new life and vigor to the enterprise, and insured its prosperity.

It was early foreseen that a trunk line, intended to accommodate the traffic between the East and West, would fail in its object if wholly dependent upon the uncertain navigation of the Ohio River as a feeder. The earlier commencement of the other trunk lines has already diverted the routes of the railroads in progress from the commercial centres of the West towards the East to their works. To overcome this disadvantage, it became essential that other lines connecting your road with these trade centres of the West should be commenced, and to effect this, direct and efficient aid by this company towards their construction was necessary. So fully impressed were the shareholders of this company at the time of the importance of this movement, that, in voting such aid, they exceeded the views of the Directors. The three principal lines selected for such aid were one to Cincinnati, a second to the centre of

Ohio, at Columbus, and a third towards Chicago. The connection with Cincinnati *via* Marietta was adopted, and failed from the inadequate means provided to construct a line over what proved to be an unexpectedly rugged country. The line to Chicago was only saved as an investment after the failure of the credit of that company, by much labor and large additional outlays by this company to secure its completion. These efforts were crowned with entire success, and the enterprise, both financially and as a feeder of your main line, has met our most sanguine expectations.

The line to Columbus, which also afforded an equally good connection with Cincinnati as that *via* Marietta, though leaving a large district of country tributary to another railway, after long delays, growing mainly out of a failure to procure adequate legislation in Virginia, has recently been brought into efficient use, and promises satisfactory results. The Pennsylvania Railroad Company will own as a preferred shareholder more than half the capital stock of this line.

The eastern end of this line, known as the Pittsburg and Steubenville Railroad to the Virginia State line, was commenced under the patronage of the city of Pittsburg and Allegheny County, but owing to the absence of any legal right to extend its road to the Steubenville and Indiana Railroad across Virginia, it failed to obtain a credit that would justify any responsible individuals in undertaking its construction. A further increase of its capital stock was therefore impracticable.

A contract was entered into by the Pittsburg and Steubenville Railroad Company, with parties of insufficient capital, for the completion of this line, which, as might have been expected, only resulted in still further embarrassing the condition of the company by a disproportionate increase of its indebtedness, compared with the work done. After further efforts to secure other parties to build the road, a contract was entered into with the Western Transportation Company for that object—a corporation in which this company became the chief shareholder, and through its instrumentality a concession was obtained from Western Virginia, permitting the construction of a railroad across that State. From this period the work was pushed with as much vigor as the condition of the labor market would permit, notwithstanding the extraordinary advance that had taken place in every element that entered into the cost of constructing railways. Under this contract, the work has been opened for use for more than a year. In view of the expenditures that had been made upon the line, and those directed to be made under the commutation act, it was, at the time, deemed best to advance the means required to complete this line; but, in consequence of the unexpectedly large amount required, it would have probably been better to have permitted the road to have been sold, and thus divested it of the complications surrounding it and which now render such a sale essential to ascertain the relation of its creditors. There is much work still to be done, to complete this road in a manner that will enable it to meet the demands of its traffic.

The Marietta line, which had enlisted the warmest support from the shareholders and merchants of this city of either of the lines mentioned, became so hopelessly involved that the funds advanced by this company for the construction of that part of the road between Marietta and Wheeling were taken without our assent to meet its debts incurred upon the line west of that point. In consequence of this misapplication of the means furnished by this company and the immense sums that would have been absorbed in carrying out the original plan, it was not deemed prudent to make any attempt to save the amount invested in the enterprise under your instructions. This amount was accordingly charged to profit and loss, and its stock no longer appears among your assets.

The interest of the company in the Chicago line has nearly all been disposed of at a profit to this company fully equal to its loss upon the Marietta line. But for the timely aid afforded by this company, it would have proved, as an investment, nearly as unproductive.

The completion of the Columbia route having, in consequence of want of legal authority in Virginia, been thrown into a period of inflated prices, its cost has so far exceeded our anticipations that it will require a long time for it to repay this company in direct returns for the outlays incurred. For these expenditures it has received various securities, some of which have been disposed of, and on the remainder there will probably be no loss except a few years of interest, for which the indirect advantages gained by the company must be its compensation.

The shareholders will perceive, from this resume of the operations of the company, the extent of the means required, and the labor and responsibility incurred to save the original investments made under your instructions, to build up new lines to connect yours with the trade centres of the West—expenditures that were necessary to the success of your own work, but which a few years' earlier commencement of it would have rendered unnecessary, as the tendency of the Western lines would probably then have been towards Pittsburg.

These expenditures have frequently been referred to by shareholders as unwise, without reflecting that they were the result of their own action, and that the officers of the company are really the parties to complain of the immense unrequited labor and responsibility they have had to assume to save the object the company had in view in making these investments, and in providing the means necessary to affect them. That they have required outlays, to secure the original objects, far exceeding any just expectation at the time they were entered into, is quite true; but this has arisen from the inadequate stock basis furnished by their shareholders for the completion of these works and the subsequent increased cost of building railways. The result, however, we think will justify the policy of this company.

These extraordinary outlays were commenced while the traffic of this line was comparatively small, and burthened by a heavy impost duty levied by the State, and assessed upon no other competing line, greatly diminishing its ability to meet these necessary expenditures to insure the prosperity of the State—and from which burthen it was only released upon condition that the company would apply the unpaid instalment towards the construction of the Mifflin and Centre County, Bedford, Bald Eagle Valley, Tyrone and Clearfield, Ebensburg and Cresson, Western Pennsylvania, and Pittsburg and Steubenville Railroads—all improvements within this Commonwealth. The effect of this mandate was the same as that which followed the appropriations made by the stockholders to Western lines, already stated, entailing upon this company either the loss of the whole investment directed to be made or advances of the additional amounts required to complete these works. The Board saw no other alternative but to meet this difficulty by the adoption of a liberal and active policy, and thus bring all of these lines into productiveness as speedily as practicable. The outlays necessary to secure this object, from the causes already referred to, have been very large, but the results have proved much more satisfactory than if the original expenditures had been suffered to remain unproductive, as would have been the case if they had simply fulfilled the requirements of the law. The further extension of some of these lines will still be necessary, to enable them to become productive and meet the wants of the districts they were built to accommodate.

We have thus presented to you the extent and the causes for the unusually heavy expenditures made by this company on account of its tributaries. The magnitude has made it necessary, not only to protect the investments made in them, but also to secure the control of other lines important to their success. This policy has eventuated in a system which includes the Philadelphia and Erie and Northern Central Railroads, by which the company's cars find their way over continuous and unbroken lines, under one control, from Columbus, Erie and Pittsburg to Philadelphia and Baltimore.

To meet the expenditures, but partially enumerated, without financial sacrifices, and still preserve the relation between the share capital and debts of the company, as already indicated as the settled policy of this company, has been attended with some difficulties. But the rule is one that should not be exceeded by any prudent railway corporation.

To preserve this relation, and place your financial system upon a basis that may be easily understood, while it is at the same time sufficiently comprehensive for the future wants of the traffic seeking your line—which will doubtless increase with the growth and prosperity of the country—the Directors have procured an amendment to the charter which permits the requisite increase of the share capital of the company and prohibits the issue of mortgage bonds exceeding its capital stock.

The increase of the capital of the company, under this act, may be effected in one of three ways. First, by a sale of the shares. Second, by a subscription to the stock of the company, in which each shareholder will have the right to participate in proportion to his interest; and Third, by stock dividends.

The first plan is deemed inexpedient. The second, which is the best, has been objected to by the city of Philadelphia, in consequence of her inability to participate in the advantage of such subscription, owing to a constitutional prohibition of the further exercise of such powers by municipal corporations. The third, therefore, is the only one to meet existing circumstances, and with a view to carry this plan into effect, the Directors have passed the resolution annexed to this report, which is submitted for your approval. It is believed that in addition to cash dividends, a dividend of 5 per cent. in stock may be declared annually under any ordinary condition of the country, and still leave an ample surplus to the credit of profit and loss to preserve the property of the company at its present high standard of efficiency and value.

The responsibilities assumed by this company, through the endorsement of the bonds of other railroad corporations, are confined to the first mortgages of the Philadelphia and Erie Railroad Company, amounting to five millions of dollars, the Western Pennsylvania Railroad Company for eight hundred thousand dollars, and the Connecting Railway Company for one million of dollars. In the two last named companies the Pennsylvania Railroad Company is also the owner of nearly all their share capital, and upon the first it has a lease for 999 years.

The Connecting Railway has been leased to the Philadelphia and Trenton and Camden and Amboy Railroad Companies for legal interest upon its whole cost, which will be twice the amount of coupons falling due upon the issue of its bonds so guaranteed.

The net revenues of the Western Pennsylvania Railroad Company, since its extension to Pittsburg, have been sufficient to meet its interest, and these must continue to increase, while the thirty per cent. due to the Philadelphia and Erie Railroad Company under its lease, and first applicable to the payment of the coupons upon their bonds, is already largely in excess of the amount required for this object. It will, therefore, be seen that the revenues of these companies are amply sufficient to meet the interest upon the bonds so endorsed, and that they cannot become a charge upon the net revenues of this company.

The bonds of these railroad companies, with the exception of $1,200,000 of those of the Philadelphia and Erie Railroad Company, were endorsed after their purchase by this company, and were so endorsed to secure a better market price for this company when sold by it.

The propriety of selling the bonds of lines aided by this company, either with or without its endorsement, is questioned, inasmuch as [illegible]

results can be obtained by the use of the direct credit of the company. Hitherto, however, there has been no alternative, as the powers of the company have been too circumscribed to act upon such a policy.

The earnings and expenses of the Pennsylvania Railroad, and the roads worked by it, except the Philadelphia and Erie Railroad, were for 1866 as follows:

EARNINGS.

From passengers,		
" 1st class	$3,245,800 06	
" emigrants	139,721 25	
		$3,385,521 31
" United State troops		560,945 44
" " " mails		82,780 00
" express matter		374,369 22
" general freights		11,709,293 59
" miscellaneous sources		471,023 28
		$16,583,882 84

EXPENSES.

Conducting Transportation—		
For ordinary expenditures	$3,492,008 80	
For erection of passenger and freight stations and extension of existing buildings	154,743 42	
		$3,646,752 22
Motive Power—		
For ordinary repairs and renewals	$2,919,122 47	
For erection of machine-shops and engine-houses	121,724 59	
For additional tools and shop machinery ($27,515 56 of which was for the Philadelphia and Erie Railroad shops)	85,225 77	
For additional locomotives purchased during 1866	671,758 80	
		3,797,831 63
Maintenance of cars—		
For ordinary repairs and renewals, &c. &c.	$1,070,912 77	
For additional freight cars	693,766 27	
For additional passenger cars	196,363 06	
		1,961,042 20
Maintenance of Road—		
For ordinary repairs of railways and renewals of structures	$2,845,465 58	
For additional second track and sidings	250,965 09	
		2,096,430 65
For general expenses		288,852 57
Total expenditures connected with the business of the Pennsylvania Railroad Compay, including addition to the facilities for transportation on its own road and that of the railroads it operates, etc.		$12,790,909 27

RECAPITULATION.

Gross earnings		$16,583,882 84
Total ordinary exp.	$10,616,362 17	
Total extraordinary expenses, consisting of additional second track and sidings, additional locomotives, cars, &c	2,174,547 10	
		12,790,909 27
Leaving a balance of		$3,792,978 57

The gross revenue of the line for 1866 is equal to $46,323 41 per mile of main line of road (358 miles), and is less than the aggregate receipts in 1865 $875,286 65.

The decrease upon passengers and emigrants is		$788,671 56
The decrease upon expresses is		109,354 63
The decrease upon Government troops is		717,899 16
		$1,615,925 35
The increase on United States Mails	$2,599 45	
The increase on regular freights	515,728 22	
The increase on miscellaneous	222,311 03	
		740,638 70
Total decrease		$875,286 65

The whole number of passengers carried in 1865 was 2,861,836, and during the past year, 2,673,568. The average distance traveled by each passenger was 52 miles, and the previous year 71⅛ miles; this difference being due to the larger amount of through travel and troops in 1865.

The number of tons of freight (including 266,359 tons of fuel and other materials transported for the company) was 3,452,718, employing 1,413,181 tons of coal. The increase in the coal traffic is 388,424 tons, and the whole tonnage of the road exceeds that of last year 653,908 tons, nearly 25 per cent.

The ordinary expenditures for working and maintaining the company's roads were $10,616,362 17, which is equal to 64 per cent. of their revenues, or, including the expenditures for construction and equipment upon its own line, and the outfit of the Philadpelphia and Erie, and other railroads, 77.12.

The earnings of the company's canals were:

From Susquehanna Division	$252,681 42
" Juniata "	35,175 32
" miscellaneous sources	10,010 42
Total earnings	$297,867 16

Against $181,015 38 for 1865.

The cost of maintaining, enlarging and operating the canals was:

For Susquehanna Division	$130,212 98
For Juniata Division	101,501 50
For Western Division	1,723 55
Total expenses	$233,437 98

Showing a net profit during 1866 of.. $64,429 18

Estimating the value of these canals when purchased at one million of dollars, they now stand this company, including interest and the cost of their renewals and enlargement as far as it has progressed, about $2,750,000, for which sum they will be sold to the Pennsylvania Canal Company for stock in said company, in pursuance of the policy sanctioned at your last annual meeting.

It is believed that the growing bituminous coal and lumber transportation that may be thrown upon the Pennsylvania Canal, at or near Huntingdon, will, upon its enlargement, make it a profitable investment. Above Huntingdon, it must in consequence of a great amount of lockage, eventually be abandoned, and a railway occupy its route, along which there exists an abundant water power to give life and activity to a large manufacturing population.

The earnings of the Philadelphia and Erie Railroad, in 1866, were:

From passengers	$686,621 78
" troops	18,203 13
" freight	1,744,299 13
" express matter	26,941 43
" mails	18,501 96
" miscellaneous sources	16,584 36
	$2,541,051 79

Deducting taxes, overcharges, &c., $98,589 13 from $2,541,051 79, leaves $2,442,462 66 as the sum upon which 30 per cent. is due the the Philadelphia and Erie Railroad Co., amounting to ... $732,738 80

The operating expenses during the same period were:

For conducting transportation	620,845 80	
For maintenance of way	624,245 02	
For motive power	682,947 62	
For maintenance of cars	158,936 09	
		$2,819,713 33
Showing a loss to this company in operating the line of		$278,661 54

This loss is largely to be attributed to the bad condition of the older bridges erected by the Philadelphia and Erie Railroad Company over the Susquehanna, and the unfinished character of the work generally, upon the whole line.

The passenger travel has fallen off during the year, in sympathy with that of nearly all of the other railways of the country. To this general depression, this line has also had added to it the loss of travel from the decay of the speculative excitement of the oil region, while the same train accommodation has to be maintained.

The tonnage of the Philadelphia and Erie is mostly made up of cheap products, that can only be moved at low rates of transportation, which, under the existing condition of the business of the country, are inadequate to meet the cost of their movement at the per contage stipulated in the lease of the road. This traffic has been quite irregular during the past year, though in the aggregate it has largely increased over that of 1865, and must continue to grow with the increase of the population of the region traversed, while the relative transportation expenses can only be reduced by this enlargement of its business and a fall in the prices of labor materials.

Arrangements are being made to increase the business of the road by the establishment of a line of steamers, between Erie and the other lake ports, under the patronage of this company, with anticipations of successful results.

The future of this great work is very encouraging, but its traffic, as in all other similar projects, will require the application of capital and time to develop. The transportation facilities are ample for the accommodation of all the business that can be offered to it during the present year.

The whole revenue of the Pennsylvania Railroad Company from its several lines is as follows, viz:

From the Pennsylvania Railroad and branches	$16,583,882 84
From the Pennsylvania Canal	297,867 16
From the Philadelphia and Erie Railroad	2,541,051 79
	$19,422,801 79

And the expenses of operating these lines are

Pennsylvania Railroad, ordinary	$10,616,362 17	
Pennsylvania R. R., extraordinary	2,174,547 10	
Pennsylvania Canal.	233,437 98	
Philadelphia & Erie Railroad	2,086,974 53	
Thirty per cent. reserved to pay taxes and interest on debt of Philadelphia and Erie R. R. Company	732,738 80	
		$15,844,060 58
Balance		$3,578,741 21
From which deduct payments made during the year to the shareholders of the Pennsylvania Railroad Company for dividends	$1,737,969;	
the balance to debit of interest and		

coupon account, $539,859 57; the amount due to the Harrisburg and Lancaster Railroad Company under lease, $135,274 18; the taxes on dividends and coupons, $438,855 57; and the annual sum of $460,000, due to the State of Pennsylvania for the purchase of the main line of public works, amounting in all to.....	3,301,958 32
Leaving a surplus of.....	$276,782 89

This is the result of the year's operations of your railways and canals after charging all expenditures for new work and additional rolling stock, &c., together with an instalment of $100,000 upon the principal of the debt due the State, &c., to expense account.

The demands upon your Treasury during this year, in addition to the ordinary expenditures for operating the road, will be about the same as estimated for 1866. To the completion of the Connecting Railway and the increase of facilities for the business upon the West Pennsylvania and Pittsburg and Columbus lines there will be added the extension of the Tyrone and Clearfield Branch to the town of Clearfield, near the centre of the great lumber and coal region of the Alleghenies. A number of improvements upon the Main Line, heretofore deferred in consequence of the high rates of wages and materials, will not admit of further delay; while the road between Lancaster and Philadelphia, located before the successful application of locomotive steam power upon railways, requires extensive alterations in its alignment to place it in harmony with the other portions of your railway.

That portion of this line crossing the high range of hills bordering the Great Valley commencing near Haverford College and extending to Valley Creek, a space of over twenty miles, embraces the worst-located parts of the old line, and requires alterations which will amount to nearly a new road for this distance. An appropriation of a quarter of a million of dollars annually to this object for a few years will make these changes, the interest upon which sum will be more than repaid in the dimished cost of moving and maintaining the rolling stock of the company.

Your directors have alluded in previous reports to the rapid destruction of iron rails, and the increased cost of replacing them, under the frequent interruptions to the workmen from the numerous trains now passing over the line. Every effort to materially improve the quality of the iron to meet the wants of the augmenting traffic of the trunk lines having heretofore failed, attention was directed to the introduction of steel rails, and, with a view to test their efficiency, the President, while in England, in 1862, ordered a few hundred tons for trial. These proved so satisfactory that larger importations have been made of Bessemer steel rails, which have entirely confirmed our expectations of their success. The cost of steel rails is at present about twice the price of the best iron rails, while their durability is fully eight times greater. It is confidently believed, however, that with enlarged works, increased knowledge of the ores required to produce the best quality of this metal, and greater experience in its production, they will be successfully manufactured at home and the price very largely reduced. At present the demand is equal to the supply, and prices are maintained. To avoid the heavy annual outlays that a change from a cheap to a dearer material would necessarily entail upon your revenues, it is proposed to continue for the present to re-roll the worn-out rails, and replace the annual wear and tear with steel rails. The general introduction of steel rails is now wholly a commercial question, in which the cost of the increased capital required for their purchase becomes the chief impediment to their general adoption. While the business of a line is small, it will still be economy to use iron rails, at an ordinary rate of interest upon capital, until the cost of producing steel is reduced to its minimum. When this result is accomplished, the general public will be materially benefited by the reduced cost of transportation which the introduction of steel rails will enable railway companies to afford.

The company has also laid 500 tons of rails the wearing surface of which had been "steeled" by Dodd's process. The increased durability imparted to the rail by this process will probably extend its life three-fold, while its additional cost thus prepared is about 25 per cent. From the result of our experience it would seem that rails so treated will prove a valuable article as an intermediate between steel and ordinary iron rails.

The Directors have given to the subject of establishing a line of steamships between this port and Europe, committed to them at your last annual meeting, all the consideration which its importance required; but they have not yet arrived at a satisfactory conclusion as to the best means of effecting this desirable object. Proposals have been asked until the 1st of May next, by public advertisement, of those engaged in this business to establish such a line, under concessions, and a subsidy to be paid by this company during the continuance of the contract.

In their last Annual Report, your Directors referred to the introduction of express freight lines upon your railway as a new feature in the policy of the company, and one which had heretofore been opposed by its officers as unnecessary to the efficient conduct of the transportation departments of the Trunk lines. While these views remain substantially unchanged, they are quite clear that the introduction of these lines upon the Pennsylvania Railroad—after every effort had been made to secure their withdrawal from rival lines—because not only a necessity, but a duty which the Board owed to the shareholders. A failure to make use of this weapon, so dexterously and persistently used by our competitors, in various forms, to promote their interests, would have shown as little foresight as would have been attributed to the General Government if it had failed to meet the preparations known to be in progress upon the Merrimac, by the building of a more efficient iron-clad.

From the statistics of the company it appears that the ordinary freight business of the road has continued to grow in its usual ratio since the introduction of these freight lines, showing that their sustenance is abstracted from the business of similar organizations that exist upon rival routes, whose competition they were introduced to meet—gaining for this company a business not heretofore enjoyed by it, and which could not be secured by any other means.

It also appears from the same sources that the freights brought to the road by these lines pay to the company better net rates than is derived from any other portion of the company's through business. The success of these lines, in collecting and distributing freights throughout the West, has been due to the inability of many of the Western railways to supply cars sufficient to accommodate the through traffic originating along their own and connecting roads, and, in consequence, the traffic has heretofore sought rival avenues, whose equipment was sufficient to furnish the means for its transportation.

Under existing contracts between this company and the freight lines it seems that the only point it is necessary to solve is whether the rates charged for this freight by the railroad companies are as large as the express freight companies can pay and preserve the full efficiency of their organizations. As at present advised, the Directors are disposed to believe that they are, and that the interests of the company would suffer great damage by their withdrawal from its service while such lines, or other organizations to effect the same objects, are maintained upon competing routes.

The chief element of profit of these freight lines has been in the *margins* paid to them, above the ordinary railroad rates, by merchants disposed to patronize a medium of transportation where the responsibility is direct, immediately accessible and undivided from the point of shipment to the point of delivery of their merchandize, rather than a line made up of various railway corporations, of whose responsibility they are not familiar. Advantages such as are afforded by these organizations cannot, for obvious reasons, be fully accorded to shippers by any railway company.

That the enterprise has proved successful to its proprietors, in view of the large amount of capital ventured in an untried field, should be a matter of gratification to the shareholders of the Pennsylvania Railroad Company, whose interest it was intended to and has so largely promoted. This success is mainly due to the thorough knowledge of the freight business possessed by those to whom the control of these organizations was first entrusted, and their comprehension of the means required to achieve the object of their creation, united to a disposition and ability to embark whatever capital was required to secure favorable results to this company and themselves. In other hands it might have proved a failure.

The Board has deemed it important to say this much in explanation of their action upon a subject which has met with considerable animadversion from the captious, and to assure the shareholders that under its contract it has entire control of these organizations, and as long as their operations conduce to your interest they will be maintained; if otherwise, they will be abolished.

It will be gratifying to shareholders to learn from a careful examination made of the statistics of the freighting business of the company, that of the 3,186,359 tons of freight carried over the road during the year, only 158,264 tons of through freight has passed from points east of Philadelphia to and from Pittsburg and the West, and 61,862 tons to and from Baltimore, while 330,959 tons of through freight have been carried to and from Philadelphia and the West. The remainder, 2,635,274 tons, was local traffic of the State, between local stations, and from them to and from Philadelphia and Pittsburg. Philadelphia, therefore, in addition to the large local traffic mentioned above, enjoys one hundred per cent. more of the through traffic transported over the line than New York, Providence, Boston, and all other points on the Atlantic seacoast combined east of Philadelphia.

Since your last annual meeting, the Superintendent of Motive Power and Machinery (J. P. Laird, esq.) resigned his position, and the Board has appointed as his successor R. E. Ricker, esq., who for many years had been connected with the active management of Western railways, and he will no doubt make a successful manager of the important department committed to his charge.

The acknowledgements of the Board are due to the officers of the company generally for the prompt and efficient manner in which the business of the line has been conducted during the past year.

By order of the Board.

J. Edgar Thomson,
President.

☞ The field work of the survey for the railroad from Monument to Wood's Hole, has been completed, and the engineers are now engaged on the profiles and maps, which will show which is the best route. The survey has been very thorough, and a route has been ascertained, which though not the shortest, can be constructed, it is said, at a very much less expense than could the most direct line.

☞ Several gentlemen in Brantford and neighborhood have proposed to raise the sum of $50,000 for the purpose of grading a branch road from Brantford to Lynden, to connect that town with the Great Western Railway. After the grading is done, it is proposed to make it a present to the Great Western Railway Company, they undertaking to equip and run the road in connection with their line.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston ..... "	50	25†	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	11½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	2,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	10
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	95c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	8
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	75
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	2½
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	3½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	16
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	36
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	13
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	2½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	19	20,000	36
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	24	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	12½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	8	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Medota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	11
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	6½	20,000	8
Native ..... "	25	2	20,000	2
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. ..... N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	3½
Pewabic ..... "	25	3½	20,000	24
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston ..... "	25	5½	20,000	42
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	34
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	----	20,000	----
Ridge ..... "	25	6½	20,000	----
Rochester ..... "	25	8	20,000	----
Rockland ..... "	25	2½	200,000	----
Roscoe ..... Ca.	1	12	20,000	10
St. Clair ..... L. S.	25	3	20,000	6½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	2
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5½
Sharon Consol ..... "	25	----	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise ..... "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	7½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	26c
Union (L. & M.) ..... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wiskopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa.	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	10½
Harewood	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.70
Warren ..... N. H.	----	----	----	----
White Mountain ..... "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	57
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	59
Atlantic & G. C. ..... Md.	----	----	----	65c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	1
Big Mountain ..... Pa.	----	----	----	4
Boston & Pictou ..... N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American ..... N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	46½
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	33
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	15
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	57
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	5½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	15
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein	----	----	----	1½
Maryland Anth. ..... Md.	20	20	25,000	7
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	19
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	3½
North Carbondale ..... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ..... "	50	50	16,000	10½
Shamokin ..... "	----	----	----	4
Somerset I. & C. ..... "	----	----	----	----
Spring Mountain ..... "	50	----	----	65
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia ..... W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	91,750	36
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ..... "	50	----	35,000	82½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	1.35
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	5.10
Baltic ..... Col.	----	----	----	----
Bates & Baxter ..... "	----	----	----	2.00
Benton ..... "	5	----	100,000	1.10
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	0.24
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	1.50
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	0.20
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	1.15
Consol Gregory ..... Col.	100	----	50,000	15½
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5.0
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	0.11
Eagle ..... "	10	----	100,000	----
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	3.40
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	1.00
Gunnell Central ..... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	0.55
Holman ..... "	2	----	150,000	0.18
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.50
La Crosse ..... "	10	----	100,000	1.75
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	10
Do. preferred ..... "	100	100	57,744	22½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.40
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.05
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	----
North Clear Creek ..... Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.75
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	4.20
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	1.40
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee ..... Col.	20	----	125,000	0.85
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20 000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.20
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	1.90
Empire, G. & S. ..... "	100	----	100,000	----
El Dorado ..... "	25	----	800,000	----
Essex & Diadem ..... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ..... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	38½
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	15
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumbago ..... N. H.	50	----	5,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nill" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,525	6½	....	41½
30 Nov.'66	5.73	—	218	32	..	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	94
30 Nov.'66	2.57	—	36	6	—	Lowell (Horse)	49,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	....	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	loss.	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	337	157	..	Metropolitan (Boston)	1,601,478	2,250,000	—	139,096	752,414	113,472	—	....	53
30 Nov.'66	6.28	—	254	35	..	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	46
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	2.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	491	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	90½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	224,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	82	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,290	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.60	—	—	17	2	Harlem Br., Morris' & Ford'm	193,738	72,000	118,500	5,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,213,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	.....	139 604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,694742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	ope:by	T. & L. R. R.	—	—	—	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Buff.)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	....
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	699,414	281,550	300,000	20,950	105,258	29,459	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	50
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56.300	10,318	114,721	34,877	10	50	....
31 Oct. '65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,560	491,620	200,000	—	286,861	91,545	—	50	40
31 Oct '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	....
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,863	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,160	112,245	250,000	—	197,195	49,561	—	—	26
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	26
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9.000	6.726	3.562	—	25	....
31 Oct. '65	10.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	14½
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	15½
31 Oct. '65	.....	.....	.....	.....	.....	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct. '65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	13
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	84
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,682	9,187	—	50	13
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	31
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	20½
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5.800	—	50	40½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	356,105	249,100	100,000	10,000	309,261	81,335	10	50	71
31 Oct. '65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,068	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	..	.....	.....	.
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	101
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	24,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Feb 1.					
Loan of Jan. 28, 1847 ..... registered	$7,066,900	6	Jan. & July.	1867	105
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	128
" " " ..... coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	103
" " " ..... coupon		5	" "	1874	102½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	110
" " " ..... coupon		5	" "	1871	111
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	108½
" " " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110
" " " ..... coupon		6	" "	1881	110
Loan of July 17, & Aug. 5, 1861 ..registered	265,333,250	6	" "	1881	110
" " " ..... coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s) ....registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	111
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	108½
" " " (5-20s) ..... coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) ....registered	295,249,000	6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) ...registered	171,069,350	5	Mar. & Sept.	1904	98½
" " " " " ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds of (currency) ...registered	12,922,000	6	Jan & July.	'96-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 30, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	105½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" 1865 ..... 3d series		7.3	Jan. & July.	.....	105½
Matured Debt not presented	15,240,104	6	At maturity.	.....	---
Gold Certificates of Deposit	19,992,980	---	.....	3 y'rs	---
Compound Interest Notes of 1864	143,064,640	6	At maturity.	.....	---
United States Notes (greenbacks)	381,427,096	---	.....	.....	---
Fractional currency	28,743,734	---	.....	.....	---
Navy Pension Fund	12,500,000	---	.....	.....	---
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	---
" — " " ..... "	688,000	6	" "	1876	---
" —Funded Interest Bonds ... "	.....	---	.....	1868	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	---
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	118½
" —War bonds ..... "	1 548,000	7	" "	'72-'90	100
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	---
" — " " (free.) ..... "		6	" "	1869	---
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	67
" — " " ..... "	2,271,750	6	" "	'72-'86	---
" — " " ..... "	434,000	7	" "	1879	---
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99
" — " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	---
" — " " 1865-'79 ..... "	229,372	6	" "	'65-'79	---
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" — " ..... "	1,778,577	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	---
" — War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	92
" — " " ..... "	2,058,178	2½	" "	1866	---
" — War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	---
—War Loan Bonds ..... coupon	300,000	7	" "	1877	---
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	---
" — " " ..... "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons ..... "	.....	6	.....	.....	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	102½
" — " " ..... coupon	3,192,763	6	"	1890	102
" — " " ..... inscribed		6	"	1890	---
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	99
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	---
" — " " ..... "	1,750,000	6	" "	'73-'83	95
" —Canal Loan ..... "	100,000	6	" "	1878	---
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	---
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	---
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad) .... "	13,701,000	6	Jan. & July.	'71-'89	93
" — " " (H. & St. R R.).	3,000,000	6	" "	'72-'85	78½
" — " " (Pac. R. R.).... "	7,000.000	6	" "	'72-'87	92½
" —New Sinking Fund Bonds	.....	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds...coupon	1,650 000	6	" "	'83-'85	100
" — " " Notes	2,306,000	3	var.	var.	---
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	100½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	100½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	105½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	106
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	---
" — " ..... canal fund	702,000	6	"	1866	---
" — " ..... general fund	500,000	6	"	1868	100
" — ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	---
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	---
" — " ..... canal fund	192,585	5	"	1866	---
" — " ..... "	1,163,000	5	"	1868	---
" — " " ..... general fund	442,960	5	"	1868	---
" — " " ..... canal fund	167,000	5	"	1871	---
" — " " ..... "	4,500,000	5	"	1874	94
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	---
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	65½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	80
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	---
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	---
" — " " ..... "	2,183,532	6	" "	1870	99½
" — " " ..... "	1,600,000	6	" "	1875	100
" — " " ..... "	4,096,309	6	" "	1881	102
" — " " ..... "	2,400,000	6	" "	1886	100
—Domestic Bonds	681,038	6	May & Nov.	'68-'71	---
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	97½
" — " " ..... coupon	6,168,000	5	"	'77-'82	94½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	99½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	---
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	---
" — " " ..... coupon	1,499,000	6	" "	'77-'90	---
" — " " (new)... "	.....	6	" "	.....	---
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	---
" — " " ..... "	239,167	5½	" "	'72-'79	---
" — " " ..... "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	65½
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	34
" — " " ..... coupon	11,108,000	6	" "	'86-'95	58
" (sterling). ..... "	1,865,000	5	" "	1872	---
" —Funded Interest ..... registered	.....	6	" "	'76-'96	---
" — " " ..... coupon	.....	6	" "	'76-'96	---
West Virginia—State Bonds ..... coupon	.....	6	.....	.....	---
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	---
" — " (") certificates...	700,000	6	April & Oct.	'82-'98	---
City Securities.					
Allegheny—Railroad Bonds (new)... coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds		5	quarterly.	1870	---
" — " "		6	"	1870	97½
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,528	6	May & Nov.	1875	99
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	100
" — " " ..... coupon		6	"	1890	---
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	---
" — " "		5	Various.	'66-'70	---
" — " "		5	"	'71-'75	125
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	100
" — " "		6	"	'67-'76	133
" —Water Loan	668.000	5	May & Nov.	'70-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	102
" — " " (sterling)	1,949,711	4½	" "	'72-'78	---
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	100
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	100
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'78-'85	---
" — " "	4,714,000	6	" "	'76-'78	---
" — " "	1,800,000	6	" "	1883	---
" — " "	5,149,271	6	" "	1887	100
" — " "	275,000	6	" "	1898	---
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'89	---
" — " "	3,125,200	5	" "	1870	94
" — " "	319,000	5	" "	1873	---
" — " "	1,000,000	5	" "	1874	---
" — " "	334,700	5	" "	1875	---
" — " "	2,016,000	5	" "	1876	---
" — " "	2,375,000	5	" "	'79-'80	---
" — " "	900,000	5	" "	1890	---
" — " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	---
" — " (new)	739,222	5	" "	'67-'82	---
" — " (old)	2,232,800	6	" "	'66-'93	---
" — " (new)	7,898,717	6	" "	'66-'99	96½
Pitsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	102½
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	90
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	---
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	97½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88- 89	96½
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	---
" —Water Loan ..... "	484,000	6	" "	'71-'83	86½
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	85½
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	90
" — " " ..... "	329,000	6	Jan. & July.	1875	183
" —City and County B'ds. "	1,133,500	6	" "	1888	---
" — " " "	2,200.000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	526,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	423 279	385,991	412,521	464,507	493,243	468,898	568,589	533,150	599,670	471,056	383,573	5,096,119
1867	361,137	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	210,171	207,913	304,865	270,889	333,432	368,273	326,870	381,559	318,549	347,087	322,749	285,413	3,677,795
1867	240,238	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	120,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	185,013	198 679	242,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	305,231	389,489	307,523	270,073	261,779	3,313,514
1866	241,395	163,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	463,359	585,623	747,942	702,691	767,598	946,707	921,886	749,191	546,649	7,958,960
1866	523,666	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33.804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	122,958	1,306,275
1867	93,784	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	954,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	Including Buffalo Division 1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 350	1,411,347	1,480,251	1,417,327	1,044,093	14,586,333
1867	Including Buffalo Division 906,795	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,324	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	196,180	236,637	181,084	191,648	206,248	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	422,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,208
1866	582,470	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,021	639,195	570,485	------	------
1867	660,438	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,548	96,908	95,453	1,038,185
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	189,099	117,018	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,554	95,787	1,983,900
1867	143,000	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348.048	3,202,543
1864	256,600	304.445	338,454	330,651	267,126	315 258	278,591	358,862	402,219	407,107	448,924	411,896	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	436,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1867	302,714	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	230,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,564.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,840	414,604	308,669	4,260,112
1867	304,095	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,645	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,747	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	327,926	128,741	2,423,417
1867	146,800	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,846,784	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,855	14,576,128
1866	1,086,320	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	582,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812 178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	788,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646.925	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	559,982	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 694	2,340,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354.630	284,741	3,794,975
1867	287,674	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	689,382
1866	45,102	36,005	39,301	43,382	86,913	102,918	85,276	60,698	84,462	109,313	75,248	64,468	814,036
1867	39,078	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

Indicates that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Div.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1921	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	2,391,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	676,000	6	Jan. & July.	"	1880	97
" " " 1855	1,085,000	6	Jan. & July.	"	1875	97½
" " " 1834	960,084	6	Ja. Ap. Ju.Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	96½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ¼ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	†	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
1d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	91

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	67
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	51,000	6	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	82
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	
Columbus and Xenia:						
Dividend	36,660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,616,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	343,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1883	80
Construction bonds, 2d Div'n	686,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Easton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	85
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1834	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	78½
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1893	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1863	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	6,837,000	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	107
Redemption bonds	2,563,000	6	" "	" "	1890	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	100
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	" "	1870	----
Extension Bonds	175,000	7	May & Nov.	"	1890	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1866	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
Scioto & Hocking Val. R. mort.	300,000	---	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	----
1st Mortgage	1,254,000	7	May & Nov.	"	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y & Boston	1869	107
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	----
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	----
Goshen Air Line	651,050	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	98½
2d General Mortgage	2,253,500	7	" "	" "	1877	92½
Milwaukee and St. Paul:						
1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	8
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	85
Real Estate Depot	2,400,000	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7	----	" "	----	61
2d Land Grant	691,000	---	----	" "	----	----
Income Bonds	513,300	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,000	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Mongomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	805,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort [S. F.]	666,000	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Db'ts of former Co.s outst'ding	100,000	---	----	----	----	----
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	----
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	104
" " ["]B & N. F.	77,000	6	" "	" "	1883	91
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	87
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	86
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,816,582	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	----
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	101½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						98
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	119
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	121,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71–87	92½
Construction Main Line	1,500,000	7	" "	" "		92½
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859–'70–'75)	365,000	6			var.	
3d Mortgage (1862–'70–'72)	378,000	6			var.	
Special Mortgage (1865–'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	90½
" 1843, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	164,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1872	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Coupon	159,000				1875	25½
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69–'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	500,000	7	Feb. & Aug.	New York.	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				56
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley: †						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	600,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Balt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'75	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (-) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, including road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,38	•	—	877,653	503,550	105,255	1,515,704	54.0	.....	101,102	57,866	—	....
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	431,505	30,991	—	335,010	109,500	21,632	518,968	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,906	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	•	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.2	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	•	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
19 Feb. '60	88.5	25.4	----	—	23	14	283	Montgomery and West Point	1,828,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
2 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	•	—	251,521	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	•	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	....
								CONNECTICUT.													
31 July '60	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	58,655	103,333	26,249	3	....
31 Jan. '60	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,423	644,725	166,146	—	....
30 Nov. '60	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	•	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	175
31 Dec. '60	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	•	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '60	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	•	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,469	135,922	10	..
28 Feb '60	50 0	—	2.6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	•	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '60	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,879,606	•	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,966	loss	—	....
30 Nov. '60	100.0	—	—	—	14	16	150	New London Northern	658,805	•	10,607	895,000	353,283	122,500	1 370,783	100.0	228,845	332.570	58.064	8	85
31 Mar. '60	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5 000 600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,854	9	118
30 Nov. '60	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,863	2,363,600	555,000	6,112	3,330,357	66.4	366,149	750,678	260,528	10	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18.535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	76,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,260,079	•	96,462	1,232 00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	•	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	•	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	•	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	734,574	10	....
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	•	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	•	—	1,500,000	.....	12,295	1,653,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,865	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	----	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	•	—	2,921,900	398,500	19,913	3,822,913	228.8	.....	.....	398,558	13	....
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	•	—	built and	own'd by	State.	—	138.0	.....	932,343	454,541	—	....
								ILLINOIS.													
31 Dec. '65	280.0	—	----	—	66	32	1,098	Chicago and Alton	8,308,919	•	1,699,305	4,209,600	4,019,000	489,226	10,008,224	280 0	1,450,280	3,540,092	1,823,517	8	108½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130½
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	•	2 356,660	26,155,641	12,020,483	825,398	39,680,462	330.0	.....	6,820,750	1,802,272	—	35½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,060,132	•	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	96½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	•	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '65	454.8	252.6	----	—	148	76	3,397	*Illinois Central*	30,529,844	•	—	23,374,400	13.231.500	—	40,668,060	708.3	3,507,476	7,181,208	2,174,924	10	118½
31 Dec. '65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	....
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488 558	—	32
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	126,557	1,142,834	1,249,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.699	3,458,108	110.0	.....	448,858	230,534	9	....
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,566	•	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	367,832	—	82½
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	•	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,862	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	286	Indianapolis and Madison	1,464,347	•	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	....
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	•	•	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '65	78.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	•	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,243,726	598,671	12	85½
								IOWA.													154
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	•	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	....
31 Dec. '65	144.0	—	----	176.0	18	9	151	Dubuque and Sioux City	5 091,8 1	•	161,456	3,660,922	960,000	438,415	5,243,316	144 0	282,384	618,205	196,962	—	....
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	•	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,189	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8.644	720,257	29.0	239,626	174,049	46,797	7	....
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	80
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	•	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,290	—	3,242,215	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	----	135.8	..	..	....	*Vicksburgh, Shreveport & Texas*	1,662,691	•	—	1,253,015	248,969	168.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	•	871,767	6,982,866	7,463,499	281,032	15,188,190	329.3	1,741 670	4,446,490	1,638,114	15	....
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	107½
								MINNESOTA.													72½
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,399	236,0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '55	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	•	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	18.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	•	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,582	515,063	206,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,089	287,804	—	82
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	•	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439.157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,600,000	—	5,000,000	127.0	.....	.....	.....	—	....
30 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,497,068	360,029	—	1,971,222	3,501,000	40 858	6,352,109	90.1	232,189	399,291	220	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	873,873	1,116,113	177,878	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	223	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1,0.0,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '63	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	597,839	36,811,376	236.8	2,938,010	6,509,946	4,544,097	3	117
30 Sep. '63	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,379,841	29.0	.....	703,123	429,890	4½	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,680	20,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,845	521,732	1,830,000	640,000	76,297	3,170,511	70.9	480,176	999,992	176,288	8	115
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	151
30 Nov. '66	47.0	7.0	45.0	—	30	53	2.0	Boston and Providence	3,152,600	207,400	557,051	3 360,000	—	15,000	3,917,052	61.8	441,186	1,190,784	354,644	10	135
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,684	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,560	123,865	61,983	721,926	—	11,050	1,093,608	42.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	159,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,678,300	1,818,460	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108
30 Nov. '66	51.0	42.5	78.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	117½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,500	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,195	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	2.9	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,6.0	773,226	41.6	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	13.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,552	1,332,807	509,790	7	98
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	4,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.5	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B. &	L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	38.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,648	3½	56
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,880	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	137
30 Nov. '66	45.7	—	10.6	—	10	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,009	124,335	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101.259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	67½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	114
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.1	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,978	9	104
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75 2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,159,472	175,000	.....	124 2	.....	6,274,667	1,702,359	10	129
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,084,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,861,735	86.0	1,187,978	3,038,390	1,287,956	10	121
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	53.8	—	—	—	35	98	180	New Jersey	3,903,171	738,164	1,798,064	5,000 000	805,000	—	8,434,399	33.8	654,192	1,875,981	803,323	10	130½
31 Dec. '65	21.5	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	280,000	64,521	483,321	21.2	103,815	185,032	26,874	—	—
31 Dec. '65	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	.....	.....	.....	Warren	2,0 8,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118.133	5½	91
31 Dec. '65	38.5	—	.....	17.	—	—	—	W st Jersey	1.5 8,483	*	—	588.400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,098	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18 5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 .0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	56
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,810	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	157
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,408	353,606	8	64
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,904	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	102½
30 Sep. '65	130.8	2.1	45.0	—	43	63	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,028,015	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	115.0	4.0	18.0	—	28	25	363	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	62
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,850	—	—	206,800	222,000	157,050	585,850	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	10,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	203.705	797,055	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,586	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	23	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	368,304	—	1 991,800	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	186	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,436	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '66	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523 741	976,581	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	85
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	100
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	79½
31 May '66	109.3	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	118
30 Nov. '65	54.5	61.5	16.5	—	.....	.....	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.6	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,935,354	595 400	391,992	3,382,163	1,218,972	109,318	4,972,748	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
Dec '64	424.4	—	—	—	43	15	389	Toledo & Wabash	9,089 918	*	—	3,427,050	6 663,868	—	10,243,016	250.0	1,244,358	2,060,322	945,492	3½	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	112	Allegheny Valley	2,350,723	232,946	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	125,852	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,069	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,080,780	420.0	2,647,709	5,811,256	2,125,200	—	.....
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		2,250,000	279,000	—	3,629,000	69.5	240,418	579,22	149,587	—	14
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,216,900	470,500	51,467	2,102,396	74.0	180,698		149,779	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,685,113	—	10,247,050	3,491,500	712,585	14,481,135	204.5	1,437,5	1,733,320	88,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	141,481	38,74:	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North. Cen.	362,872	580,973	loss.		5	30
31 Oct '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,486	158,883	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,698,921	477,016	—	654,000	1,250,000	300,000	2,214,000	83.0	176,032	490,220	199,200	—	.....
31 Oct '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,241	—	1,809,565	500,000	100,000	2,409,565	32.0	36,875	53,826	1,195	—	.....
31 Oct '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,150	1,436,082	389,318	2,510,550	58.8	173,778	352,215	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,755,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,937	633,015	60,301	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,832,250	1,477,000	—	8,109,250	87.5	647,080	3,049,960	1,851,680	10	62
31 Oct. '65	23.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	965,000	73,555	3,624,655	(oper. by Re		ading	R. R.)	8	54
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	"	8	56½
31 Oct. '65	55.8	14.2	13.9	—	22	22	686	North Pennsylvania	5,671,164	665,004	193,931	3,150,150	3,105,765	218,: 86	6,525,198	69.8	318,861	875,064	412,353	—	35
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750 124	3,651,447	48,850,796	539.2	3,604,360	17 459 169	4 189,111	10	50½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristo'n	1,139,079	238,489	—	1,476,200	1 8,000	—	1,659,200	24.0	311 691	656 738	326,376	8	61½
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	5,669 450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R.		Co.)		—	23
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,982	Philadelphia and Reading	22,289 948	3,765,774	4,761,353	20 240,673	6,900,663	—	30,608 075	471 3	3,883,309	11,142,519	4,812,271	10	51½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,836,286	—	245,695	999,200	200,000	—	1,199,200	28.2	177,423	1,030,488	345,891	10	126
31 Oct., '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,742	197.0	981,465	3,884,609	1 046 804	10	54
31 Oct., '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 64	198,520	—	1.774,773	1,500,000	64,208	3,784,101	72.0	272,688	384 365	130 861	—	9
31 Dec. '65	468.3	15.0	128.0	—	159	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,184,381	*	3,362,312	9,312,442	12,573.060	1,597,620	26.545.693	468.3	4,023,073	5,489 062	3 2 3.547	10	94½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn Cen.	141,006	316,458	116,066	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	937,200	180,840	1,777,176	26.4	138,578	347,240	200,5	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821.200	212,783	—	437,860	326,000	26,292	790,092	30.6	112,469	395.225	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	509,000	—	.....	62.0	240,600	625,641	169,325	12	98
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	8	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	383,263	151,559	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,608	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	90,145	—	.....
31 Dec. '65	136.0	106.0	.....	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	.....	415,757	196,985	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,127,707	47.6	.....	29,967	19,187	—	.....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,267	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,010,033	156,264	—	536,654	1,902,000	390,407	.....	130.8	150,142	297,800	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	814,284	448,922	5,312,725	2,885 950	1,462,314	11,093,891	291.0	406,051	1,273,507	624,142	—	.....
1859.	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259.267	141,744	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	41,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406.000	5,000	.....	34.2	30,065	23,809	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,952	57,243	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	198,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	28	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,286,166	119.6	449,361	423,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,394	1 477.782	334,326	—	2
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	oper. by Vt.		Central	180,000	8	99½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	oper. r.b. Troy		& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,689	—	2,969,861	775,500	118,789	.....	113.7	703,034	138,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54.121	16,382	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	476,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5.799	1,486,527	80.5	.....	326,554	213,852	7	.....
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,669	*	2,318,432	2,000.000	1,654,500	775,142	8,711,091	191.7	.....	183.156	81,892	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	28,853	.....	43.5	1,658,084	163,753	79,585	6	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1.200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,8 8	195.0	.....	487.449	120.13	—	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,488	347,957	—	.....
								WISCONSIN.													
31 Dec. '64	195.0	75.0	.....	—	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	—	3,400,000	6,250,000	—	9,650,000	370.0	1,125,571	2,113,118	508 555	—	55½
31 Dec. '65	191.9	44.0	28.3	—	42	30	702	*Milwkee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,600	402,000	951,880	8,755,527	285.9	915 258	1,985 511	647,631	—	63
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.8	466,043	490.597	138,210	—	.....
								CANADA.													
31 Jan. '66	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	236,798	67,652	—	16
31 Dec. '65	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	62
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	2,210,345	*	—	15,423,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,868,510	1,154 855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,13	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	.....	108.0	.....	1.8,639	55,777	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	132 555	39,676	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
1Dec 62	8.			—	11	22	120	Panama	7,000,000	*	688	5,000.000	25 000	—	10 762 728	48.7	.....	127.438	1.328.924	20	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	15
Catawissa (preferred)	1,150,000	7	---	30½
Chemung (guarantied)	390,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	58
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	64½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,351	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	42
Erie (preferred)	8,535,700	7	7	71
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	90
" " " (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	---	56½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rut.and & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest. Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J	1886	92½
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qrtrly.	1870	----
" " sterling	4,375,000	5 "	1890	----
Preferred bonds	1,700,000	6 ———	18--	----
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	87½
Delaware & Hudson:				
Mortgage	641,000	6 M. & S.	1870	110
Delaware & Raritan:				
See Camden & Amb BR.	----	----	----	----
Erie and Penn.:				
Bonds	673,799	7 J. & J.	1865	----
Intercst Certificates	161,960	6 "	1888	----
Lehigh Navigation:				
1st Mortgage	4'4,157	6 Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6 "	1884	91
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	----
2d Mortgage	57,000	6 " "	1865	----
Morris:				
1st Mortgage	455,500	6 A. & O.	1876	93
2d Mortgage	295,750	6 ----	----	90
Boat Loan	99,852	6 ----	----	93
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	80
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	90
2d Mortgage	3,980,670	6 J. & J.	1882	90
Improvement	1,601,670	6 M & N.	1876	74
Susqueh'a & Tide Water:				
Maryland Sterling Loan	816,000	5 J. & J.	1865	----
Md. stg. loan converted	200,376	5 " "	1865	----
Mortgage bonds	993,000	6 " "	1878	62½
Preferred Interest b'ds.	227,569	6 " "	1878	21½
Union, (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1883	22½
West Branch & Susqu'n:				
1st Mortgage, s'k'g fund	450,600	6 J. & J.	1878	90
Wyoming Valley.				
1st Mortgage	600,000	6 J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,223,595	——	----
Delaware Division	100	1,633,350	——	56
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,091,700	10	54½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,998,207	——	22⅞
" " (preferred)	50	2,888,988	——	32½
Susquehanna and Tide Water	50	2,048,260	——	14½
Union	----	----------	——	3½
Union (preferred)	50	2,787,000	——	2
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 —	@ 44 —
Pig, American, No. 1		45 —	@ 46 —
Bar, Refined, English		95 —	@100 —
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
	—Store Prices.—		
Bar, Swedes, assorted sizes		162 50	@ — —
Bar, English & American, Refined		112 50	@117 50
Bar, English & American, common		122 50	@107 50
Scroll, English		142 50	@170 —
Ovals and Half round		137 50	@147 50
Band, English		142 50	@ — —
Horse Shoe		137 50	@142 50
Rods, English		117 50	@172 50
Hoop, English		147 50	@210 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia	per lb.	15 @	— 18
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English (gold)	per ton	53 —	@ 54 —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18 @	— 22½
English Spring (1st & 2d qlty.)		— 10½ @	— 12
English Blister (1st & 2d qlty.)		— 11 @	— 19
English Machinery		— 13 @	— 14
German		— 13½ @	— 14½
American, Blister		— 11½ @	— 17
American, Cast, Hammered		— 19 @	— —
American, Cast, Rolled		— 12 @	— 15
American Spring		— 15 @	— —
American Machinery		— 13 @	— 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 39 @	— 40
Sheathing, Yellow		— 25 @	— —
Pig, Chile		— — @	— —
Bolts		— — @	— 40
Braziers'		— — @	— 40
American Ingot (cash)		— 27½ @	— 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish		6 70 @	6 87½
German Refined		6 70 @	6 87½
English		6 70 @	7 12½
Bar	per lb.	— — @	10 —
Pipe and Sheet		— — @	10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— 23½ @	— 23½
Straits (gold)		— 22 @	— —
English (gold)		— — @	— 22

	—Gold.—		—Currency.—	
Plates, I.C. Charcoal, p. box	9 25 @	9 37½	13 — @	13 50
Plates, I. C. Coke	8 — @	8 75	11 — @	12 —
Plates, Coke Terne	6 75 @	7 —	9 50 @	9 75
Plates, Charcoal Terne	8 87½ @	9 —	12 25 @	12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	— — @	6 50
Clinch (cash)		— — @	8 —
Copper		— — @	48
Ausable Horse, Norway Iron, Forged		28 @	30
Zinc Nails (6 mos.)		— — @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 17 @	— 18
Refined, free L. S. to White		— — @	— 46
Refi'd, in bond, prime L. S. to White		— 28 @	— —
Refi'd, in bond, Standard White		— 29 @	— —
Naptha, Refined (60@63 gravity)		— 20 @	— 21

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	Th 21	F. 22	Sat. 23.	M 25.	Tu. 26	W. 27
Atlantic M. S. S. Co.	95	----	90	90	86	84
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	118½
Canton Co.	46½	----	46	45¾	45	46
Central Asn. Transit	----	----	----	----	----	----
Chicago & Alton	114½	----	----	----	108	108½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	99	99	100
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	91	----	----	----
Chicago, Burl. & Q.	----	----	----	----	130½	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	35⅞	----	26¾	35¾	36¼	36
" " pref.	66¼	----	66	66½	66	65½
" " 1st M.	----	----	----	----	----	84½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	----	----	----	82
Chicago & Rock Isl.	97½	----	97¾	96½	96	96¼
" " 1st M. '70.	100	----	----	----	100¾	100½
Clev., Col. and Cin.	103	----	----	----	----	----
Clev. and Pittsburg	80	----	81	80½	80½	----
" " 2 M.	----	----	----	----	----	94
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	74½	----	----
Clev. and Toledo	----	----	119	----	118	----
" " S. F. 7 p.c.	----	----	----	101	----	----
Cumberland Coal, pref	----	----	----	----	----	----
Del. & Hudson Canal	----	----	----	----	----	147
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	56¼	----	57¼	56¼	56	56½
" pref.	----	----	----	72	71	----
" 1 M. 7 p.c. '67	----	----	103	----	----	----
" 2 M. 7 p.c. '79	----	----	103	----	----	----
" 3 M. 7 p.c. '83	----	----	----	103	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	134	----	136¼	137¼	137¼	137
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69.	102	----	----	----	----	----
" 2 M. S. F.	103	----	103	----	----	103
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	116	----	----	116	116	116½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central	107½	----	107¾	----	----	107¾
" S F. 8 p.c. '82	----	----	111½	----	----	----
" conv. 8 p.c. '69	----	----	107	----	----	----
M. S. and N. I.	73	----	73¼	72½	73	73½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	98	98½	----
" " 2 M.	----	----	----	93	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	39	38	----	35¾
" " pref.	58¾	----	58½	57½	56½	56½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	92½	----	92¼	93	93	93
" iss. to H. & St. J. R.	----	----	----	----	79	----
" " Pacific	----	----	93	----	----	92¾
New York Central	102	----	102¼	102¾	103	103½
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	104	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	94½	----	----	94
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	90
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	65	65½
" ex-coupon.	----	----	----	52	50½	50
" new	52½	----	----	----	50	----
Ohio & Miss. cer.	25	----	25½	25½	24½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	130	----	132	130	128½	133
Panama	----	----	----	----	----	----
Phila. and Reading	104	----	104½	104½	103⅝	104½
Pitts. Ft. W. & Chicago	96½	----	97½	96½	95¼	95½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	95	94	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	39	----	----	39½	----	38½
St. L., Alton & T. H.	82	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	82	----	83	83
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	90	90
" ex-coupon.	66¾	----	67½	67½	67	66½
" new	65½	----	----	66	65½	66
Tol. Wab. & Western	----	----	40	----	39½	39½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	89½	90	----
" " 2M.	----	----	----	----	79	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	58	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	Th 21.	F.22	Sat.23	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	110
U. S. 5s, 1871, coup.	----	----	----	----	----	110
U. S. 5s, 1874, reg.	103	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	102¼
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	101⅛	101⅛	101⅛	101⅛	101⅛
U. S 5s, 10-40s, reg.	----	----	98¼	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	110¼	----	----	110⅜	----	110¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	135
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	----	111½	111¼	110⅞	----	111
U. S. 6s, 5-20s, c. 1864	108¼	----	----	108	----	108
U. S. 6s, 5-20s, c. 1865	----	----	109	108¼	----	108¼
U. S. 6s, " reg.	108¼	----	107⅞	107⅞	----	108⅛
7.30 Notes, 1st series.	106	----	106	105⅞	106	105⅞
" " 2d series.	105⅞	----	105⅞	105⅞	106	105⅞
" " 3d series.	----	----	----	105⅞	106	105⅞
American Gold	----	----	----	133½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	W 20	Th 21.	F.22.	Sat.23.	M.25.	Tu.26
Cattawissa	----	----	----	----	----	----
" preferred	----	----	30¾	----	----	----
Camden & Amboy	129½	----	129½	129	129	
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	88¼	88¼	88¼	
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89.	95	95	95	95	95	
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	54½	----	54½	----	54¼	
" " 6s, '84	91	----	----	91	91	
Lehigh Valley R. R.	62	63	----	62	62	62
" " 6s	----	95¼	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	91	----	----	----
Minehill	57	97	----	----	56¼	----
Morris Canal	----	----	----	----	93	----
" " pref.	----	----	----	----	----	121
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	90	----	90	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	46	----	----	----	46
Pennsylvania R. R.	56⅛	56⅛	---	56⅛	56⅛	56⅛
" 1st m.	----	100	----	100	100¼	----
" 2d m.	----	97	----	97½	97⅛	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	94½
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	96⅛	96⅝	----	96⅝	----	----
" " new	101	100½	----	101	101¼	101
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	61¼	----	----	----	61¼	----
Phila. & Reading	51⅜	52	----	52⅛	52⅛	51⅞
" " 6s, '86	----	----	----	----	104½	----
" " 6s, '70	----	96½	----	----	96⅜	----
Philadelphia & Erie	----	30	----	29⅛	29⅜	29½
" " 6s. 91	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	32½	----	32⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	14	----	14	----	14¼
" " 6s '78	61¼	----	----	63	----	63
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	55
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14	----	----	----	----	14¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	W.20.	Th 21.	F.22.	Sat.23.	M 25.	Tu.26
Baltimore City 6s, 1875	----	97¾	----	----	----	98¾
" " 1886	98	----	----	----	----	97⅞
" " 1870	----	----	----	----	97¼	----
" " 1890	99¼	100	----	----	100	100
Balt. and Ohio	117	----	----	117	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	97¼	----	----
" " " '80	----	----	----	----	97	97
" " " '85	98¾	----	----	----	----	98¾
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	Th. 21.	F 22.	Sat.23.	M.25.	Tu.26.	W27
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	131	----	----	131
Boston and Providence	----	----	----	135	----	135
Boston and Worcest.	----	----	----	----	143	143
Cheshire, pref.	----	----	----	----	----	----
Concord	67½	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107½	----	106½	107⅜	----	108
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	117½	----	----	----
Manchester & Lawr'ce.	113½	----	----	----	114	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	104	----	----	----
Old Colony & Newport.	98	----	97	----	----	98
Ph., Wil. & Baltimore	55	----	----	55	55	55
Portl'd, Saco & Ports.	----	----	----	----	----	101
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	56	----	----	56	----	----
Western	----	----	----	137	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	53	----	53	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	61	----	60	63	72	75
Franklin "	32	----	33	33	36	36
Huron "	30	----	----	33	35	36
Isle Royale "	12½	----	----	----	----	----
National "	8	----	----	8½	----	----
Minnesota "	----	----	----	11⅜	11⅝	11
Pewabic "	23	----	24	----	27	24
Pittsburg "	----	----	42	----	42	42
Quincy "	----	----	----	34	34	----
Rockland	8½	----	8¼	9	9½	10

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of February.

	Closing Prices. Feb. 1.	Feb. 8.
U. S. 5-20 yrs, 1882, 6 per cent	72½ @ 73¼	72½ @ 72⅞
Virginia State 5 per cent.	48 @ 50	49 @ 51
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	58 @ 62	55 @ 60
Do. do., 2d mort., 1881	58 @ 62	55 @ 60
Do. Penn., 1st mort., 1877	58 @ 62	55 @ 60
Do. do., 2d mort., 1882	58 @ 62	55 @ 60
Do., consolid. mort. bonds, 1890	30 @ 31	30 @ 31
Erie shares, $100 (all paid) 8 p. c.	38½ @ 39⅝	39⅝ @ 40½
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	68 @ 70	68 @ 70
Illinois Central, 6 p. c., 1875	82 @ 84	83 @ 85
Do., 7 p. c., 1875	71 @ 73	72 @ 74
Do., $100 shares (all paid)	80 @ 81	80¼ @ 81½
Marietta & Cin. R. R. bonds, 7 p. c.	68 @ 70	68 @ 70
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 70	68 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	68 @ 70	68 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	101 @ 103	102 @ 104
Penn. R. R. bonds, 2d mort. con. 6 p. c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, March 2, 1867.

Stock Exchange and Money Market.

The money market has exhibited rather more activity, since our last, chiefly in the way of applications for and from speculative sources. The demand has been freely responded to by the principal lenders at steady rates for call loans, namely, as a rule, 5 per cent. on the pledge of the public funds, and 6 per cent. on the other prime stock collaterals. Exceptional negotiations have been reported above and below these figures; but they have not been of sufficient magnitude to establish different prices. The Government has been making heavy disbursements, especially during the past two or three days, chiefly in redemption of Seven-Thirty notes of the first issue, which mature on the 15th of the coming month of August. Nearly five and a half millions of these notes were bought in by the United States Assistant Treasurer at this port on Monday and Tuesday of the current week. The outflow of currency from the Treasury in this form is reducing the enormous cash reserve of the Department, and adding largely to the currency balances of the city banks, thus tending decidedly to augment the available supply of money, and modify the price of accommodation advantageously for temporary borrowers in good standing. Notwithstanding the liberal disbursements of Monday and Tuesday from the Treasury office here, the balance at the close of business on Tuesday was full three millions more than a week previous. The disposition to discount business paper has diminished during the week, and was seriously checked on Tuesday, in consequence of the failure of a rather prominent house in the grocery line, whose notes were current in the open market quite recently at 7 per cent. per annum. This is now the minimum rate on the best short date commercial paper, the supply of which is gradually on the increase. The flow of money from the interior is decidedly in favor of this market, and the next bank statement is expected to show the beneficial influence of the current. The last weekly statement of the city banks indicated an increase of $2,248,055 in the deposits, $49,832 in the circulation, and $4,692,666 in the loan item, with a decrease of $1,489,045 in the legal tender, and $1,279,170 in the specie reserve. The changes are due mainly to the Treasury negotiations, and the active customs drain of coin, during the week. The specie reserve of the banks is now $13,513,456, against $14,213,351, same time last year. The city bank deposits are now $198,420,347, against $183,241,404 week ending Feb. 24, 1866. The legal tender reserve amounts to $63,153,895, against $61,602,726 same time last year. The circulation now stands at $33,006,141 against $22,959,918 same time last year. The loans are now $257,823,994, against $239,776,200 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $73,929,014 a day, against a daily average of $75,980,638 the preceding week; and $84,804,255 the week ending with Feb. 9. The current week's exchanges average about $86,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $118,409; decrease of legal tender reserve, $1,055,149; decrease of deposits, $1,404,704; decrease of specie, $26,887; and increase of circulation, $43,462.

National Bank notes to the amount of $199,405 were issued last week, making the total issue to 1,663 banks thus far $301,664,421, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,811,032, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,853,389. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,349,450; and for the public deposits, $38,761,450—making a total of $379,110,950. The Treasury Department, last week, redeemed and destroyed over $300,000 of worn and mutilated fractional currency, and issued $206,304 worth of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 23, were $25,815,877, including $2,781,958 from customs duties; payments, $12,175,317; balance at the close of the week, $132,952,351, against $119,311,790 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,735,404, and payments,

$4,790,783; on Tuesday, receipts, $3,655,809; payments, $6,528,720. The balance at the close of business on Tuesday stood at $128,024,061, against $125,277,987 a week previous. The cash balance in the hands of the United States Assistant Treasurer (Boston) at the close of business February 28 was $12,899,682 93—week previous $12,713,044 26—showing an increase of $186,638 67. Coin on hand $9,839,078 37—week previous $9,352,524 22—showing an increase of $486,554 15.

Government revenues have been again very liberal in the way of customs, since our last. The excises, last week, yielded $2,460,320, against $2,676,388, the preceding week; customs at the port of New York, $2,781,958, and at the outports, about $920,000 (in coin) more, making the grand total income for the week equal about $7,856,388 in currency, against disbursements of over $7,909,979 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $198,500,000. The customs revenue is unexpectedly liberal, as is the income from excise unexpectedly meagre, thus far in the new year. It is stated in Washington despatches that the next public debt statement, which will appear, about the 5th of March, will exhibit a heavy increase on the gold balance, amounting to several millions of dollars, from which the interest on the ten-forties, due on the 1st March, will be paid. The forthcoming statement will be more favorable than that of last month, when there was an increase of the public debt, caused by heavy payments of interest during the month.

In the Gold Market there has been suddenly started an upward speculative movement, on alleged rumors from Washington adverse to harmonious action on the part of the executive and legislative branches of the Government, and of practical inaction on the part of the present Congress on the important fiscal measures now before it. The lowest figures of the week were made on the opening day, namely 137½, and the highest on the closing day (Wednesday,) which were 140½. The speculative business was particularly brisk the last two days. On Wednesday afternoon Washington reports were circulated to the effect that the President would sign the reconstruction bill which passed Congress last week. The latest quotation on Wednesday was 139½, showing a fall of full one per cent. from the highest figures of the day, the market closing heavily, with a decided turn in favor of the *bear* interest. The customs demand has been animated all through the week, giving material aid to the inflationists of the Gold Room. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $184,879. The customs demand for Gold last week, averaged $463,659 a day; thus far, this week, it has been equal to $673,616 a day, or equal to a weekly aggregate of $4,041,696. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached only $25,215, and from California, $961,871. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $80,761,889, against $88,268,404 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $29,384,811, against $17,750,791 same time last year, showing an increase this year, of $11,634,020. The exports of specie from this port, last week, were $473,000. The total outflow of specie from the port, thus far in the current fiscal year has been $21,279,592, against $16,414,023 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $82,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $33,513,404, against $29,277,534 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Jan. 17, 1867, reached $3,250,000.

The following is a tabular statement of the amount of gold certificates which have been issued and redeemed, with the amount outstanding:

	Issued.	Redeemed.	Outstand'ng
20s ..	$271,420	$169,000	$102,420
100s ..	4,830.200	3,079,500	1,750,700
500s ..	561,500	206,500	355,000
1,000s ..	22,677,000	18,793,000	3,884.000
5,000s ..	144,685,000	127,970,000	16,715,000
10,000s ..	5,000,000	5,000,000	.....
Total	$178,025,120	$155,218,000	$22,807,120

The foreign exchange market opened more firmly, with a fair inquiry for sterling bills, which were in moderate supply; but, subsequent to the closing of the mails for the Boston steamer on Tuesday, there was less demand from the importing interest, and the market closed tamely and languidly on more liberal offerings. Bankers' 60 day bills on London closed on Wednesday at 108¾@109, and on Paris to 5.18¾@5.15; sight bills on London to 109⅝@109¾; and on Paris to 5.15¾@5.13⅛. The offerings of produce bills have been quite extensive since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,017,029 making the total value of exports since July 1, 1866, $109,351,849, against $142,105,374 same time in the preceding fiscal year.

Government securities have been in active investment demand, especially the Five-twenties of all issues, the latest issue of 1865 having been the favorite. There has been considerable business transacted in the old 2-20s of 1862, on foreign account. Seven-thirties have been freely purchased for exchange or conversion purposes. There has been increased activity in the compound interest notes, which have improved a shade. The rise in gold on Wednesday stimulated trade in the coin bearing bonds. U. S. sixes of 1867 closed here on Wednesday at 134@135; U. S. sixes of 1868, at 131@133; U. S. sixes of 1881, 110¼@110½; U. S. Five-twenties of 1862 at 111⅛@111⅜; U. S. Five-twenties of 1865 at 108⅝@108⅞; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾; U. S. Ten-forties at 101⅝@101¾, and U. S. Seven-thirties at 105⅝@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....117⅝	May, 1865 .....112⅜
July, 1864.....117⅛	August, 1865....111⅜
August, 1864....116⅝	September, 1865..110⅞
October, 1864....114⅝	October, 1865....110⅝
December, 1864..113⅝	

The following is the full statement of estimated outstanding three years' compound interest notes and interest due thereon to date of maturity, read in the Senate a few days since by Mr. Sherman:

Date of Issue.	Estimated Outstanding.	Interest at Maturity
June 10, 1864.....	$6,000,000	$1,164,313 78
July 15, 1864.....	17,500,000	3,395,915 19
Aug. 15, 1864.....	39,265,000	7,619,463 42
Oct. 15, 1864.....	17,400,000	3,376,409 90
Dec. 15, 1864.....	10,500,000	3,784,019 78
Total.....	$99,665,000	$19,340,122 13
May 15, 1865.....	$19,499,640	$3,783,940 22
Aug. 1, 1865.....	12,500,000	2,425,653 71
Sept. 1, 1865.....	6,400,000	1,241,934 71
Sept. 15, 1865.....	2,000,000	388,104 59
Oct. 1, 1865.....	2,000,000	388,164 59
Oct. 16, 1865.....	1,000,000	194,052 30
Total.....	$143,064,640	$27,761,921 95

Railway and miscellaneous stock dealings have been rather more extensive, during the past week, but prices have been variable, and by no means, strong or buoyant. Early in the week, there was a bad break in Pacific Mail Shares, which seriously disturbed the whole market. The subsequent declaration of only a three per cent. quarterly dividend by the company added to the depression of the stock, and the feverishness of the market generally. The latest dealings indicated less life and increased heaviness in the market.

General business has been somewhat brisker, in this line of domestic produce, but at easier rates for the leading articles, especially for cotton and breadstuffs. Toward the close, more firmness was apparent, caused in part by the rise in gold, which tended to stimulated speculation. Middling grades of cotton left off at 30½@32½ cents per lb. as extremes. The stock of cotton now here is estimated at about 230,000 bales. The receipts at the port this week, have averaged nearly 6,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 398,000 bales, against exports of 202,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,283,000 bales against 1,350,552 bales same time last year; exports, 650,000 bales, against 761,000 bales same time last year; estimated stock at latest dates, 625,000 bales, against 515,000 bales same time last year. In foreign merchandise, there has been more doing, chiefly in dry goods and groceries, which have been comparatively steady on all seasonable lines. The total imports of foreign dry goods, last week, were $2,357,312, and the total amount marketed $2,708,111. The value of foreign merchandise imported last week, was $4,215,294—making the grand total specie value of last week's imports of dry goods and merchandise, $6,572,606, and since July 1, 1866, $168,170,576, against $189,213,344 same time in the preceding fiscal year. The ocean freight market has been more active, with 536 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6½d. per bushel; cotton at $\frac{5}{16}$@⅜d. per lb.; and heavy goods at 20s.@@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 13.	Feb. 19.	Feb. 27.
Consols	91	91	91
U. S. 5-20's of 1862....	73¼	74	73¼
U. S. 5-20's of 1865....	72	72½	71¾
Erie	39½	37¼	36¾
Ill. Central.....	81½	*77¾	76¾

* Ex-dividend.

The New York exports, exclusive of specie, for the week ending Feb. 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,199,051	$4,017,029
Prev. reported.....	32,028,187	23,728,425
Since January 1.....	$35,227,238	$27,745,454

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$4,619,244	$2,357,312
Gen. merchandise.....	2,631,599	4,215,294
Total for the week.....	$7,250,843	$6,572,606
Previously reported....	39,878,303	30,664,938
Since January 1.....	$47,129,146	$37,237,544

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$180,213,344	$168,170,576
Exports produce.....	142,105,374	109,351,849
Exports specie	16,414,023	21,279,592

The balance in the Sub-Treasury on Wednesday was $115,973,751 70.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 101; N. Y. State 6s, 1873, 100¾; do., 7s, Bounty Loan, coupon, 105¼; do., reg., 105⅞; do., 5s, 1875, 93; Connecticut 6s, 100; Rhode Island 6s, 99½; Illinois 6s, 1879, 102; N. Y. City 6s, 1887, 101; Chicago, Rock Island and Pacific 7s, 90; Warren R. R., 91; N. J. Central, 121; do., 1st mort., 101½; Morris and Essex 1st mort., 96⅛; Galena and Chicago 2d mort., 98; N. Y. and New Haven, 118; Peninsular R. R. 1st mort., 80; Central Coal, 46½; American Coal, 57; Wilkesbarre Coal, 36; South Am. Nav. and Marine R. R. Co., 111; Mariposa pref., 22⅞; New Jersey Zinc, 100; Boston Water Power Co., 26¼; Adams' Exp., 55; Wells, Fargo & Co., Express, 53; American Exp. Co., 54¾; U. S. Express, 55; Merchants' Union Exp., 13; Western Union Telegraph, 42⅞; Manhattan Gas, 160; Fourth National Bank, 104½; Continental Bank, 104; Am. Ex. Bank, 115; Bank of Commerce, 114; Bank of New York, 107; Metropolitan Bank, 124; Bank of Commonwealth, 107; Shoe and Leather Bank, 112; Central National Bank, 111; Ocean Bank, 102½; Manhattan Bank, 135; Merchants' Ex. Bank, 105½; Union Bank, 116; Chatham Bank, 140; Bank of North America, 106; American Flag, 1.35; Benton Gold, 1.10; Boroughs Gold, 0.34; Boscobel Silver, 3.25; Columbian G. & S., 1.95; Consol. Gregory Gold, 15.25; Charter Oak Copper, 1.12; Corydon, 5.00; Central Gold, 0.20; Des Moines, 2.40; Gold Hill, 3.90; Gunnell Gold, 1.00; Gunnell Union, 0.53; Hope Gold, 0.55; Keystone Silver, 0.08; Kipp and Buell, 0.50; La Cross Gold, 0.75; New York Gold, 1.05; Nye Gold, 0.08; People's G. &. S., 1.75; Quartz Hill, 4.50; Reynolds Gold, 0.09; Rutland Marble, 15.00; Russell File, 3.00; Smith and Parmalee, 6.85; Sansenderfer, 27.00; Symond's Fork, 1.75; Tudor Lead, 3.50; Texas Gold, 0.20; Walkill Lead, 0.70; Bennehoff Run Oil, 3.00; Rynd Farm, 0.06; Pit Hole Creek, 0.75; United States, 5.00; Buchanan Farm, 0.18; Clinton, 1.60.

Philadelphia.—Delaware R. R. bonds, guar., 90; Reading mort., 6s, 1843–'80, 93; do., 6s, 1871, 92½; West Jersey R. R. 6s, 90; Connecting R.R. bonds, 92; Warren and Franklin 7s, 80½; Ridge Avenue R. R., 13; 13th and 15th streets, 20¾; Union Passenger R. R., 40⅝; Ph., Wil. and Balt. R. R., 54; Morris Canal Boat Loan, 93; Schuylkill Nav. Boat Loan, 84; do., Improvement 6s, 74; Susquehanna Canal scrip, 63; Camden and Amboy scrip, 47; Lehigh Valley scrip, 16¾; Lehigh Nav. scrip, 51½; N. Y. and Middle Coal Fields, 3¾; Allegheny County Coupon 5s, 76; Pittsburg 6s, 1886, 90; Ocean Oil, 2¾; McElheny, ⅝; McClintock, 0.31; Western Bank, 95; Commercial Bank, 56⅛; Central National Bank, 125; Miners' Bank, Pottsville, 55; Manufacturers' Bank, 32; Mechanics' Bank, 33; Bank of Northern Liberties, 101; Girard Bank, 56½. The latest quotations are: City 6s, 96@96½; do., free of tax, 101⅛@101¼; State 5s, 98@100; do., coupon, 94½@95; do., 6s, W. L., 102½@102½; Phila., Wil. and Balt., 54; Reading 51⅞@51⅞; do., 6s, 1870, 96@97; do., bonds, 91@91; do., con., 103@103; Camden and Amboy, 129@129½; Penn. R. R., 56⅜@56½; do., 1st mort., 100@100¼; do., 2d mort., 97½@98; Little Schuylkill R. R., 32@34; Morris Canal, 75@75½; do., pref., 121@121¼; do., bonds, 93@94; Wyoming Valley Canal, 54½@55; do., 6s, 85½@86½ Susquehanna Canal, 14@14½; do., 6s, 62¾@63½; Sch. Nav., 22½@23; do., pref., 32½@33; do., 6s, 1882, 78@78¾79; Union Canal bonds, 22½@22½; Delaware Div. Canal, 55@57; do., bonds, 86@89; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1873, 96½@97½; do., 5s, 64½@67; Lehigh Coal and Navigation, 54⅛@54¼; do., bonds, 1884, 91@91; North Pennsylvania, 36@36; do., 6s, 89¾@90; Philadelphia and Erie, 29¼@29⅜; do., 6s, 91@91½; Minehill, 56½@57; Catawissa, 14@20; do., pref., 29⅞@30½; Lehigh Valley, 61⅞@62; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 84@86; West Philadelphia, 72@75; Spruce and Pine, 30½@31½; Green and Coates, 31@33; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 20½@21; Girard College, 26@28; Tenth and Eleventh, 65@70; Union, 40@40½; Hestonville, 14@14⅛.

Boston.—Vermont Central and Vermont and Canada 8s, 103; Vermont Central old stock, 2; do., 1st mort., 7s, consolidated, 72¾; Old Colony and Newport 6s, 1868, 98½; do., 1876, 97; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Conn. and Pass. Rivers R. R. 6s, 95; Cheshire R. R. 6s, 1880, 94½; Boston and Lowell 6s, 1879, 97; Salem and Lowell 6s, 97; Boston, Hartford and Erie R. R., 13½; do., 7s, 45; Granite Railway, 50½; Somerville Horse R. R., 39⅞; Ogdensburg and Lake Champlain R. R., 62; Boston Water Power Co., 25¼; Cary Imp. Co., 9½; Ophir (N. S.) Gold, 2½; Coal Hill Lead, 62½c.; Harleigh Coal, 24⅞; Massachusetts 5s, 1894, gold, 99 · do., 5-20 6s, currency, 100½; Boston 6s, 1876, currency, 101⅜; do., 1874, 100¾; do., 5s, 1875, gold, 125; do., 5s, 1868, 133¼; Albany 6s, 1871@1876, guaranteed, 99½; Bath 6s, 1891, 95; Chicago 7s, 1890, 99¾; do., 1881, 99¾; do. 1875, 99⅞; do., 1888, 100; St. Louis 6s, 1882, 82¾; Bangor 6s, 1874, 95½; Boston Gas Light Co., 777; National Bank of Commerce, 119; Second National Bank, Granite, 151¼; State National Bank, 111¼; Traders National Bank, 101½; Third National Bank, 101½; Randolph National Bank, 157¼; Eliot National Bank, 122; New England National Bank, 128¼; Massachusetts National Bank, 117¾; Market National Bank, 110⅛; Shoe and Leather Dealers' National Bank 132; Atlas National Bank, 115; 1st National Bank, Chelsea, 94¾; Allouez Mining Co., 11½; Bay State, 10; Concord, 3; Dana, 2¼; Eagle River, 3½; Hancock, 12; Hungarian, 2¾; Hanover, 1¾; Humboldt, 2½; Madison, 2; Native, 2; Northwestern, 2; Petherick, 3½; Seneca, 5¼; St. Clair, 6½; Toltec, 1⅜.

Baltimore.—Maryland 6s 1870, 102½; do., 1890, 102; Virginia 6s, reg., 34; Marietta and Cincinnati 1st mort., 82⅝; do., 2d mort., 65; N. W. Va. 2d mort., 92; Balt. and Cuba S. & M. Co., 66; Guilford Mining Co., 0.31; Bare Hill, 0.22; Liberty, 0.95; Citizens Bank, 15; Marine Bank, 33; 3d National Bank, 101½; Mechanics' Bank, 15½; Western Bank, 29; Merchants' Bank, 107½; Bank of Baltimore, 102¾; Franklin Bank, 13¼, National Exchange Bank, 96; Bank of Commerce, 18½; Union Bank, 61½. The latest quotations are: Balt. and Ohio, 116@118; do., 6s, 1867, 98@100⅜; do., 1875, 96½@97¼; do., 1880, 96½@97¼; do., 1885, 98½@98¾; Northern Central, 46½@46½; do., bonds, 1885, 83@85⅞; N. W. Va. 1st mort., 1873, 93@94; do., 2d mort., 92¾@93; do., 3d mort., 90@—; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 82½@83; Central Ohio, 24@26; do., 1st mort., 89@90; Western Md. bonds, 63@65; do., guar., 93½@95; Maryland 6s, coupon, 1870, 102½@102½; do., Ins., 101@102; do., 1890, 102@102; Baltimore 6s, 1870, 96@97¼; do., 1873, 96@99; do., 1875, 99@99½; do., 1886, 97@98; do., 1890, 100@100¼; do., coupon, 100@100; do. Park, 98½@99; do., 1892, 96@96; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., 45@50; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5¼@7½; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.22@0.24; Atlantic Coal, 0.65@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 158@170.

Pennsylvania Iron sent to England.

The Pittsburg *Republican*, of 23d ult., says a lot of samples of Bloomfield iron were sent on that day to Sir Frederick Bruce, the British Minister at Washington city, D. C., and consigned as a present to the Board of Admirality, in London, for the purpose of experimenting in the manufacture of "heavy ordnance." We believe that heretofore the British Government has been unsuccessful in casting large guns from metal purchased at home or elsewhere, and they now desire to try the Bloomfield iron, which has stood the most severe tests possible, and has as yet to succumb. The large 15 inch rifle gun at Fortress Monroe was made from this iron, and has already been fired 528 rounds—100 pounds of powder to the charge—and is to-day in as good order and apparently as perfect as the first day she was discharged. It is presumed this gun will stand 1,000 firings before any perceptible change in the bore will be noticed.

☞ In the steel rail mills, at the "Cyclops" Steel Works, Sheffield, a mass of iron, weighing one ton, is dropped from a hight of 36½ feet upon the middle of the rail, placed upon three-foot supports, as a test of its strength. The rails rarely break, but occasionally bend, under this tremendous trial.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad the 2d week in Feb., 1867 ... $19,118 00
Corresponding week previous year.... 21,790 00

Decrease $2,672 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 21st, 1867, were $25,306 00
Corresponding week of 1866..... 19,379 00

Increase..... $5,927 00

The earnings of the Chicago and Northwestern Railway for the third week in Feb., 1867, were..... $143,454 00
Corresponding week of previous year.. 94,075 00

Increase..... $49,379 00

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 9th, 1867, were $110,313 00
Corresponding week of previous year.. 117,933 00

Decrease..... $7,620 00

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1867, were... $70,642 00
Corresponding week of previous year.. 57,200 00

Increase..... $13,442 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Feb., 1867, were..... $71,946 00
Corresponding week of 1866 ..... 56,988 00

Increase..... $14,958 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Feb., 1867, were..... $43,217 00
Corresponding week of previous year.. 52,419 00

Decrease $9,202 00

The earnings of the Western Union Railroad for the week ending Feb. 14, 1867 . .. $6,490 19
Corresponding week previous year.... 10,073 33

Decrease..... $3,583 14

Journal of Railroad Law.

INDIVIDUAL LIABILITY OF OFFICERS OF CORPORATION.—JURISDICTION OF FOREIGN STATUTE ACTIONS.

The case of Bird *vs.* Hayden, just decided by the Superior Court of this city decides that the personal liability for debts of a corporation, imposed upon its officers who fail to perform a duty with which they are charged by the charter, is in the nature of a penalty.

Hence, the courts of this State have no jurisdiction of actions to enforce such liability, where the charter creating it was granted by another State.

The personal liability of stockholders, where they are made liable, is an original liability; and an action against them is upon their contract made by them in a qualified corporate capacity; but where the corporate capacity is not thus qualified, and the members or officers are not liable as original or principal debtors, but by reason of something imposed on them by the statute, the action must be upon the statute, to recover a debt in the nature of a forfeiture.

The facts of the case fully appear in the opinion of

Monell, J.—Actions to recover penalties, or forfeitures, created by the Statutes of other States, being local, are not cognizable by the courts of this State. This is understood to be well settled (Scoville *vs.* Canfield, 14 Johns., 338; United States *vs.* Lathrop, 17 Id., 4; Story on conft. of Laws, §§ 620, 621), and was conceded by counsel on the argument.

It is claimed, however, that this is not such an action; but that it is an action to recover upon a contract made by the company, which by force of the statute, the defendant has became individually liable to pay.

There is nothing in the act of incorporation of this company which renders the directors or stockholders liable in the first instance for the debts of the company, as there is in the general banking and other laws of this State. There is no personal liability if the company fails to pay, and hence there is no right of action against the stockholders for any debt contracted by the company, nor against the officers, so long as they discharge the duty imposed upon them by law. It is only upon their neglect or refusal to perform such duty, that they render themselves liable.

The personal liability of stockholders, when they are made liable by the charter or act of incorporation, is from the inception of the debt. They become originally liable; and the happening of no event, is necessary to charge them. The company is invested with a qualified corporate capacity, but no immunity or exemption from personal liability for the debts of the company is conferred upon the stockholders. In those cases, in judgment of law the debt is contracted upon the terms and security authorized by the statute, and the creditor, having exhausted his efforts to collect from the company, may resort, by a common law action, directly to the stockholders, not to recover a penalty or forfeiture, nor upon a cause of action in the nature of a forfeiture, but to recover a simple contract debt, for which he was liable at the time the debt was contracted. The action in that case is not upon the statute, and a mere reference to it is all that is necessary to show the connection of the stockholder therewith, and the liability it creates.

But where there is no qualification to the corporate capacity of the company, and where the stockholders are not answerable to the creditors of the company as original and principal debtors, but they, or the officer, became liable by reason of some act the performance of which is imposed on them by the statute, then the action must be upon the statute, to recover a debt in the nature of a forfeiture, for a failure, to perform a duty. In the one case the absence of any immunity from personal liability renders the shareholders liable when the debt is contracted; in the other the director's liability is created by his own act or omission to act.

It seems to me very clear, therefore, that the personal liability imposed upon the officers of a corporation, who shall have neglected or refused the performance of a duty, with which they are charged by the statute, in the nature of a penalty, and was designed as a punishment for such neglect. Such is the plain import of the language of the statute. The directors shall file a certificate, and if they refuse or neglect, they shall forfeit to the creditors the amount of their respective debts. The object of requiring a certificate to be filed was to enable all who thereafter dealt with the company, to ascertain its pecuniary condition; hence the penalty goes to such creditors as may have been deprived of this course of information.

A charter, or an act of incorporation, is doubtless a contract; nevertheless, penalties and forfeitures may proceed from it; and where the charter is conferred by public law, and the penalty is created by public law, it becomes, to all intents, a penal statute; and if the general manufacturing law of Massachusetts had ordained, that if the directors neglected to file a certificate they should forfeit ten thousand dollars to the use of the creditors, the statute would have not been any more penal than in the form it now has. In either case, it must be a penalty or forfeiture, and must be sued for and recovered as such.

The case of Corning *vs.* McCullough (1 N. Y. II. Comst. I., 47) involved the consideration of this question, and received a very careful examination by the court. The ninth section of the act incorporating the Rossie Galena Company provides that the stockholders of the company should be jointly and severally personally liable, for the payment of all debts contracted by the company. The question was, whether the statute limitation of three years in bringing an action upon a statute made for a forfeiture or penalty, given in whole or in part to any person who would prosecute for the same, applied to that case. The court in a very elaborate opinion, delivered by the late Chief Justice Jones, held, that to come within the statute the action must be on the statute for a forfeiture or cause, the benefit and suit whereof is limited wholly or in part to the party aggrieved. The learned Judge says, "I think the intention of the legislature to have been to apply them to forfeitures, and penalties, and causes of action of the like character, partaking of the character of penal actions."

The distinction between the original liability of stockholders, and such as attaches to officers for neglect of duty, is clearly drawn, and constantly kept in view in the case referred to; and it is held that in the former case, the stockholders, being original debtors, are liable as co-partners, and are not exempted by the corporate capacity of the company; and in the latter, that their liability not being original they could only be charged by their own act. In the one case, the action was a common law action for the recovery of the penalty. The court say—"The liability of this defendant to these plaintiffs is neither for a penalty inflicted upon him for any offence committed by him, nor for any forfeiture incurred by him, nor does it possess any element or feature of a penal character, assimilating it to either forfeiture or penalty." Again, "It is the policy of the statute to limit the commencement of actions for forfeitures and penalties to shorter periods of time than actions on contracts, and for vested rights, and legislative enactments subjecting the aggressor to a specific measure of damages, or a specific compensation for the injuries he causes, may be in their nature penal."

Exparte Van Riper (20 Wend., 614) is fully sustained by Corning *vs.* McCullough. There Van Riper, a director of the bank, was personally liable. The fourteenth section of the charter provided that the president and director should jointly and severally be and continue liable, individually to every creditor, for the payment of the debts of the bank; and the court held, that the

liability was original, and not incurred by any subsequent act. This case is referred to, and approved by Mr. Justice Bronson, in his concurring opinion in Corning *vs.* McCullough.

In both these cases the line is distinctly drawn between the original personal liability of the stockholder or director, created by the charter or act of incorporation, and such liabilities as attach by some subseqent act of the officers.

In Garrison *vs.* Howe (17 N. Y., 458) the defendant was sought to be charged as a trustee of a manufacturing company. The act of incorporation required the trustee to make and file an annual report, &c., and declared that for any neglect to do so the trustees should be individually liable for the debt of the company. The trustees neglected to file their report. The question of jurisdiction did not arise, but David, J., "if the statute was simply a remedial one, it might be said that the plaintiff's case was within the equity; for the general object of the law doubtless was besides enforcing the duty of making reports for the benefit of all concerned, to enable parties proposing to deal with the corporation, to see whether they could safely do so. But the provision is highly penal, and the rules of law do not permit us to extend it by construction to cases not fairly within the language."

In a recent case in this court (Merchants Bank of New Haven *vs.* Bliss, 23 Abb. Pr., 225), a question similar to that in Corning *vs.* McCullough (supra) arose. The defendant was sued as a trustee of a manufacturing company organized under the general law of this State, which contains, substantially, the same provision respecting the duty of the trustees to make and file a report and their personal liability for not doing so, as are contained in the Massachusetts law, and he was sought to be made liable, by reason of the trustees having failed to make their report. The inquiry was, whether the statute of limitations of three years for actions upon a statute for a penalty or forfeiture applied, and it was held that it did. The court, in elaborate opinions delivered by two justices, decided that the action was necessarily upon the statute to recover a penalty or forfeiture.

This question has also been very carefully examined, and fully considered by the Supreme Court of New Jersey (Derrickson *vs.* Smith, 3 Dutch, N. J., 166). It arose under our general manufacturing law; and the defendant was sought to be held liable in that state, the corporation being located, and the neglect of the officers having occurred in this State. The court held the action was for a penalty, and could not be maintained in that State. The case is well supported on principle, as well as by the authority of the cases I have above referred to.

The examination I have been able to give this subject has strengthened and confirmed the views I entertained at the trial, and I see no reason now to change them.

The exception should be over-ruled, and Judgment directed for the defendant.

☞ The Governor of Michigan has vetoed the Port Huron and Lansing Railroad bill on the ground that it is unconstitutional and inexpedient. The bill allows ten per cent. on the assessed valuation to be given to the road by all townships in any county traversed by the road. The Governor says the system will create an enormous flood of bonds, which capitalists cannot take and the issuers cannot pay, and the credit of Michigan, forced to go begging, will stand low in the market.

Steel Rails Improved.

We would call attention to the following analysis of Beers' Vibratory Rail. (See advertisement on our first page.) The principle is that of a modified scroll. The objects are: economy in weight and cost; security against breakage; and relief to the wear of the rolling stock by removing the causes which produce and perpetuate the oscillation of a train.

The effect of this peculiar form is to increase the strength by securing a *lateral* deflection under pressure, as well as a *vertical;* and thus tax the lateral strength—or resistant power—in addition to the vertical strength; while the vertical only is made available in the T rail.

This *new element* of strength is equal to fully thirty per cent. in *steel* rails, and twenty in *iron.* Or, in other words, will maintain the full strength after that reduction in weight of metal.

Security against breakage, is the logical result of diverting the strain from across the base, as in the T rail, by distributing the same over a large amount of vertical surface; and the residue only, of force not expended in producing the lateral deflection, is thrown across the base; and even that residue is neutralized, to a great extent, by diversion from any focal point in the base, by the presence of a lateral deflection.

This *lateral* deflection is practically a vibratory deflection only; as a permanent deflection in that direction, even at the end of the rail, is opposed by more than five times the amount of surface under tensile strain, which can be made available to resist a permanent vertical deflection in a vertical rail.

The oscillation of a train is the effect of inequality in the foundations of the rail; which difficulty is positively unavoidable in practice; and to mitigate which, numerous plans more or less ingenious have been proposed; all of which have failed, not only to furnish a remedy, but even to touch the question involved; as, up to the present day, the principle universally in use is to place a vertical rail in form of a solid beam, or anvil, across a succession of sills, or ties—no two of which can rest upon a supporting material of *positive* equal density—consequently the train, when rapidly approaching the tie which rests upon the firmest support as compared with its immediate neighbors, finds its progress opposed by an abrupt and arbitrary increase of grade, which greatly augments the friction and abrasion, causing a violent lateral thrust and recoil, as well as a heavy blow from the wheel, when landing upon the rail at a lower gradient beyond the obstruction.

Now this thrust, with its responsive recoil, and inevitable blow, will be materially modified by the substitution of a rail of semi-scroll form, which shall yield slightly, and instantly, at this particular point, under the increased pressure of the wheel, as it dashes against this abrupt grade, and thus lessen materially the aggregate height of the obstruction, and respond to the modified blow from the wheel beyond the obstruction, by an instantaneous vibration, which will absorb, or neutralize the effect of the blow which produced it.

It is unnecessary to discuss the *importance* of a principle which will reduce the first cost of a mile of single track some $4,000; and practically prevent, or greatly modify, the oscillation of the train, by which its own destruction, and that of the rail also, is fearfully accelerated. Orders for this rail in steel, or in iron; will be filled at short notice. *

Pennsylvania Railroad.

We publish elsewhere the report of this company for the year 1866. The resolutions alluded to therein, and which are made part of the report, are as follows:

RESOLUTIONS.

Resolved, That for the purpose of consolidating the Bonded and other indebtedness of the Pennsylvania Railroad Company and to raise funds to meet the annual demands upon the Treasury of the Company for new tracks, additional equipment, enlargement of depots, extensions of sidings, and to meet the legitimate demands of the traffic of the country drained by the road of said Company and its branches, for increased railroad accommodations, and also to preserve the proper relation between the share capital and debts of the Company, the following financial programme be and the same is hereby adopted:

First—That the Bonds of the Pennsylvania Railroad Company secured by the First and Second Mortgages, and those due the Commonwealth issued for the purchase of the Main Line of Public Works, and other indebtedness, be paid out of the proceeds of, or be retired by, Bonds to be secured by a Consolidated Mortgage upon the whole or such portion of the line from Philadelphia to Pittsburg, with its equipment, and for such amount as the President and Board of Directors may determine, and the issue of the Bonds secured thereby shall at no time exceed the capital stock as the same may from time to time be increased.

Second—Dividends to be made semi annually of not exceeding Four per cent. from the net profits of the Company, payable in cash, free of United States and State taxes, and that a stock dividend of Five per cent., based upon profits already earned, be declared at the regular dividend term in May next, and thereafter, in addition to the semi-annual cash dividend, a stock dividend of Five per cent per annum be declared annually, if the net earnings of the Company will warrant the same.

Dry Goods Trade.

The following is a statement of the warehouse movement of Foreign Dry Goods at the Port of New York during the six months ending December 31, 1866:

Stock in warehouse July 1st, 1866		$34,232,315
Entered for warehousing for 6 months.		53,806,471
Received from other ports for 6 months		1,637,071
Supply		$89,675,857
Withdrawn for consump.	$50,247,428	
Exported from warehouse.	4,962,386	
Transported to other ports.	1,556,863	
		56,766,677
Stock in bond Jan. 1, 1867		$32,909,180
" " 1866		24,814,848
" " 1865		31,791,882
" " 1864		14,926,582
" " 1863		11,871,406
" " 1862		13,442,531
" " 1861		18,917,672
" " 1860		11,536,536

☞ A double track is soon to be laid on the Hudson River Railroad between Barrytown and Tivoli. The contract for the work has been taken by Mr. F. Pigeon, of Saugerties, who will commence the work as soon as the ground is in a fit condition.

San Francisco Mint Operations.

The following is an abstract of the official statement of the business of the U. S. Branch Mint at San Francisco during the year 1866:

Gold Deposits	$17,279,898 35
Silver „	1,077,705 55
Total	$18,357,603 90

The localities from whence gold bullion was received is as follows:

California	$9,600,317 16
Idaho	2,361,025 64
Oregon	1,074,437 58
Montana	789,450 73
Nevada	57,038 76
Arizona	19,046 16
Parted from silver	528,486 22
Fine bars	2,673,533 48
Foreign coin	85,522 47
Foreign bullion	116,040 15
Total gold	$17,279,898 35

The localities from whence silver bullion was received is as follows:

Nevada	$723,165 64
Arizona	373 68
Idaho	110,984 31
Oregon	183 68
Parted from gold	129,484 38
Bars	11,976 16
Foreign coln	22,016 51
Foreign bullion	79,521 24
Total silver	$1,077,705 55

GOLD COINAGE.

	No of pieces.	Value.
Double Eagles	842,250	$16,845,000
Eagles	20,000	200,000
Half Eagles	43,920	219,600
Quarter Eagles	38,960	97,400
Total	945,130	$17,362,000

SILVER COINAGE.

	No of pieces.	Value.
Half dollars	1,054,000	$527,000
Quarter dollars	28,000	7,000
Dimes	135,000	13,500
Half dimes	120,000	6,000
Totals	1,337,000	$553,500

GOLD AND SILVER COINAGE MONTHLY.

1866.	Gold.	Silver.
January	$315,000	$....
February	909,000	10,500
March	1,325,000	35,000
April	1,113,000	....
May	2,160,000	5,000
June	1,120,000	....
July	975,000	29,000
August	1,725,000	33,000
September	1,855,000	61,000
October	2,210,000	102,000
November	2,100,000	114,000
December	1,555,000	164,000
Total	$17,362,000	$553,000

RECAPITULATION

	No of pieces.	Value.
Gold coined	945,130	$17,362,000
Silver coined	1,337,387	553,500
Total	2,282,517	$17,915,500
Silver fine bars		437,407
Total		$18,352,907

The Gold coinage was $3,871,500 less than in 1865, though $1,444,360 in excess of 1864. The Silver coinage last year was $182,250 in excess of 1865, and $188,500 in excess of 1864. The value of the refined silver turned out was $175,257 larger than in 1865, and $396,861 in excess of 1864. The total value of the coin and bars turned out for the past year was $3,513,993 less than in 1865, though $2,029,721 more than in 1864.

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways, as far as reported, for January, 1867:

	1867.	1866.	Miles in operation.
Great Western	$242,170	$215,287	345
Grand Trunk	432,615	431,076	1,377
London & Port Stanley	2,079	1,794	25
Northern	24,093	23,813	94
Welland	2,753	1,114	25
Prescott and Ottawa	6,849	6,806	54
Total	$710,559	$679,890	1,920

Tonnage of New York.

The number of vessels arriving and departing from the port of New York, together with the tonnage and seamen employed during the fourth quarter of the year 1866, is officially stated as follows:

Entered at New York from foreign ports during the three months ending December 31, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	306	212,041	6,328
Foreign vessels	684	400,399	14,526
Total	990	612,440	20,854
Same time in 1865	1,036	594,759	20,765
" 1864	1,010	481,902	17,232
" 1863	1,185	551,245	20,880
" 1862	1,359	653,431	20,266
" 1861	1,395	715,200	21,818
" 1860	1,063	557,361	18,824

Entered at New York from foreign ports during the year 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	1,640	990,116	30,567
Foreign vessels	3,187	1,776,318	64,738
Total	4,827	2,766,434	95,305
Same time in 1865	4,640	2,248,273	78,959
" 1864	4,775	2,261,907	81,750
" 1863	4,983	2,382,374	82,136
" 1862	5,406	2,552,481	81,817
" 1861	4,077	2,483,705	78,264
" 1860	4,346	2,164,601	72,510

Cleared at New York for foreign ports during the three months ending December 31, 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	310	204,407	6,489
Foreign vessels	675	415,527	14,865
Total	985	709,934	21,354
Same time in 1865	1,010	602,831	21,266
" 1864	894	462,835	16,028
" 1863	1,106	553,003	19,020
" 1862	1,345	661,239	20,340
" 1861	1,341	759,973	20,949
" 1860	1,023	564,805	18,272

Cleared at New York for foreign ports during the year 1866:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	1,201	799,082	25,229
Foreign vessels	3,205	1,813,128	65,502
Total	4,406	2,612,210	90,731
Same time in 1865	4,192	2,159,322	74,717
" 1864	4,460	2,259,443	74,894
" 1863	4,666	2,391,605	76,669
" 1862	5,016	2,487,852	77,036
" 1861	4,608	2,388,766	74,925
" 1860	3,812	1,970,998	66,750

Coastwise commerce of New York during the three months ending December 31, 1866:

	Entered Coastwise. No. vessels.	Tons.	Cleared Coastwise. No. vessels.	Tons.
1860	385	152,461	1,044	683,679
1861	324	98,939	508	341,971
1862	570	199,546	1,076	210,151
1863	346	135,010	735	239,557
1864	329	156,296	742	244,889
1865	795	368,600	1,314	547,132
1866	778	427,349	905	551,893

Coastwise commerce of New York for the year ending December 31, 1866:

	Entered Coastwise. No. vessels.	Tons.	Cleared Coastwise. No. vessels.	Tons.
1860	1,571	529,015	4,908	1,902,508
1861	1,240	393,024	2,905	952,919
1862	1,382	477,010	2,302	619,808
1863	1,602	625,013	2,897	869,976
1864	1,318	568,111	2,979	895,952
1865	2,260	1,041,138	4,075	1,596,635
1866	2,708	1,451,638	4,364	2,046,147

Annexed is a comparative statement of the Foreign Trade of New York, including the value of imports and exports, and showing the proportion under the American and Foreign flags from 1860 to 1866, inclusive:

	In American Vessels.	In Foreign Vessels.
1860	$233,893,593	$149,923,149
1861	165,604,513	138,983,675
1862	150,177,598	238,614,915
1863	82,501,244	320,771,309
1864	74,016,606	406,227,306
1865	83,349,607	345,750,622
1866	114,051,506	438,458,614

The duties collected on the portion of the imports marketed here during the year, were divided as follows:—On goods brought in American vessels, $25,081,606; and on goods in foreign vessels, $102,195,616.

The annexed table includes only the arrivals at the port, during the years named, of vessels engaged in the foreign trade, and is exclusive of vessels arriving from other domestic ports:

	No. of Arrivals.	Tons. American.	Tons. Foreign.	Total tons.
1860	4,346	1,487,539	677,062	1,164,601
1861	4,077	1,618,258	865,447	2,483,705
1862	5,406	1,472,989	1,079,492	2,552,481
1863	4,983	986,713	1,395,634	2,382,347
1864	4,775	845,172	1,416,735	2,261,907
1865	4,640	774,458	1,473,815	2,248,273
1866	4,827	990,116	1,776,318	2,766,434

Finances of Kentucky.

The report of Wm. T. Samuels, Esq., Auditor of Public Accounts, states that the estimated receipts for the fiscal year ending October 10, 1867, are $886,181. The estimated expenditures for the same time are $990,900. The debts due the State of Kentucky on the 10th of October 1866, were $2,144,711. The debt due by the State on that day, and which the Treasurer is bound to pay on demand, was $470,033. The total amount of the State debt was $5,238,691. Of this debt $1,621,289 was due to the board of Education, and is therefore a debt of the State to itself. The annual interest on the State debt is $297,994. The State owns stock in internal improvements, the present value of which is uncertain, amounting in the aggregate to $4,830,475; in banks and railroads, $1,542,819. The amount in the Treasury to the credit of the Sinking Fund, was $1,290,377. The Commissioners of the Sinking Fund had on deposit in the Farmers' Bank of Kentucky, bearing interest, $171,399. Estimating the stocks in internal improvements to be worth one-half of the stated value, and the State now has resources amply sufficient to pay off her entire debt.

Progress of the Anthracite Coal Trade of Pennsylvania.

By P. W. Sheafer, Engineer of Mines, Pottsville, Pa.

Year.	Lehigh Tons.	Schuylkill. Tons.	Wyoming. Tons.	Shamokin, Wiconisco & Treverton. Tons.	Total. Tons.
1820	365	.....	.....	.....	365
1821	1,073	.....	.....	.....	1,073
1822	2,240	1,480	.....	.....	3,720
1823	5,823	1,128	.....	.....	6,951
1824	9,541	1,567	.....	.....	11,108
1825	28,393	6,500	.....	.....	34,893
1826	31,280	16,767	.....	.....	48 047
1827	32,074	31,360	.....	.....	63,434
1828	30,232	47,284	.....	.....	77,516
1829	25,110	79,973	7,000	.....	112,083
1830	41,750	69,984	43,000	.....	174,734
1831	40,966	81,854	54,000	.....	176,820
1832	70,000	209,271	84,600	.....	363,871
1833	123,000	252,971	111,777	.....	487,748
1834	106,244	226,692	43,700	.....	376,636
1835	131,250	339,508	90,000	.....	560,758
1836	148,211	432,405	103,861	.....	684,117
1837	223,902	523,152	115,387	.....	879,444
1838	213,615	433,875	78,207	.....	738,697
1839	221,025	442,608	122,300	11,930	828,402
1840	225,318	452,281	148,470	15,005	864,384
1841	143,037	585,542	192,270	21,463	959,973
1842	272,546	541,504	252,599	10,000	1,108,418
1843	267,793	677,312	285,605	10,000	1,263,598
1844	371,002	840,378	365,911	13,087	1,630,850
1845	429,453	1,083,796	451,836	10,000	2,013,013
1846	517,116	1,236,582	518,389	12,572	2,344,005
1847	633,507	1,583 374	583,067	14,904	2,882,309
1848	670,321	1,652,835	685,196	19,356	3,089,238
1849	781,656	1,605,126	732,910	45,075	3,242,966
1850	690,456	1,712,007	827,823	57,684	3,358,899
1851	964,224	2,229,426	1,156,167	99,099	4,403,730
1852	1,072,136	2,450,950	1,284,500	119,342	4,993,471
1853	1,054,309	2,470,943	1,475,732	113 007	5,195,151
1854	1,207,186	2,895,208	1,603,478	234,000	6,002,334
1855	1,284,113	3,318,555	1,771,511	240,338	6,604,318
1856	1,351,970	3,258,356	1,972,581	313,444	6,927,560
1857	1,318,541	2,985,541	1,952 603	388,255	6,663,828
1858	1,380,030	2,886,449	2,186,094	370,424	6,759,369
1859	1,628,311	3,004,953	2,731,236	443,755	7,780,518
1860	1,821,674	3,270,516	2,941,817	479,116	8,412,946
1861	1,738,377	2,697,489	3,055,140	463,308	7,843 211
1862	1,351,054	2,890,598	3,145,770	481,990	7,739,899
1863	1,894,713	3,433,265	3,759,610	478,418	9,631,101
1864	2,054,669	3,642,218	3,960,836	519,752	10,184,320
1865	2,040,913	3,735,802	3,254,519	621,157	9,652,391
1866	2,179,364	4,957,180	4,736,616	830,722	12,703,882

Coin Movement on the Pacific Coast.

The aggregate Coin Movement on the Pacific Coast, through the port of San Francisco, during the year 1866, was as follows:

Coined	$17,362,000
Coin received from interior	5,099,456
Supply	$22,461,456
Shipped by steamers	$4,397,210
Exported to China, &c	495,023
Paid in for duties	7,457,472
Sent inland	9,907,244
	22,256,949
Surplus of supply	$204,507

This, says the *Alta California*, gives a small figure for the increase of coin at San Francisco, but there is to be taken into account $553,500 of silver coinage, mostly paid over to those who had gold coined, and from which it was parted. This would give $778,007 as the increase that remained to the city circulation out of a supply of $22,461, 456. The amount of money paid in for duties and exported by the Treasuary to the East, where it now remains in the Government vaults, amounts to one entire third of the supply of coin. The export of silver from San Francisco during 1866 was as follows:

Per steamer	$9,039,936
To China	3,946,114
Total	$12,985,150

The silver of the port is mostly received from Nevada, and, according to the tables we recently published, the amount brought down in the past year was $15,215,218. This is the value of the silver bars, but it must be borne in mind that these are not pure silver. The value is one half gold. The average of the bars received is about 945 fine silver, 55 fine gold. It follows from this that as 99 ounces of fine silver are worth $128 an ounce of silver, 915 fine is worth $1 22.18. Also, that as 387 ounces fine gold are worth $8,000 an ounce, 55 fine is worth $1 13.69. Hence of the value received from Nevada, about 51.80 per cent. is silver, and 48 1-5th per cent. gold. The metal exported east is mostly Nevada bars, while that sent to China is mostly refined bars, very nearly pure. These are refined at a cost of some 4½ per cent., and are exported at an expense of 1½ per cent. to China, where the bars 998 touch, or as the English express it, 17 better, are worth 10 @11 premium. They are then sold or converted into sterling bills, which in the past year have ranged from 56d. per dollar to 52d. per dollar. The sterling so furnished is sold in New York, and drawn against here; but in the last year, sterling in New York has been as low as 5½ per cent., or 52d. per dollar—the same price that it was at a corresponding period in China. The silver shipped by the steamers goes to London, where it has ranged from 62⅛d. per ounce to 60¼d. per ounce. Those violent fluctuations have caused the silver to range here from 2 per cent. premium to 2 per cent discount.

Milwaukee as a Shipping Port.

The Milwaukee *Wisconsin* gives the following statement of the number of vessels of all classes arrived at, and departed from, the Port of Milwaukee during the year 1866:

Arrived from	Am. Ports.	Foreign Ports.	Total.
January	14	..	14
February	7	..	7
March	25	..	25
April	199	..	199
May	429	30	459
June	471	25	496
July	451	26	477
August	446	20	466
September	396	16	412
October	480	17	497
November	459	6	465
December	97	1	98
Total	3,474	141	3,615

Departed to	Am. Ports.	Foreign Ports.	Total.
January	14	..	14
February	8	..	8
March	30	..	30
April	232	2	234
May	451	29	480
June	471	13	484
July	465	11	476
August	454	5	459
September	415	3	418
October	482	11	493
November	435	5	440
December	67	..	67
Total	3,524	79	3,603

The discrepancy between the arrivals from foreign ports, and departures, arises from the fact that the Grand Trunk Railway Steamers clear for Port Huron, and arrive from Sarnia.

Central Ohio Railroad.

We learn from Zanesville, that the Baltimore and Ohio Railroad Company have completed for the Central Ohio Division ninety-seven new cars, viz: 10 lightning express, 19 stock, 50 house and 18 gondola, a portion of which are already on the road, and the remainder will be put on as fast as practicable; and that they purpose making extensive improvements on the road as rapidly as possible after the season becomes favorable, which will enable it to meet the wants of shippers acd the expectations of the public generally.

St. John Passenger Railway.

At the last session of the General Assembly of the Province of New Brunswick, an act was passed to incorporate the "People's Street Railway Co.," with authority to construct a railway upon the streets of the city of St. John, and upon the streets, highways and bridges in the county of St. John, as may be agreed upon between the company and the authorities of the city and county. The capital of the company to be $200,000 in 10,000 shares of $20 each. The first section of the railway to be made and completed from Reed's Point to Indian Town in three years from the passage of the act. Assessments are to be made from time to time as the work progresses; not exceeding 20 per cent. at any one time, and payable within 30 days after notice of such call is given. The company are also authorized to raise money upon mortgage of their road, and to issue bonds therefor. The act further provides that the cars may be run with steam or horse power. The first three instalments on the capital stock are to be paid as required during the progress of the work; the fourth, upon the completion of the road; and the fifth in 30 days thereafter. It is proposed to issue stock certificates for the full amount subscribed, upon the payment of the first instalment, which, together with all subsequent payments, is to be endorsed upon the certificates. Six per cent. interest is to be allowed on all payments by shareholders until the completion of the road. Upon the completion of the first section, or so soon as a sufficient amount of stock is subscribed, it is the intention of the grantees, W. K. Reynolds and associates, to proceed with the construction of the remaining sections. He proposes to build and equip the whole road, with one line of rails, turnouts and sidings, also four steam or locomotive cars, and two light horse cars, with horses, harnesses, etc., at the rate of $34,500 per mile of track; or he will finish and put in thorough working order, the entire road, from Reed's Point to Indian Town, as above, for $92,000. Upon the completion of the whole road, with the contemplated branches, it is estimated that forty locomotive cars will be required.

☞ A meeting of the citizens of Belfast, Me., was recently held to take into consideration the subject of a railroad to Moosehead Lake. A committee was appointed to make a full investigation of the practicability of the proposed enterprise, and adopt such preliminary measures as would bring the whole matter practically before the citizens of Belfast for action.

☞ J. Dutton Steele, Esq., has been chosen Chief Engineer of the Wilmington and Reading Railroad, the new line of road which is to run from Wilmington, Del., to Birdsboro, Pa. This important railroad connection will be commenced this season and completed at an early day. Edward Brooke, Esq., of Birdsboro', is President of the company.

☞ A cable telegram has been received by the President of the James River and Kanawha Company, from Mr. De Billet, stating that the Societe Generale de Paris had agreed to furnish the maximum capital of $40,000,000 required for the Virginia Canal Company.

Interest and Dividends.

The Pacific Mail Steamship Company have declared a dividend of three per cent. out of the net earnings of the quarter ending January 31, 1867, payable at the office of the company Friday, March 1.

BORDEN & LOVELL,

COMMISSION MERCHANTS.

70 and 71 West St., New York.

Fall River Iron Works Company's

NAILS, BANDS, HOOPS AND RODS.

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VULCANIZED RUBBER FABRICS,

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Patent Smooth Belting, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite —Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

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The undersigned are now ready to Contract for the delivery of rails made of **Bessemer** or **Pneumatic Steel,** wholly **American,** and of the best quality.

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400 Chestnut Street,
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RAILWAY ROLLING STOCK.

United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London. 1m7

THE ATLANTIC BRIDGE WORKS,

Office, No. 157 Broadway,

NEW YORK.

POST, McCALLUM & CO.,

Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 136 Pearl St.

FOR SALE,

A SET OF BOILER PLATE BENDING ROLLS, six feet long, suitable for bending iron No. 4 in thickness, and under.

POOLE & HUNT,

417 **Baltimore, Md.**

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

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Sterling Iron and Railway Co,

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Offer for sale at lowest market rates, in quantities to suit purchasers,

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THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

March 1.—RISING STAR, Capt. W. G. Furber, connecting with GOLDEN CITY, Capt. Watkins.

March 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with MONTANA, Capt. Sutton.

March 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with CONSTITUTION, Capt Caverly.

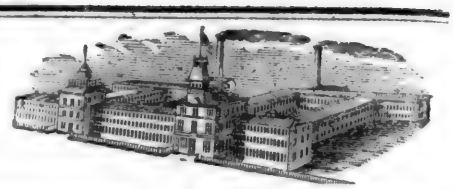
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

9m35 F. R. BABY, Agent.



ENGINEERS AND CONDUCTORS'

WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

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182 Broadway, New York.

ROBBINS, APPLETON & CO.,
153 Washington Street, Boston.

PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.

AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.

AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 10.] SATURDAY, MARCH 9, 1867. [WHOLE No. 1,612, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 9, 1867.

Baltimore and Ohio Railroad.

We have received a copy of the Report of this company for the fiscal year ending September 30, 1864, which was presented at the annual meeting of the company held in Baltimore on the 13th of November, 1866. The protracted difficulties connected with the war, and the great delays in the adjustment of accounts with the Goverment, has prevented the directors from preparing and submitting the Report at an earlier date. The report embraces the statements of the Treasurer, and of the Masters of Transportation, Road and Machinery. These contain much matter of interest, and will be more particularly alluded to in a subsequent number.

At various periods during the year under review, sections of the main stem were repeatedly occupied by the Confederate forces, and numerous raids continued to be made upon the line. Frequent conflicts, and a number of great and decisive battles took place upon and in the vicinity of the road. Property of the company of great magnitude and value, as during the preceding years of the war, were destroyed at numerous points. Among which may be mentioned the fine iron bridge at Monocacy three spans, much damaged by iron shot. Mead's stone arch bridge was blown up. Three trestle spans of the Harper's Ferry bridge were destroyed by Government forces. The canal span, all the woodwork connected with the iron spans of the main bridge, and the timber track and platforms upon 16 spans of the trestling upon the iron columns in Harper's Ferry were destroyed by Confederate forces. Much damage to this bridge was also caused by the severe freshets of April and May, in that year. The following trestle bridges were burned: Opequon, Tuscarora, Rattling, Pillar (9 spans) Back Creek (partially destroyed a second time,) South Branch, (east span do.,) North Branch, (12 trestles,) Patterson's Creek (2 spans twice burned,) Warrior's Run. Between Harper's Ferry and Cumberland 29 open culverts were burned. The destruction of track and sidings at different points, embraced upwards of 16 miles, together with water stations, engine houses, machine and paint shops, passenger and telegraph offices, platforms, etc.

The raid on Piedmont and Bloomington on the 5th of May, 1864, was followed by great loss to the company. The mail train bound east, consisting of engine, tender, 1 baggage, 1 mail and 4 passenger cars was captured and burned. Two freight trains, consisting of 2 engines and 18 loaded cars were destroyed near the arch bridge at Bloomington; 22 cars were also burned at Piedmont. An iron clad car, a house car loaded with hay, and one gondola car were destroyed. The hand and truck cars were used by the Government forces after the battle of the 9th of July at Monocacy. Much of this equipment was thus destroyed. On the 12th of July, at Beltsville, on the Washington Branch, a train consisting of 5 passenger, and 3 freight cars were captured and burned; 2 gondola and 11 ballast cars were also destroyed. The repeated destruction of the telegraph line between Monocacy and Piedmont, during the year, was equivalent in the reconstruction required, to a continuous line of 125 miles.

Upon each occasion of invasion and destruction, the arrangements of the company were so perfected, that at the earliest moment at which the Government troops were prepared to re-occupy the line, reconstruction was rapidly effected. In every instance large organized forces, with full supplies of the material required, had been held in readiness, and were promptly forwarded from the east and the west to the requisite points, the extensive damage repaired, and the important military and other work of the road resumed without delay. The Report of the Master of Road is especially interesting, as it embraces full particulars of the destruction, and of the operations of that department in connection with the restoration of the track and works of the company.

Notwithstanding the varied embarrassments affecting its operations, the company was enabled to work the entire route from Baltimore to the Ohio River for three-fourths of the year, and chiefly by this comparative advantage over the preceding year, succeeded in securing the improved financial results as shown in the annexed summary of its operations.

The gross earnings of the main line were $8,577,692 25—exceeding those of the preceding year $2,067,747 19, and those of the fiscal year 1862, $4,095,833 27.

The expenses of working and keeping the road and machinery in repair amounted to $3,270,509 05—being 38.12 per cent. upon the earnings; showing an increase of 7.93 per cent. compared with the previous year, and of 6.28 per cent. compared with the fiscal year of 1862. The working expenses, as compared with 1863, shows an increase of $1,304,661 64—making the increase of net profits $763,085 55. As compared with 1862, the working expenses have increased $1,843,303 22, with an increase of net profits amounting to $2,252,530 05.

During the fiscal year the sinking fund for the redemption of the city loan increased to $899,864 24—showing a gain of $39,899.

Additional advances to the Northwest Virginia Railroad Company, after crediting all earnings received, viz: for payment of interest and for expenditures in improving the condition of the road, amounted to $143,972 29, exclusive of the payment of $1,200,000, to the city of Baltimore, and of $13,000 for bonds of that company, having liens upon its property in Parkersburg.

A dividend of six per cent. was paid on the 26th of October, 1863, and one of four per cent. on the 26th of April, 1864.

The liabilities of the company, were reduced

during the year as follows: Loan redeemable in 1867, $44,803 28; in 1875, $60,250; in 1880, $47,500; and in 1885, $539,500—making a total reduction in the fiscal year 1863–'64, of $692,053 28.

The balance of cash in the Treasury, Sept. 30, 1864, after deducting $161,250 for payment of interest on the city loan, and on the bonds of the company which matured October 1, 1864, was $268,023 30.

The earnings of the Washington Branch for the year were $864,480 79—showing an increase of $161,357 20 compared with the previous year, and of $86,064 12 compared with 1862. The expenditures charged amounted to $606,018 40, which deducted from the revenue, produced the net sum of $258,462 39—showing a decreased gain compared with the preceding year of $171,427 88; and of $366,126 53 compared with 1862. The expenditures charged are for the construction of second track, and other improvements, and for repairs of depots, bridges, water stations and railway, and for pumping water—a system having been adopted by which the earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore, to be paid by the main stem—the expenses of the road department alone being charged to the branch.

At the close of the preceding year the work upon the double track between the Relay House and Washington had been commenced; and during the month of February following, the second track between Washington and Annapolis Junctions, was completed and placed in use. A portion of the work between the latter point and Washington was also accomplished prior to the close of the year.

A dividend of five per cent. was paid Oct. 16, 1863, and one of five per cent., April 16, 1864.

The earnings of the Northwestern Virginia Railroad for the fiscal year amounted to $696,702 99; and the working expenses to $569,667 83—leaving the net earnings $127,035 16. The earnings were $250,482 13 more than for the previous year, while the expenses increased $165,572 76—an increased comparative net result of $84,909 37. The ratio of working expenses to earnings was 81.76; in 1863, it was 90.55; and in 1862, 73.25.

The aggregate earnings of the Main Stem, Washington Branch and Northwestern Virginia Railroads, were $10,138,876 03; and the expenses, $4,446,195 28—leaving as net earnings $5,692,680 75; showing an aggregate net increase over the preceding year of $676,567 04.

During the year 219,122 new cross ties, and 9,123 tons of new rails were placed in the track of the Main Stem, equal to 97 miles of new track. Upwards of 2,873 tons of new rails, and 50,972 new cross ties were used in the track of the Washington Branch, and 987 tons new rails, and 80,478 cross ties on the Parkersburg Branch.

The company have 221 locomotives. The number of miles run during the year was: On the Main Stem, 3,493,376; on the Washington Branch, 435,144; on the N. W. Va. R. R., 416,837—total, 4,345,357, an increase over the previous year of 615,099 miles.

The liabilities of the company on the 30th of September, 1864, were: capital stock, $13,151,962; preferred stock, $3,000,000; bonds, $4,420,530 50; City loan, $5,000,000; open accounts, $422,136 14; unclaimed dues, $33,355 29; Washington Branch, $567,477 35; profit and loss, $13,087,651 31—total of balance sheet, $39,683,112 59. The assets were: Cost of road, second track, real estate and rolling stock, $24,993,206 22; stock and bonds, $4,348,103 86; N. W. Va. R. R., $4,054,515 25; sinking funds, $1,647,055 90; materials, $462,161 76; bills receivable, outstanding dues, uncollected revenue, etc., $3,910,046 80; balance in the Treasury, $268,023 30—total, as above, $39,683,112 59.

The capital stock of the Washington Branch is $1,650,000, which represents the cost of road and equipment.

☞ The Atlantic and Pacific Railroad Company are about closing a contract with Messrs. Dodge & Co., who built the Marietta road, to build fifty miles extension of the Southwestern branch beyond Rolla.

Cleveland and Pittsburg Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, were as follows:

	1865.	1866.
From freight	$1,569,584 06	$1,498,631 56
" passengers	1,029,065 60	788,922 77
" miscellaneous	97,727 86	64,351 50
	$2,696,377 52	$2,351,905 83
Expenses, viz:		
Motive power & cars	$758,368 98	$627,880 03
Maintenance of way and structures	551,416 19	494,567 48
Transportation & general expenses	649,798 39	574,731 96
	$1,959,583 56	$1,697,179 47
Earnings less expenses	$736,793 96	$654,726 36
To which add receipts from Pittsburg, Ft. Wayne and Chicago Railway Co., being this company's share of surplus earnings		256,065 73
Balance		$910,792 09
From which there has been paid—		
Mortgage interest	$257,681 50	
Interest on notes, etc	5,790 54	
Lease of P., Ft. W. & C. track	85,000 00	
		348,472 04
Leaving, as balance of the year's business		$562,320 05

—which sum has been mainly appropriated to the payment of the following items:

New equipment		$124,611 63
Union depot, Cleveland		44,770 82
Other new structures and improvements		49,171 10
Settlement of Allegheny County claim		50,137 38
Notes for three Pony Engines		39,058 89
Notes for Penn street property		30,000 00
Other indebtedness liquidated		8,485 48
Dividend of June 10th, 1866, and Government tax on same	$227,003 15	
Less amount taken from assets of the Treasurer at close of last fiscal year	100,000 00	
		127,003 15
Total		$473,238 45

It may be proper after this showing, to explain to the stockholders, especially to those not familiar with the history of this company, the reasons why it has not seemed to the Directors practicable to resume the payments of regular dividends at the present time. The principal reason is the great increase of the company's business, for the proper performance of which large outlays have been made necessary. Nine years ago the company failed, and after struggling with many embarrassments, was finally, in the year 1860, placed in the hands of a receiver, by the order of the United States Court. In this condition it struggled on, liquidating and compromising its liabilities, but without means to increase its facilities for business. Three and one half years ago the road was again put into the hands of the stockholders, with some old claims still hanging over the company, amounting in the aggregate to a large sum, and with a railway and equipment which had been strained to its utmost in the attempt to perform the business which was offering.

When it is considered that since June, 1863, the business of the company has nearly doubled, some idea may be formed of the outlay which this great increase of traffic has made necessary.

During this period there have been bought,

20 new engines	$414,600 66
7 passenger and 2 baggage cars	40,479 96
571 freight and coal cars	399,782 61
New iron rail has been purchased for extension of side tracks, and as a reserve for purposes of re-rolling	371,037 18

New structures have been erected and improvements made as follows:

Union depot, Cleveland	$128,779 59
Round house, machine shop and tenement houses at Wellsville	133,124 86
New buildings and improvements at Cleveland	19,085 64
Bedford Bridge	71,244 30
Allegheny Bridge extension	26,659 29
Machinery for repair shops	37,481 51

Over fifty acres of land have been purchased at Cleveland, indispensable for the vastly increasing traffic in coal and iron ore. Grounds in Pittsburg have also been purchased and great improvements made, for the accommodation of the freight department at that point, at an aggregate expenditure of | $171,829 36
Old indebtedness has been paid amounting to | 334,014 44

In addition to all of which dividends as follows have been paid to the stockholders:

October, 1863	$155,044 00	
April, 1864	159,253 00	
October, 1864	161,355 00	
February, 1865	212,729 25	
January, 1866	215,653 00	
		904,034 25

The grand total of all of which items is $3,052,153 60, of which $800,000 was furnished by sale of capital stock. The balance, $2,252,153 60, being applied from the earnings of the company.

The Directors are convinced that had the stockholders been satisfied to wait a little longer for dividends, the business of the road would have been more speedily developed, and the company would have sooner reached a position to make them regular returns upon their investment.

The road is now in first class condition as a business line, and is well equipped for the present traffic. The grounds recently purchased at Cleveland need very considerable outlays to bring them into a condition to be of the greatest use, and it is imperative if the competition of rival interests with which the business of another year must contend, is to be properly met, that these improvements be entered upon at once and vigorously pushed to completion.

The income of the company from all sources during the year has been as follows:

Gross earnings, as above		$2,351,905 83
Received from Pittsburg, Ft. Wayne and Chicago Railway Co	256,065 73	
Issues of capital stock and scrip	345 40	
Received from miscellaneous sources	3,869 21	
Due on bills and pay rolls	154,996 52	
Assets at close of 1865, as per last report	354,144 73	
		$3,121,827 42

Disbursed as follows:		
Operating expenses, as above		$1,697,179 47
Mortgage interest		257,681 50
Interest on notes and accounts		5,790 54
Lease of P., Ft. W. and C. R'y track		85,000 00
Dividend of Jan., 1866		215,653 00
Government tax on same		11,350 15
Bills payable		69,091 86
Stock scrip retired		302 92
Dividend bonds and scrip retired		3,410 25
River line bonds and certificates		4,194 80
4th mortgage scrip		577 51
Allegheny County scrip		50,137 38
Expenditures on account of construction and equipment		124,611 63
Expenditures on account of new structures and improvements		96,979 66
Balance in hands of Treasurer	$205,579 53	
Lawrence Railroad and Transp. Co. stock	10,000 00	
Bills receivable	12,230 67	
Materials at shop	134,069 60	
Bal. of personal acc'nts	137,486 95	
		499,366 75
		$3,121,327 42

The company have 68 locomotives, 31 first class, and 5 second class passenger cars, 14 baggage, 9 express, 18 way, 1 paymasters, 318 box, 21 slat, 732 gondola, 17 platform, 16 wood, 43 gravel, 8 wrecking, 37 hand, 32 ditching and 7 truck cars. Miles run by passenger trains, 390,350; by freight trains, 728,910; by wood and gravel trains, 297,-801; by mixed trains on Tuscarawas Branch, 23,-620—total, 1,440,681, an increase over 1865, of 10,940 miles. Tons of freight carried one mile, 70,918,104, an increase over 1865, of 9,227,804 tons. Total number of cars hauled one mile, 11,-763,958, an increase over 1865 of 1,938,688 miles.

CONDENSED BALANCE SHEET.

	1865.	1866.
Construction	$9,201,464 40	$8,947,354 05
Machinery and tools	69,984 66	69,929 94
Personal property	31,799 97	32,697 78
Telegraph line	16,913 72	16,913 72
Shop materials	131,329 39	134,069 60
Lawrence R. R. and Transp. stock	10,000 00	10,000 00
Bills receivable	12,230 67	12,230 67
Bal. personal acc'nts	23,755 45	137,486 95
Cash	176,829 22	205,579 53
	$9,674,307 48	$9,566,262 24
Capital stock	$5,403,910 74	$5,403,953 22
2d mortgage bonds	1,129,000 00	1,129,000 00
3d " "	1,619,500 00	1,619,500 00
4th " "	1,108,123 55	1,107,546 04
River line "	4,000 00	.....
Dividend "	16,725 00	13,314 75
Income "	3,500 00	3,500 00
Bills payable	83,292 35	14,200 49
Due on bills and pay rolls	.....	154,996 52
Net earnings	306,255 84	120,251 22
	$9,674,307 48	$9,566,262 24

President.—J. N. MCCULLOUGH.

Directors.—J. N. McCullough, Jas. F. Clark, T. P. Handy, W. W. Holloway, B. F. Jones, J. H. Shoenberger, J. H. Banker, David Dows, C. W. Durant, John Steward, John F. Tracy and Thomas Slocomb.

Superintendent.—J. H. DEVEREUX.

☞ In Kansas the Legislature has adopted a railroad bill limiting passenger fares to five cents per mile, and freight tariffs to sixty cents per one hundred pounds for first class freight for one hundred miles; fifty cents for second class, and forty cents for third class. The bill takes effect on the first of June.

Albany and Susquehanna Railroad.

Ever since the unfinished line of railroad was projected we have earnestly favored its construction, as an important public improvement, of peculiar interest to the inhabitants of the Southern Tier, and of vast consequence to the locality through which it passes, as an act of justice to that population which has cheerfully paid in taxes its share of the State funds appropriated in railroads and canals in other sections of the State. The interests of this sequestered region were too long ignored, and are yet not fully recognized. The people who reside between Albany and Binghamton have been subjected to much expense to find profitable markets. They sought, and, after years of concentrated effort, secured the passage of a law granting some aid in the construction of the work. Liberal subscriptions were made along the line at the outset. These were increased as the work progressed, and the auxiliary assistance furnished by the State gave a new impetus to the project. Last year a bill to render still further aid was vetoed by the Governor, along with several other measures, which would have materially added to the burden of taxation.

Gov. Fenton, in his veto, admitted the great importance of the railroad, but was compelled to withhold his signature from economical considerations. Not discouraged at the unlooked for result, disheartening as it was, the company pushed forward the work, and renewed the call for aid along the line, already heavily drawn upon.

The railroad is now in running order as far as Sydney, Delaware Co., a distance of 104 miles from Albany, and within 36 miles of Binghamton. The portion to be built involves much expense, from heavy gradings or deep cuttings. The local trade and travel on the finished section has surpassed anticipation, and indicates the financial prosperity of the enterprise when completed. The resources of the company are nearly exhausted.

Hon. J. Van Valkenburgh, of Binghamton, has introduced a bill in the Assembly, pledging $250,-000, from the State, when the road is finished to Binghamton.

We earnestly hope that the Members of the Legislature from the entire Southern Tier will give an effective support to this bill. Should it become a law, the railroad can be completed by midsummer.

We believe that Steuben County has been uniformly in favor of this project during the six or eight years that it has been, with various fortunes seeking Legislative aid. It is proper to say in this connection that the success of the railroad project thus far has been largely owing to the indefatigable, zealous exertions of Hon. J. Ramsey, of Schoharie Co., now the President of the company, who while Senator, and before and since, has been the most influential in securing local and State aid, and securing the recognition of the claim of that secluded region to a share in the fostering care of the State. He has labored with a courage and tenacity that is rare indeed. The Albany and Susquehanna Railroad will be his memorial for all time to come.—*Corning Journal.*

Ashland Iron Co.

Both branches of the Maryland Legislature have passed a bill incorporating the Ashland Iron Company of Baltimore County, and it is now a law. Messrs. George Small, Edward Patterson, Jr., Samuel Small, Philip A. Small, James C. Clarke and W. Latimer Small are the corporation. The capital stock is set down at $150,000, in shares of $250, with the privilege, if it should be necessary, to increase it to $1,000,000. The company have the right to purchase, hold and dispose of property, real, personal or mixed, fee simple or leasehold; to erect iron works and other necessary buildings in Baltimore County or Baltimore City for the manufacture of iron and coal, and to do whatever else may be necessary for the manufacture and working of iron and coal, and for the transportation thereof; to own vessels, cars, wagons and other vehicles, and to do all things generally as may be proper and necessary to procure ore, coal, etc. The corporation is also vested with all necessary powers to lay down and contract, and to use and operate, lateral and tram railways, with double or single tracks, to their works, to and from ore banks or mines, and also to connect with the Northern Central Railroad, or any other railroad passing through Baltimore County, at such points as they may deem most desirable, on such terms as may be agreed upon with said railroad company, but shall have no power to condemn land for that purpose.

Performance of Locomotives on the Illinois Central Railroad.

We are indebted to Samuel J. Hayes, Esq., Superintendent of Machinery, for a copy of his Annual Statement, showing the performance of locomotive engines on the several divisions of the Illinois Central Railroad during the year ending December 31, 1866. The following is an abstract:

	Chicago division.	South division.	North division.	Total.
Miles of road	252 5	230.75	225.0	708.25
Number of engines	69	41	41	149
Miles run—				
By passenger trains	389,927	299,064	288,810	977,801
By freight trains	934,013	500,671	681,738	2,116,422
By other trains	268,330	136,148	105,161	509,639
Total miles run	1,592,270	935,883	1,075,709	3,603,862
Materials used—				
Lbs. of waste used	21,314	14,999	15,096	52,309
Gal. of oil used	12,471	9,825	8,543	30,839
Cords of wood used	2,539	2,691	1,110	6,341
Tons of coal used	46,733	25,611	29,463	101,807
Running expenses—				
Cost of wages	$33,994	$56,277	$58,098	$208,369
Cost of repairs	239,422	194,045	143,540	577,007
Cost of stores	18,979	14,594	13,280	46,853
Cost of fuel	137,165	82,713	83,635	303,513
Cost of cleaning engines	20,321	12,443	9,201	41,966
Total cost	$509,881	$560,072	$307,754	$1,177,708
Average per mile run—	Cents.	Cents.	Cents.	Cents.
For oil, waste & tal	1.19	1.56	1.25	1.30
For repairs	15.03	20.73	13 34	16.01
For fuel	8.61	8 84	7.77	8.42
For wages	5.90	6 01	5.40	5.78
For cleaning	1.27	1.33	0.85	1.16
Total	32.00	38.47	28.61	32.67
Average miles run—				
To one cord of wood	69.29	54.46	42.37	68.56
To one ton of coal	32.52	34.05	36.50	34.04
To one pint of oil	15.36	11.90	15.59	14 28
Av. number cars per trip	13.98	12.47	10.87	12.44

The above oil includes that used in head lights and in lamps of engineers; wood is rated at $5.80 per cord, and coal at $2 62 per ton, loaded on tenders; Oil $1 18 per gallon; waste 20 cents per pound. Rebuilding, superintending, teaming and all other expenditures relating to repairs, are included in the above cost of performance of locomotives. Two empty cars are rated as one loaded. Whole number of engines owned by the company, 149. The average cost per mile is as follows:

	Cents.
For passenger engines	32.39
For freight engines	32.33
For construction engines	23.74
For switching engines	26.79
For each car drawn, Chicago division	2.29
For each car drawn, South division	3.08
For each car drawn, North division	2.63
For each car drawn, entire road	2.62

Samuel J. Hayes, Superintendent of Machinery; George Holton, M. M., Chicago Division; David Oxley, M. M., South Division; J. B. Edams, M. M., North Division.

☞ The bill granting State aid to the Albany and Susquehanna Railroad Company passed the House on the 2d inst., by a vote of 76 to 25. It had previously passed the Senate.

Railroads of Massachusetts.

A tabular Statement of the Railroads of the State, their Capital and Cost, Length, Earnings and Expenses, Dividends, &c., for the year ending 30th November, 1866.

(Prepared by Hon. OLIVER WARNER, Secretary of the Commonwealth.)

Companies.	Capital Account.				Cost of road and Equipm'nt.	Length of Road.	Gross Earnings.				Operating and Repairs.	Earnings less Expenses.	Dividends.	
	Share Capital.	Funded Debt.	Floating Debt.	Total Capital.			Passenger.	Freight.	Mails, etc.	Total.			Amount.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Agricultural Branch	423,388	400,000	29,259	852,647	923,494	28.97	10,636	6,040	21,250	37,925	28,660	9,265	3,600	6
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Boston and Worcester.)					42,000	42,000	7
Boston, Hartford and Erie	11,877,000	8,201,350	47,981	20,126,331	12,923,813	96.22	72,409	10,190	1,980	84,579	119,616	(loss.)	.....	....
Norfolk County	(Included in B. H. & Erie R. R.)					25.96	51,716	43,760	4,969	100,445	102,541	(loss.)	.....	....
Boston and Lowell*	1,830,000	640,000	75,297	2,545,297	2,648,779	28.61	403,786	560,651	35,555	999,992	723,703	276,289	167,467	8
Boston and Maine†	4,076,974	.....	.....	4,076,974	4,429,104	84.09	969,342	556,069	50,315	1,575,826	1,077,327	498,499	434,810	10
Boston and Providence†	3,360,000	15,000	15,000	3,390,000	3,360,000	54.00	651,756	490,335	48,693	1,190,784	804,954	385,830	336,000	10
Boston and Worcester†	4,500,000	.....	441,519	4,901,519	4,400,000	68.63	1,028,696	772,534	113,499	1,914,729	1,424,528	490,201	473,684	10
Cape Cod	721,926	.....	11,050	732,976	1,031,625	47.05	144,799	51,047	6,251	202,097	134,069	68,028	50,000	8⅓
Cape Cod Central	186,799	125,000	25,848	337,647	337,647	18.80	28,392	3,147	2,000	33,539	28,014	5,525	.....	....
Cheshire	2,085,925	673,200	.....	2,759,125	2,688,907	53.65	195,554	438,132	28,931	661,617	551,729	109,888	55,263	2½
Connecticut River	1,650,000	250,000	594	1,900,594	1,936,971	53.35	277,890	811,202	28,050	617,142	439,822	177,320	136,467	8
Danvers	67,500	145,000	33,198	245,698	244,456	9.21	(Operated by Boston and Maine.)						.....	....
Dighton and Somerset	(Now a part Old Colony and Newport.)													
Dorchester and Milton	73,340	42,807	15,641	131,788	136,373	3.26	(Operated by Old Colony and Newport.)							
Eastern†	3,578,300	1,848,400	271,200	5,697,900	4,959,089	94.49	1,009,563	346,936	65,668	1,422,167	944,453	477,714	317,444	8
Easton Branch	49,662	.....	.....	49,662	56,144	3.75	4,877	3,740	235	8,852	3,654	5,198	3,500	7
Fairhaven Branch	(Included in New Bedford and Taunton.)				260,000	15.11	58,346	31,386	7,024	96,756	94,022	2,734	.....	....
Fall River, Warren and Providence	150,000	.....	200,000	350,000	326,959	5.79	26,528	125	.....	26,653	18,679	7,974	.....	....
Fitchburg†	3,540,000	.....	.....	3,540,000	3,540,000	93.50	445,482	627,642	34,320	1,107,444	760,197	347,247	260,842	7
Fitchburg and Worcester	247,800	2,000	20,492	270,292	278,000	13.99	31,645	41,947	9,381	82,973	64,414	16,959	14,844	6
Hartford and New Haven	3,000,000	927,000	.....	3,927,000	3,129,047	72.80	909,352	630,912	51,540	1,591,804	958,321	633,483	355,092	12
Horn Pond Branch	2,000	.....	13,238	15,238	15,238	4.66	(Operated by Boston and Lowell.)						.....	....
Lexington and West Cambridge	241,200	.....	37,800	289,000	258,708	6.64	33,466	7,405	687	41,559	34,369	7,190	.....	....
Lowell and Lawrence	200,000	75,000	3,558	278,558	363,158	12.35	.....	.....	21,789	21,789	3,333	18,456	12,000	6
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(Not in operation in 1865-'66.)							
Middleboro' and Taunton	149,093	.....	.....	149,093	152,778	8.54	19,445	24,094	600	44,139	37,804	6,335	.....	....
Nashua and Lowell	600,000	.....	25,600	625,600	654,603	14.57	181,385	251,712	8,207	441,304	350,309	90,995	48,000	8
New Bedford and Taunton	500,000	184,000	.....	684,000	500,000	21.59	154,879	97,897	6,331	259,107	187,775	61,332	45,000	9
Newburyport	220,340	284,900	140,902	596,142	517,386	26.98	(Operated by Boston and Maine.)							
New Haven and Northampton	1,224,100	650,000	.....	1,874,100	3,305,294	93.75	(Operated in part by New York and New Haven.)						62,620	6
New London Northern	895,000	353,283	122,500	1,370,783	1,016,469	100.00	151,330	162,088	19,152	332,570	274,506	58,064	56,000	8
Norwich and Worcester	2,363,600	565,000	6,112	2,924,712	2,613,694	66.40	255,491	473,252	21,935	750,678	500,150	250,528	249,669	10
Old Colony and Newport	4,848,300	2,141,000	358,000	4,347,300	7,001,074	141.00	858,366	437,328	25,862	1,332,306	822,517	509,789	355,679	7
Pittsfield and North Adams	450,000	.....	.....	450,000	443,677	18.65	46,262	64,503	3,342	114,007	82,943	31,064	27,000	6
Providence and Worcester	1,750,000	.....	55,000	1,805,000	1,756,394	44.42	270,602	415,541	15,003	701,146	547,733	153,413	140,000	8
Rockport	88,400	.....	.....	88,400	91,007	3.60	12,778	3,202	.....	15,980	5,339	10,641	7,956	9
Salem and Lowell	243,305	226,900	660	470,865	464,413	16.88	(Operated by Boston and Lowell.)			17,500	724	16,774	2,676	1.1
South Reading Branch	209,533	.....	95,547	305,080	299,468	8.36	9,082	2,717	.....	11,799	21,122	(loss.)	.....	....
South Shore	259,685	150,000	23,650	433,335	501,593	11.50	79,826	4,484	1,049	84,859	58,303	26,556	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Operated by Housatonic.)			31,409	.....	31,409	31,409	7
Stoneham Branch	33,255	.....	23,120	56,375	66,375	2.38	(Operated by Boston and Lowell.)			900	.....	900	.....	....
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	(Operated by Boston and Lowell.)			17,700	3,118	14,582	14,068	5
Stoughton Branch	85,400	.....	.....	85,400	103,932	4.04	12,833	8,067	1,667	22,567	12,329	10,238	8,540	10
Taunton Branch	250,000	.....	.....	250,000	250,000	11.78	133,839	107,294	5,543	243,676	213,501	30,175	21,053	8
Troy and Greenfield	923,942	979,308	.....	1,903,250	1,754,370	6.00	(Figures from Report of 1863—Road surrendered to State.)							
Vermont and Massachusetts	2,860,000	551,650	.....	3,411,650	3,466,429	77.33	146,682	238,391	55,892	435,965	295,322	140,643	105,268	3¼
Western*	6,710,800	5,945,020	.....	12,655,820	11,967,327	173.65	1,379,684	2,394,314	158,019	3,932,017	2,525,226	1,406,791	616,925	10
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Operated by Housatonic.)			1,801	457	1,344	1,485	3¾
Worcester and Nashua	1,141,000	.....	63,196	1,204,196	1,141,000	45.69	183,451	271,767	19,145	474,363	295,398	178,965	121,776	10⅔

* Double-track Railroads. † A large portion double-track.

CITY PASSENGER RAILROADS IN MASSACHUSETTS‡.

Boston and Chelsea	110,000	....	110,000	110,000	3.36	(Operated by Lynn and Boston.)	8,800	1,275	7,525	7,480	6.8
Broadway	725,800	.....	345,451	348,279	5.73	167,040	.....	1,806	168,846	124,643	44,203	23,946	7
Cambridge	727,800	20,451	877,094	734,671	27.43							65,502	9
Lowell Horse	150,000	94	46,000	49,535	2.57	19,872	(Operated by Union Co.)	467	20,399	17,138	3,261	.....	....
Lynn and Boston	46,000	.....	50,032	271,530	11.75	162,928	.....	1,814	164,742	159,489	5,253	.....	....
Malden and Melrose	200,000	50,000	258,727	60,246	8.41		(Operated by Middlesex.)		27,144	.....	.....	.....	....
Medford and Charleston	200,000	58,727	80,500	36,600	3.07		(Operated by Middlesex.)		19,627	.....	2,240	.....	....
Metropolitan	21,000	9,500	139,096	1,389,096	1,501,478	88.82	736,356	17,058	753,414	639,942	113,472	.....	....
Middlesex	1,250,000	.....	606,444	494,702	6.28	151,516	.....	6,660	157,176	145,739	11,437	.....	....
Northampton and Williamsburg	400,000	88,000	76,444	304,627	300,000	3.22	2,486	.....	200	2,686	2,475	211	....
Quincy	300,000	.....	4,627	185,000	141,233	5.69	31,241	.....	3,015	34,256	31,721	2,535	....
Salem and South Danvers	71,600	58,400	55,000	181,448	189,972	7.78	34,972	.....	998	35,970	29,862	6,018	4
Somerville Horse	150,000	27,300	4,148	75,000	75,000	3.61		(Operated by Union.)		4,379	2,128	2,251	3
Stoneham street	75,000	.....	.....	33,000	37,300	2.50	9,545	.....	83	9,628	7,637	1,991	6
Sub-Urban	33,000	.....	.....	5,000	95,000	7.74			(Leased to Malden and Melrose.)				
Union Railway	5,000	.....	.....	337,007	283,789	....	326,721	.....	14,526	341,247	331,137	10,110	10,000	5
West Cambridge Horse	200,000	24,000	113,007	13,600	13,600	1.58		(Operated under Lease)		516	.....	516	412	4.8
Winnisimmet	13,600	.....	.....	59,800	62,162	2.25		(Operated by Lynn and Boston.)		516	465	3,255	2,522	4
Worcester Horse	59,800	.....	.....	127,000	91,164	11.60			(Insolvent, no return.)	3,720	.....	.....	.....	....
	75,000	52,000	.....											

‡ The length of Passenger Railroads is stated in equivalent single track, not by miles of route.

Black Band Iron Ore.

In Wales and Scotland there is a kind of ore called black band. It is but a few inches thick, and consists in the union of coal and iron. It is consequently easily smelted—the contents of coal being almost sufficient alone to reduce the iron. This ore had for many years been thrown away as earthy slates, and large piles of it had accumulated around the mine pits. Its ferruginous qualities were finally detected, and almost immediately furnaces sprung up in long lines for miles and miles through the coal field where the black band existed. There is one little narrow basin in South Wales which produces between twenty-five thousand and thirty thousand tons of pig metal per week, and consumes more coal than all the iron works in the United States combined. In that small patch it is no unusual thing to see fifteen and twenty furnaces side by side, and the whole scene for over twenty miles, includes nothing but furnaces, roasting kilns, rolling mills, coal and iron mines, and the usual clamor of machinery and of bituminous fires from thousands of tall chimneys. In Pennsylvania, until very recently, no such ore as black band had been found; nor has iron, coal and limestone been mined in the same measure (although the two former lay together), except to a moderate extent in certain districts in the western slope of the Allegany mountains. In addition to the several veins and kinds of black band already proved, there are many beds of workable and rich hematite, besides enormous deposits of a concretionary ore and limestone immediately outside the coal measures—veins ten, fifteen and twenty feet thick. Besides this there are several veins of rich bowlder ore, generally lying over veins of coal, most if not all of these could be worked to advantage. Besides all this, there are not less than forty millions of tons of pulverized coal lying in vast artificial hills around our coal breakers, all of which will prove available for roasting ores, improving their quality and increasing their richness. Since, therefore, it is a physical fact that veins of black band, much richer in iron and three times the thickness of those of Wales, occur here side by side with great beds of anthracite coal; and that enormous deposits of hematite and limestone occur in near proximity, with rich and beautful valleys of shale and calcareous soil creeping around the rugged slopes of the metalliferous mountains, and inviting the sluggish pace of the farmer—why should not Schuylkill county blaze with long lines of furnaces and rolling mills and workshops of every description. Why should it not rival the population, the industry and the wealth of the same geological belts in England, Scotland and Wales? Why should we allow John Bull to outstrip us in the production of iron in our own market, when we have the means to prevent it? To form an idea of the real value of this black band discovery, we will conclude with a simple estimate. The vein of McGinnes is over three feet thick. A cubic yard we will estimate to weigh three tons—or say about 4,500 square yards to the acre, which, multiplied by three, will give 13,500 tons to each acre of ground. The deviation from perpendicularity of all our measures would increase the number of tons to at least fifteen thousand per acre. Estimating the accruing value of each ton, for a period of twenty years—leaving out interest on original cost of land, which the surface value would offset—at an average of thirty cents, we find that this single vein of Mr. McGinnes would yield $2,250 per acre! Add to this the value of the coal, not less than $3,000 per acre, and we find the whole to be worth not less than $5,000 per acre. And this is exclusive of the surface, which is often worth from $500 to $1,000 per acre for building lots. Now, while such lands are really worth that amount of money, they are trifled with in such manner that they often yield little or nothing—for the reason that the coal only is worked. To obtain the coal, expensive outside machinery has to be erected; immense wastage occurs in its preparation, while the process of preparing it is itself very expensive. But were the iron brought up with the coal, and both poured into the furnace, no breakers would be required—no loss of coal would ensue—no cost of breaking it up, and no cost of hauling the debris away. It would be difficult to say what amount could not be saved by the introduction of furnaces at our mines, instead of coal breakers. Many of the coal breakers cost quite as much as an ordinary furnace; and while one would save 25 per cent, of the aggregate amount annually mined in that region, it is a most scandalous fact that the other destroys 25 per cent of the aggregate.—*Pottsville Standard.*

Massachusetts Savings Banks.

The following is an abstract of the returns of the Saving Institutions of Massachusetts for the years 1866 and 1865:

	1866. 102 Savings Banks.	1865. 102 Savings Banks.
Number of depositors	316,853	291,488
Am'nt of deposits.	$67,732,264 31	$59,936,482 52
Public funds	15,113,702 97	22,067,718 48
Loans on public funds	812,618 00	557,517 00
Bank stock	10,588,889 98	10,444,026 96
Loans on bank st'k	282,186 52	260,499 82
Deposit in banks, bearing interest.	1,554,562 98	702,925 87
Railroad bonds	427,573 75	.....
Loans on railroad stock	140,126 00	128,776 00
Invested in real estate	477,699 34	448,120 05
Loans on mortgage of real estate	16,145,890 65	15,534,568 04
Loans to counties and towns	6,060,110 88	5,616,838 92
Loans on personal security	8,027,882 65	6,081,358 31
Cash on hand	1,333,628 52	656,353 25
Average rate of ordinary dividends for the last year	5 26-100 pr ct.	4 75-100 pr ct.
Aggregate amount of ordinary dividends for the last year	2,908,235 50	2,738,531 27
Annual expenses of the institutions	219,257 03	203,348 56

European and North American Railway.

The friends of Western Extension will be pleased to learn that there is every prospect of the work at this end of the line being carried on in good earnest as soon as the opening of the season will permit. In the city of Bangor and at other points immediately adjacent, several gangs of laborers are now employed in blasting rock and otherwise prosecuting such work as the weather will allow. The stone for piers to cross the Bangor River are being prepared and the foundation will be put in order forthwith. In fact, everything looks promising so far as the Bangor end of the line is concerned; and we are informed that the Contractors, Messrs. Pierce & Blaisdell, are fully determined to push the matter forward with all possible speed. One of the Contractors may be expected here in the course of a short time fully prepared to put things in satisfactory shape.

Mr. Burpee has been active and energetic in his department, and we feel quite sure will spare neither labor nor trouble in doing his part of the work.—*St. John News.*

☞ The following gentlemen have been elected directors of the Pennsylvania Railroad Company, for the ensuing year: J. Edgar Thomson, Josiah Bacon, John Rice, Wistar Morris, Alexander Nimick, (Pittsburg), Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, Washington Butcher, John M. Kennedy.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	6½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	8½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	65c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1½	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	8
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	25½
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	3½	20,000	1½
Dana ..... "	25	----	20,000	----
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River . "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	28½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	8½
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	1½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	19	20,000	20
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	12½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	5	----	100,000	----
Lower California... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merrywether ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	11½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	9
Native ..... "	25	2	20,000	2
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons.. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic.. N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Us.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvanin ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	3½
Pewabic ..... "	25	3½	20,000	22
Phila. & Boston.. "	25	16	20,000	----
Phœnix ..... "	25	15	20,000	5½
Pittsburg & Boston "	25	5½	20,000	42
Pontiac ..... "	25	10½	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	35
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	9½
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	5½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	3
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	2
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5½
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
south Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1½
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	3½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	25c
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ..... Ariz.	100	----	60,000	----
West Minnesota... L. S.	25	2½	20,000	----
Wickopee ..... "	25	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	1½
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
LEAD AND ZINC.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	5	2	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	47½
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.72
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
COAL & ANTHRACITE:				
American ..... Pa.	25	----	60,000	57
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	9½
Atlantic & G. C. .. Md.	----	----	----	65c
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	1
Big Mountain ..... Pa.	----	----	----	4
Boston & Pictou.. N. S.	5	----	100,000	7
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	1½
Cameron ..... Pa.	50	----	50,000	10
Central ..... "	100	100	20,000	48
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	35
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	25½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	30c
Fulton ..... "	5	5	60,000	5½
Gilberton ..... "	50	50	5,000	15
Hamp. & Balt ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	57
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	5½
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	15
Lehigh & Susq ..... "	50	50	----	4½
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	2
Mammoth Vein ..... "	----	----	----	1½
Maryland Anth ... Md.	20	20	25,000	7
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	19
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fi'ds. Pa.	----	----	----	3½
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	8
Short Mountain ..... "	50	50	16,000	10½
Shamokin ..... "	----	----	----	4
Somerset I. & C ..... "	----	----	----	----
Spring Mountain ... "	50	----	----	65
Spruce Hill ..... "	10	----	100,000	4
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	40
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ... "	50	----	25,000	83½

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	1.25
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	1.50
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	1.65
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	7.00
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	2.25
Consol Gregory ... Col.	100	----	50,000	12
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5.25
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	0.52
Gunnell Central... "	50	----	20,000	4.50
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	1.50
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	8½
Do. preferred... "	100	100	57,744	20½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts .... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.40
N. Y. & Nevada... Nev.	10	----	100,000	----
N. Y. & N. Sco .. N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.50
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	3.95
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6 00
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20.000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
SILVER:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	2.25
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City ... "	100	----	80,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
QUICKSILVER:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	36
Santa Clara ..... "	----	----	30,000	----
MISCELLANEOUS:				
American Tin .... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	15
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'alt in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,525	6½	—	41½
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	43½
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	66,502	9	—	94
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	—	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	—	53
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	45
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	30½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,607	341,247	10,119	5	—	90½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	100	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	—
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep. '65	24.00	—	—	116	—	Cent'l P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	—	528,090	74.053	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	5v0	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	—	100	—
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,585,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep, '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 682	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '65	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	106	—	100	—
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139 604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,02742	211,213	9	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope:by	T. & L.	R. R.	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	—	30,752	loss.	—	—	—
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bky.)	62,000	50.000	12,000	—	12,839	808	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '65	17.00	—	150	22	—	Orange and Newark	499,414	281,550	300,000	20,950	105,358	29,459	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	50
31 Oct. '65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100.000	56 300	10,318	114,721	34.877	10	50	—
31 Oct. '65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286.861	91,545	—	50	40
31 Oct. '65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62.732	8.227	—	—	—
31 Oct. '65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	32
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	26
31 Oct. '65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	26
31 Oct. '65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3 562	—	25	—
31 Oct. '65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	—	—	183,600	75,131	153 813	39,179	—	50	13
31 Oct. '65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,480	14,007	—	25	15½
31 Oct. '65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct. '65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct. '65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct. '65	2.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct. '65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct. '65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	13
31 Oct. '65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	80
31 Oct. '65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	80
31 Oct. '65	7.00	—	118	16	3	Spruce & Pine (Ph.il. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	31
31 Oct. '65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	70
31 Oct. '65	6.25	—	143	23	—	13th & 15th st. (Phila.)	—	—	—	—	143,038	38,435	5	50	20½
31 Oct. '65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,500	—	50	40½
31 Oct. '65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81,235	10	50	71
31 Oct. '65	1.00	—	9	4	—	Williamsport	—	15,150	—	522	3,637	1,851	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,649	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J	1871	—
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	6,000	6	—	—	—
D. Dock, E.B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	—
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1860	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose:					
1st Mortgage guaantied	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter-St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1860	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1860	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	105
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	24,000	6	J. & D.	1868	—
Utica City:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Feb 1.					
Loan of Jan. 28, 1847 registered	$7,066,900	6	Jan. & July.	1867	105
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 coupon	334,000	---		Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103
" " " coupon		5	" "	1874	102½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	110
" " " coupon		5	" "	1871	111
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	108½
" " " " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 registered	265,333,250	6	" "	1881	109½
" " " coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	108
" " " (5-20s) coupon		6	" "	1882	109⅜
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	108
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered	295,249,000	6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	107⅜
Loan of March 3, 1864, (10-40s) registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " " coupon		5	" "	1904	97½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan. & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	105½
" March 3, 1865 2d series		7.3	June & Dec.	1868	105⅜
" " 1865 3d series		7.2	Jan. & July.	----	105⅜
Matured Debt not presented	15,240,104	6	At maturity.	----	----
Gold Certificates of Deposit	19,992,980	---	----	3 y'rs	----
Compound Interest Notes of 1864	143,064,640	6	At maturity.	----	----
United States Notes (greenbacks)	381,427,090	---	----	----	----
Fractional currency	28,743,734	---	----	----	----
Navy Pension Fund	12,500,000	---	----	----	----
STATE SECURITIES.				1877	
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1876	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" — " " "	688,000	6	" "	----	----
" —Funded Interest Bonds "	----	---	----	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds	1 548,000	7	" "	----	----
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	'72-'90	100
" — " " (free.) "		6	" "	1892	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	1869	----
" — " " " "	2,271,750	6	" "	'68-'86	67½
" — " " " "	434,000	7	" "	'72-'86	----
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	99½
" — " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 "	229,372	6	" "	'65-'79	----
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	102
" — " " "	1,778,677	6	" "	1877	100
" — " " "	241,000	6	" "	1879	----
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	92
" — " " "	2,058,173	2½	" "	1866	----
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	----
" — " " "	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " " " coupon	1,727,000	6	"	1870	102
" — " " " inscribed	3,192,763	6	"	1890	102
" — " " (sterling) coupon	6,401,000	6	"	1890	----
		5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " " "	244,000	5	Jan. & July.	'70-'74	100
" — " " "	375,000	5	April & Oct.	'72-'74	100
" — " " "	220,000	5	May & Nov.	1880	100⅜
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" — " " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	90
" — " " (H.& St.J.R.R.) "	3,000,000	6	" "	'72-'85	79
" — " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	88½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds coupon	1,650.000	6	" "	'83-'85	100
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	100½
" —War Loan coupon	731,000	6	" "	'71-'72	100⅜
New York—State Bonds general fund	705,000	7	quarterly.	1870	104
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	106
" — " " general fund	1,189,780	6	quarterly.	pleas.	----
" — " canal fund	702,000	6	"	1866	----
" — " general fund	500,000	6	"	1868	100
" — " canal fund	3,060,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " "	2,250,000	6	"	1874	99½
" — " " "	500,000	6	"	1875	100½
" — " " "	900,000	6	"	1877	100
" — " " general fund	800,000	6	"	1878	97½
" — " " "	902,607	5	"	pleas.	----
" — " canal fund	192,585	5	"	1866	----
" — " " "	1,163,000	5	"	1868	----
" — " general fund	442,960	5	"	1868	----
" — " canal fund	167,000	5	"	1871	----
" — " " "	4,500,000	5	"	1874	94
" — " " general fund	900,000	5	"	1875	93
" — " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	65½
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	45
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	----
" — " " "	2,183,532	6	" "	1870	99½
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	6	Various.	'66-'90	97½
" — " " coupon	6,168,000	5	"	'77-'82	94½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99½
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" — " " inscribed	1,708,000	6	" "	'68-'90	----
" — " " coupon	1,499,000	6	" "	'77-'90	----
" — " " (new) "	----	6	" "	----	----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	----
" — " " "	239,167	5½	" "	'72-'79	----
" — " " "	1,706,000	6	" "	'62-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	873,813	6	" "	1892	63½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	30½
" — " " coupon	11,108,000	6	" "	'86-'95	68
" " (sterling) "	1,866,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" — " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds coupon	----	6	----	----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	----
" — " " "		6	"	1870	97½
" — " " "		6	Jan. & July.	1873	97½
" — " " "		6	May & Nov.	1875	99
" — " " "		6	Jan. & July.	1886	98½
" — " " "		6	quarterly.	1890	100
" — " " coupon		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" — " " "	7,846,026	5	Various.	'66-'70	131½
" — " " "		5	"	'71-'75	125
" — " " "		5	"	'76-'80	99½
" — " " "		5	"	'81-'86	100
" —Water Loan	668,000	6	"	'67-'76	134½
" — " "	305,000	5	May & Nov.	'70-'71	----
" — " (sterling)	1,949,711	5	Jan. & July.	'77-'78	100
Brooklyn—Municipal Bonds coupon	3,086,200	4½	" "	'72-'73	----
" —Public Park Loan "		6	Jan. & July.	'66-'71	89
" —Improvement Loans "		6	" "	'81-'97	90
" —Water Loans coupon	5,500,000	6	" "	'66-'95	90
Chicago—Municipal Bonds (old)	371,000	5	" "	'81-'97	95
" — " (new)	956,000	7	Various.	'67-'81	99½
" —Water Loan coupon	1,464,000	6	Jan. & July.	1876	98½
" —Sewerage Loan "	1,184,000	6	" "	1888	99½
Jersey City—Water Loan coupon	650,000	7	" "	'79-'87	99½
Milwaukee—Re-adjusted Bonds coupon	925,000	7	Jan. & July.	'79-'81	98
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	----
" — " "	4,714,000	6	F.,M.,A. & N.	'73-,75	----
" — " "	1,800,000	6	" "	'76-'78	----
" — " "	5,149,271	6	" "	1883	100
" — " "	275,000	6	" "	1887	100
" —Fire Indemnity Stock	402,768	6	" "	1898	----
" —Municipal Stock	150,000	6	Feb. & Aug.	1868	----
" — " "	3,125,200	5	F.,M.,A. & O.	'67-'69	----
" — " "	319,000	5	" "	1870	94
" — " "	1,000,000	5	" "	1873	----
" — " "	334,700	5	" "	1874	----
" — " "	2,016,000	5	" "	1875	----
" — " "	2,375,000	5	" "	1876	----
" — " "	900,000	5	" "	79-'80	----
" — " "	674,300	5	" "	1890	----
Philadelphia—City Bonds (old)	552,700	5	" "	1898	87
" — " (new)	739,222	5	Jan. & July.	'67-'81	----
" — " (old)	2,232,800	6	" "	'67-'82	----
" — " (new)	7,898,717	6	" "	'66-'93	96½
Pittsburg—Municipal Bonds coupon	1,009,700	6	" "	'66-'99	103½
" —Railroad Bonds "	1,800,000	6	Jan. & July.	Var.	90
Portland—Municipal Bonds	985,326	6	" "	1913	----
" —Railroad Bonds coupon	1,500 000	6	Various.	'66-'83	97½
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'68-'71	96½
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'88-'89	----
" —Water Loan "	484,000	6	Jan. & July.	'66-'90	86½
" —Sewerage Loan "	425,000	6	" "	'71-'83	85½
" —Railroad Loans "	1,161,000	6	" "	'79-'88	82½
San Francisco—City Bonds coupon	1,352,600	10	" "	'71-'77	82½
" — " " "	329,000	6	May & Nov.	1871	153
" —City and County B'ds "	1,133,500	6	Jan. & July.	1875	----
" — " " "	2,200.000	6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,852	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,896	568,589	533,160	599,670	474,056	388,573	5,696,119
1867	361,137	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,093
1866	210,171	207,913	304,885	270,889	333,432	368,273	326,870	381,559	318,549	347,087	322,749	285,413	3,677,790
1867	240,238	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	282,450	3,351,331
1867	267,626	184,497	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,830	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,669	7,968,980
1866	523,566	405,634	523,744	518,736	736,082	922,892	776,990	778,224	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	660,832	586,743	------	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,583	38,058	30,208	50,198	51,485	61,787	51,386	60.895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87.037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,997	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	93,784	------	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,163,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,333
1867	...including Buffalo Division ... 906,795	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,483	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	589,470	512,628	516,822	406,773	507,830	560,026	467,115	586,074	551,021	639,195	570,485	------	------
1867	660,488	554,201	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,076	93,546	96,906	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,053
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,995,712
1866	121,776	84,897	72,135	108,082	267,488	282,172	170,795	116,224	150,989	245,701	244,854	98,787	1,988,900
1867	143,000	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	329,447	4,635,717
1867	302,714	302,437	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,681	490,694	447,670	328,669	4,504.549
1866	282,433	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,948	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	122,621	124,175	121,904	245,511	243,944	209,199	188,223	275,906	304,257	327,926	128,741	2,423,417
1867	146,800	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	969,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,851	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	328,236	277,424	283,130	268,924	247,262	305,454	278,700	310,762	302,426	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654,926	767,441	679,935	555,242	7,467,217
1867	559,982	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,135	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050.422
1865	144,084	139,171	155,752	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
1867	237,674	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,562	82,147	68,189	59,852	75,677	92,715	61,770	37,830	689,363
1866	45.102	36.005	39,201	43,333	86,918	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1892	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850.	628,500	6	Jan. & July.	"	1880	97
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	94
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110½
" " " inconvertible	3,189,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1896	100
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	91
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	50
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	58
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1888	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,092,000	7	Jan. & July.	" "	1885	101
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1868	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1876	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	80
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	79
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	
Construction	6,837,000	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	102
Redemption bonds	2,568,000	6	" "	" "	1890	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,258,500	7	" "	" "	1877	92½
Milwaukee and St. Paul:						
1st Mortgage	4,600 000	7	Feb.' & Aug.	New York.	1893	87½
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	85
Real Estate Depot	2,400,000				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	8				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	378,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	93
Extension	118,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
State [Miss.] Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort [S. F.]	566,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	104
" " ["]B & N. F.	77,000	6	" "	" "	1883	91
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	87
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	86
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	119
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	88½
Construction Main Line	1,500,000	7	" "	" "		93½
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	80
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	183,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1842, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,230,000				1873	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8	" "	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Mortgage bonds	319,000				'70-'75	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	126
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	96½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1869	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'75	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	506,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,185	—	.....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	160 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	10,607	895,000	353,283	122.500	1 370,783	100.0	228,845	332,570	88,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	118
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,529	10	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	6,024	749,544	5.0	.....	27,283	10,290	9	—
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,168	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	15	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '65	280.0	—	.....	—	66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,840,092	1,833,517	8	106
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	130
31 May, '65	242.0	688.0	.....	—	164	94	3,145	Chicago and Northwestern	37,328,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	33½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	93
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,997	377,476	—	.....
31 Dec. '65	454.8	252.5	.....	—	148	76	3,397	*Illinois Central*	30,529,844	*	—	23,374,400	13,231,500	—	40,668,060	708.3	8,507,466	7,181,208	2,174,924	10	114½
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,982	4,970,931	111.0	224,563	880,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	30½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	—
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,972,000	997,000	106,879	2,975,878	84.0	384.539	771,763	307,832	—	82½
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,176,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	—
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	100
30 Nov. '65	73.0	—	—	—	26	28	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	36½
								IOWA.													159½
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7717	3,451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,048	*	172,160	3,562,123	960,000	653,965	5,429,203	156 5	319,880	805,271	237,861	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	— }	14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	—
30 Jun. '66	55.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	55.1		589,171	108,903	5	80
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	969,947	3,143,189	1,592,055	8	66
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	—
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	.....	340,898	—	—
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	7,463,489	281,032	15,188,190	329.3	1,741,670	1,446,490	1,638,114	15	—
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,758	6	106
								MINNESOTA.													71½
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	675,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,399	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	203,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	52
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1.794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
0 Sed '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 668	6,352,109	90.1	281,180	899,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,300	120,527	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	.....	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,767	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,756	14,639,906	16,151,962	9,420,530	1,022,989	39,633,113	286.8	3,493,376	8,577,692	5,307,183	10	116
30 Sep. '64	30.0	—	.....	—	—	—	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,186	1,104,744	1,692,961	4,618,900	5,211,244	1,639,730	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	46½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,596	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,346	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	117½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	16,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	135
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,584	437,416	1,259,810	4,800,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	143
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,808	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	58.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	110½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	90,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	97½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	293,180	701,147	158,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,000	660	471,171	(Op	er. by B.	& L.Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,278	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	.....	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,360,000	551,550	—	3,584,321	77.3	158,121	435,965	140,643	3½	56
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	166.1	1,660,062	3,932,017	1,406,791	10	137½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,026,000	116,000	2 124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,238	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,622	101,259	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	101,242	8	67½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	—	8	114
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,288	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,973	9	105
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,060	.....	124 2	.....	6,274,557	1,702,559	10	129½
31 Dec. '65	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	10
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	118
31 Dec. '65	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,329	817,568	1,804,556	5,000 000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	130½
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	—	158,800	260,000	64,521	483,321	21.2	103,815	186,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	.....	...	...	.....	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,385	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	.....	...	...	.....	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	38.6	—	.....	47.	—	—	—	West Jersey	1,558,488	*	—	588,400	400,000	588,000	1,376,400	—	—	255,493	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,309	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,360,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	513,676	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	53½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,214,287	—	6,563,250	7,762,340	1,167	15,264,586	150.0	1,602,279	4,452,380	904,668	8	157
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,400	353,606	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,667,261	14,596,786	3 291,112	6	101½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,196	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	2,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,030	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	...	...	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R.	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	...	...	—	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	807,111	1,452,000	282,216	2,341,327	112.0	396,826	658,317	280,060	—	.....
30 Sept. '65	34.9	—	2.6	61.4	5	9	54	Utica and Black River	861,675	3 64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	.....	...	...	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	33,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	.....
— '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,337	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,098,280	6,000,000	475,000	825,060	6,843,280	191.2	987,820	2 386,132	663,205	10	99½
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,350,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	76½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,000	2,746,290	114,996	8,369,819	183.6	994,564	2,388,868	1,035,717	13	116½
30 Nov. '65	54.5	61.5	16.5	—	...	...	.....	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	—
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,350	494,454	75,697	2,884,941	3,754,630	186,762	6,826,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,998,354	595 400	391,992	3,382,163	1,218,972	109,813	4,972,748	205.9	346,671	694,520	134,081	—	.....
31 Dec, '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	88,934	898,204	1,291,800	88,820	2,228,824	124.0	241,240	382,907	166,183	—	.....
Dec. 31	242.4	—	—	—	43	18	789	Toledo & Wabash	9,080 918	*	—	3,477,050	6 653,868	—	10,243,015	260.0	1,244,358	2,060,822	945,492	3½	34½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,642	2,876,342	44.0	134,201	356,277	123,892	——	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	460.0	2,647,709	5,811,233	2,125,200	——	——
31 Oct. '65	65.0	2.5	4.0	——	21	9	413	Catawissa	3,634,000	*	——	3,350,000	279,000	——	3,629,000	69.5	240,418	370,223	149,587	——	14
30 Sep. '65	74.0	——	5.4	——	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	&	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	——	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	——	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,553	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	——	9	6	88	East Pennsylvania	†1,273,765	161,589	——	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	——	——
31 Dec '65	78.0	——	10.0	——	18	——	——	Elmira and Williamsport	2,620,000	*	——	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	——	8.0	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.5	149,538	454,480	138,683	10	——
31 Oct. '65	81.0	2.0	4.3	——	13	11	349	Erie and Pittsburg	1,696,921	477,016	——	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	——	——
31 Oct. '65	36.0	18.0	17.7	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '65	32.0	——	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	——	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	——	——
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	——	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	——	16
31 Oct. '65	80.0	2.0	34.5	——	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	——	1,335,000	2,276,725	121,409	3,733,134	82.0	175,037	633,015	60,201	——	——
31 Oct. '65	70.0	17.5	64.0	——	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	——	6,632,250	1,477,000	——	8,109,250	87.5	647,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.3	6.0	8.0	——	——	——	——	Little Schuylkill	1,466,283	*	——	2,646,100	905,000	72,555	3,624,655	(oper	r. by Re	ading	R. R.)	8	33
31 Oct. '65	130.5	——	63.3	——	31	....	51	Mine Hill and Schuylk. Haven	5,708,200	*	——	3,708,200	——	——	3,708,200	(	"	"	")	8	56½
31 Oct. '65	55.0	14.2	13.9	——	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,286	6,529,199	69.8	318,861	875,064	412,353	——	55
31 Dec. '65	354.8	38.7	473.4	——	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,604,300	17,459 169	4,189,111	10	56
31 Oct. '65	17.0	3.0	22.0	——	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	——	1,476,300	183,000	——	1,659,300	24.0	311,691	656,739	336,376	8	61½
31 Oct. '65	287.6	——	55.0	——	89	38	1,116	Phila. and (Sunbury) Erie	17,682,766	——	——	5,669 450	13,000,000	2,000	18,071,450	(oper	r. by Pe	nn. R.R.	Co.)	——	28½
30 Nov. '65	93.0	59.5	233.3	——	254	68	7,082	Philadelphia and Reading	22,289,948	3,765,774	4,561,353	20 240,673	6,900,663	——	30,608,075	471 3	3,688,309	11,142,519	4,812,271	10	50½
31 Oct. '65	26.5	——	26.5	——	——	——	——	Philadelphia and Trenton	1,336,386	——	245,695	999,200	200,000	——	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct. '65	96.0	——	83.6	——	†52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197.0	981,466	3,884,609	1,046 804	10	54
31 Oct. '65	59.5	——	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,861 664	198,820	——	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,362	130 361	——	P
31 Dec. '65	468.3	15.0	128.0	——	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,060	1,597,620	26,545,693	483.3	4,623,078	8,489 062	3 283 547	10	91½
31 Dec. '65	28.0	——	6.2	——	8	——	——	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Leas'd t	o Northu	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	——	3.3	——	8	13	31	Westchester & Philadelphia	1,331,640	145,557	——	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200,598	——	——
31 Oct. '65	30.6	——	4.4	——	7	3	228	Tioga	821,200	212,788	——	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	——	4.0	——	16	18	140	N. Y., Providence and Boston	2,568,000	*	——	1,755,281	500,000	——	.....	62.0	340,600	625,641	169,823	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,263	161,536	6	——
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	——
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '58	136.0	106.0	.....	— —	47	34	343	South Carolina	8,511,957	466,408	549,110	5,819,275	3,584,795	447,491	9,847,975	242.0	.....	1,312,738	387,382	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
30 Jun. '66	271.6	19.4	20.0	——	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,482,314	11,093,891	291.0	405,051	1,274,307	624,142	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	——	——	——	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	——	——	——	——	——	——
1859.....	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	516,518	.....	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	517,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	66,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734.115	337,384	6	——
1859.....	——	——	——	——	——	——	——	Nashville and Northwestern	.....	.....	——	.....	.....	.....	.....	——	.....	.....	.....	——	——
1860.....	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	——	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	——	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	——	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
May '66	110.3	——	6.6	——	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	——	——
Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	——	——
31 May, '65	117.0	2.0	26.0	——	54	49	1,063	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	.....	8,500,000	184.5	1,030.304	1 477,782	334,326	——	11
31 May, '65	47.0	18.5	5.3	——	——	——	——	Vermont and Canada	2,250,000	——	——	2,140,000	——	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
Jun. '65	23.6	——	0.9	——	4	6	89	Vermont Valley	1,212,274	*	——	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	56,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep '66	103.5	——	.....	——	——	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	——	16½
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	——	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	583,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '65	140.5	2.7	12.0	——	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,658,500	775,142	8,711,091	191.7	.....	183,136	81,892	——	——
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	——
30 Sep. '65	22.2	2.8	5.1	——	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,624	1,210,624	43.5	67,204	167,881	60,784	——	——
30 Sep. '65	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	80.0	——	.....	——	——	——	——	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,925	1,639,648	80.0	.....	240,446	121,068	7	——
30 Sep. '66	178.2	——	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,808	195.0	.....	487,449	120,136	——	——
30 Jun. '66	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	490,198	740,489	347,957	——	——
								WISCONSIN.													
31 Dec. '64	195.0	175.0	.....	——	54	36	869	*Milwaukee and St. Paul*	9,650,000	*	——	3,400,000	6,250,000	——	9,650,000	370.0	1,125,571	2,113,118	508 855	——	34
31 Dec. '65	191.9	44.0	28.3	——	42	30	702	*Milw'kee and Prairie du Chien*	7,726,200	*	1,029,327	7,110,000	402,000	951,880	8,755,527	285.9	913 288	1,985,511	647,631	——	63
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	15
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	——	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	——
31 July '63	229.0	115.5	63.0	——	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	——
31Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	——	——	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	——	——
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	——	13	18	170	European & North American	4,747,713	*	——	4,658,706	——	——	——	108.0	——	148,339	55,777	——	——
1 July, '61	60.0	——	.....	——	——	——	——	New Brunswick and Canada	1,402,748	102,338	——	1,380,000	13,100	136,000	1,709,232	60 0	——	132 455	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	——	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	168,416	139,107	87,181	—	——
								NEW GRANADA.													
31 Dec 63	8.1		——	——	11	22	120	Pan ma	9,900,000	*	858	8,000,000	75,000	——	10,768,735	48.7	.....	917,439	1,138,924	20	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57
Chicago & Alton (preferred)	2,425,400	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,273,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	42
Erie (preferred)	8,535,700	7	7	71
Hannibal & St. Joseph (preferred)	5,253,856	7	—	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	90
" " " (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	—	53
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	62
Toledo & Wabash (preferred)	984,700	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----------	------	90
Boat Loan	99,852	6	----------	------	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	90
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,560	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,091,700	10	53
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21½
" " (preferred)	50	2,888,988	—	30½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union	----	----------	---	3½
Union (preferred)	50	2,787,000	—	2
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 — @ 45 —
Pig, American, No. 1		45 — @ — —
Bar, Refined, English		95 — @100 —
Bar, Swedes, assorted sizes (in gold)		95 — @100 —
		Store Prices.
Bar, Swedes, assorted sizes		162 50 @ — —
Bar, English & American, Refined		112 50 @117 50
Bar, English & American, common		102 50 @107 50
Scroll, English		142 50 @170 —
Ovals and Half round		137 50 @147 50
Band, English		142 50 @ — —
Horse Shoe		137 50 @142 50
Rods, English		117 50 @112 50
Hoop, English		147 50 @210 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet, Russia	per lb.	— 15 @ — 18
Sheet, English, Single, Double and Treble		— 6½@ — 8
Rails, English (gold)	per ton	53 — @ 54 —
Rails, American		82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18 @ — 22½
English Spring (1st & 2d qlty.)		— 10½@ — 12
English Blister (1st & 2d qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
German		— 14 @ — 16
American, Blister		— 11½@ — 17
American, Cast, Hammered		— 19 @ — —
American, Cast, Rolled		— 12 @ — 15
American Spring		— 15 @ — —
American Machinery		— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 33½@ — 40
Sheathing, Yellow		— — @ — 21
Pig, Chile		— — @ — —
Bolts		— 33½@ — 40
Braziers'		— 37½@ — 40
American Ingot (cash)		— 27 @ — 27½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish		— 6 70 @ — 6 87½
German Refined		— 6 70 @ — 6 87½
English		— 6 70 @ — 7 —
Bar	per lb.	— — @ — 10 —
Pipe and Sheet		— — @ — 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— 23½@ — 24
Straits (gold)		— — @ — 21½
English (gold)		— — @ — 21½
	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 25 @ 9 50	13 — @ 13 50
Plates, I. C. Coke	8 — @ 8 75	11 — @ 12 —
Plates, Coke Terne	6 75 @ 7 —	9 50 @ 9 75
Plates, Charcoal Terne	8 87½@ 9 —	12 50 @ 13 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	6 25 @ 6 50
Clinch (cash)		7 75 @ 8 —
Copper		— — @ — 48
Ausable Horse, Norway Iron, Forged		— 28 @ — 30
Zinc Nails (6 mos.)		— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 16½@ — —
Refined, free L. S. to White		— — @ — 46
Refi'd, in bond, prime L. S. to White		— 27 @ — —
Refi'd, in bond, Standard White		— 23 @ — —
Naptha, Refined (60@63 gravity)		— 20 @ — 21

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6,

	Th 28.	F. 1	Sat. 2.	M 4.	Tu. 5.	W. 6
Atlantic M. S. S. Co	82	80½	88½	82	81	79
At. & Gt. W. (O.) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	119	----
Canton Co.	----	44½	46½	47½	45	44
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	107	106	106	106	106	106
" " pref.	----	----	----	107	----	107
" " 1 M.	100	100	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	91	----	----	----
Chicago, Burl. & Q.	----	----	----	130	130	----
" " " 8 p.c.	----	----	----	110½	----	----
Chic. & Northwest'n	35½	35½	35½	35½	34½	33
" " pref.	65½	64½	65½	64½	62½	59½
" " 1st M.	----	----	87	----	----	85
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	82	----	----	82	----	80½
Chicago & Rock Isl.	96½	95½	96½	95½	93½	93½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	100	----	----	----	----	----
Clev. and Pittsburg	79½	79½	82	81½	79½	79
" " 2 M.	----	----	----	----	----	----
" " 3 M.	90	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118½	----	118	117½	116½	
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	30½	30½	----	----	25½	
Del. & Hudson Canal	147	147	----	146	146	146
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	56	55½	55½	55½	53½	53½
" pref.	----	----	----	72	----	70
" 1 M. 7 p.c. '67	----	----	----	102	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	102½	----	----	----	100	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	138	----	140	----	137	137
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	116	115½	116	116	115
" Can. bd. sc.	99	----	----	----	----	----
" bonds	102	----	----	----	----	----
Marietta & Cin. 1st pref.	26	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	8½	8½	8½
Michigan Central	107½	----	----	----	107½	106
" S F. 8 p.c. '82	----	----	----	----	----	110½
" conv. 8 p.c. '69	----	----	103	----	----	----
M. S. and N. I.	72½	72½	73	72½	71½	71½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	99½	99½	----	----	----	----
" " 2 M.	92½	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M. '96	----	----	----	----	----	----
Milw. and St. Paul	34	34½	34	34	----	
" " pref.	56	----	----	54	53	
" " 1st mort	----	----	87½	----	----	
" " 2d mort	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	92	92	88	88	90½	
" iss. to H. & St. J. R.	78½	----	----	79	----	----
" " Pacific	92½	----	92	88½	----	----
New York Central	103	102½	103	103½	102½	100½
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	93½	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	101	101	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	50½	50	----	----	45½	----
" new	50	50	----	----	----	45½
Ohio & Miss. cer.	25½	25½	26½	27	26½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	130½	127	128	126½	121	118
Panama	261	----	----	----	----	----
Phila. and Reading	103½	103	103	102½	103½	101½
Pitts. Ft. W. & Chicago	94½	94	94½	94½	93½	93½
" 1M.	----	----	----	102	101½	----
" 2M.	----	----	----	----	----	94
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	38½	----	38	37½	36	35
St. L., Alton & T. H.	----	----	----	----	30½	----
" " pref.	----	----	----	----	62	----
" " 1M.	93	----	----	----	----	----
" " 2M. pref.	----	----	----	83	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	66½	66½	66½	66½	65	65
" new	65½	65½	----	65½	----	64
Tol. Wab. & Western	38½	----	38	38	----	34
" Pref.	----	----	----	----	----	62
" 1M. ex.	----	----	----	----	----	----
" " 2M.	79½	----	80	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th.28.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	111	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101⅛	98	----	98⅛	----	97¼
U. S. 5s, 10-40s, reg.	----	----	----	98	----	97⅜
U. S. 6s, 1881, reg.	110⅜	----	----	----	110	109⅛
U. S. 6s, 1881, cou.	----	----	110⅛	110	----	109⅛
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	111⅛	110⅜	110⅞	110⅜	110⅛	109⅛
U. S. 6s, 5-20s, c. 1864.	108⅛	----	----	108	----	107⅛
U. S. 6s, 5-20s, c. 1865.	108⅜	108⅜	----	----	108⅛	107⅛
U. S. 6s, " reg.	108⅛	106⅜	----	----	----	108
7.30 Notes, 1st series.	105⅞	105⅞	----	105⅞	105⅞	105⅛
" " 2d series.	105⅜	----	----	----	105⅛	105⅝
" " 3d series.	----	105⅛	----	105⅜	----	105⅜
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W.27.	Th.28.	F.1.	Sat.2.	M.4.	Tu.5
Cattawissa	----	----	----	----	----	----
" preferred	30⅛	----	30⅛	30⅛	30	----
Camden & Amboy	129	129	----	129	----	129⅛
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	88⅛	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	92	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	97⅛	----	96⅛	----	----	----
Lehigh Navigation	54⅛	54⅛	----	53⅛	----	----
" 6s, '84	91	----	91	----	----	91
Lehigh Valley R. R.	62	62	----	----	----	61⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	33	----	----	----	33	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	91	----	----	----	----
Minehill	56⅛	56⅛	56⅜	----	----	----
Morris Canal	75	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '75	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	90
" " 10s.	119	----	----	----	----	----
Northern Central	46	----	----	46	----	----
Pennsylvania R. R.	56⅛	56⅜	56⅜	56⅛	56⅛	56
" 1st m.	100	----	99⅛	99⅜	99⅛	99⅛
" 2d m.	97⅛	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	102	----	----	----	----
Philadelphia City, 6s	----	----	----	----	96⅜	----
" " new.	101⅛	100⅛	101⅛	101⅛	101⅛	101⅛
" " muncl	101⅛	----	----	----	----	----
Philad., Germ. & Nor.	61⅛	----	----	----	----	61⅛
Phila. & Reading	51⅛	51⅛	51⅛	51⅛	51⅛	60⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	29⅛	29⅛	----	29	28⅛	----
" " 6s.	91	91⅛	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	22⅛	----	----	22	----	21⅞
" " pref.	32⅛	32⅛	----	31	31⅛	30⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	90⅛	----	----	----	----
Susq. Canal	----	----	----	14⅛	----	14⅛
" " 6s '78	63⅛	63⅛	63⅜	61⅛	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14	14	13⅜	----	13⅛	13
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	82⅛	----	----	----	80
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W.27.	Th.28.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875.	99	99	----	99	----	99
" " 1886.	97	98	----	98⅛	----	98⅛
" " 1870.	----	----	----	----	----	----
" " 1890.	100	100	100⅛	----	100	100
Balt. and Ohio	----	----	----	116	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	97	99	98⅛	----
Northern Central	----	----	40⅛	----	----	----
" " b'ds, 1885	85⅛	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	18	----	18	18	18	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th. 28.	F.1.	Sat.2.	M.4.	Tu.5.	W6
Boston and Lowell	117⅛	----	----	----	----	----
Boston and Maine	132	131	130⅛	132	----	----
Boston and Providence	135	----	----	----	----	----
Boston and Worcest.	----	----	143	143	----	----
Cheshire, pref.	----	----	58	----	----	57
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108	108	108	----	----	108⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119	----	----	----	----	119⅛
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	105	----
Old Colony & Newport	98	98	----	97	97⅛	----
Ph., Wil. & Baltimore	55⅛	55⅛	55	55	55⅛	55
Portl'd, Saco & Ports.	----	----	----	----	101⅛	----
Vermont & Canada	100	100	100	----	----	----
Vermont & Mass.	56⅛	56	56	----	----	56
Western	----	----	----	137⅛	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	52⅛	53	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	74⅛	70	32	27	25	25⅛
Franklin "	35⅛	30	33	27	29	28⅛
Huron "	36⅛	26	----	24	32⅛	20
Isle Royale "	----	----	----	----	----	----
National "	9	----	----	----	----	----
Minnesota "	11⅛	----	----	----	----	----
Pewabic "	24	23⅛	----	21	----	22
Pittsburg "	----	----	42	----	----	----
Quincy "	34⅛	35	33	34	35	----
Rockland "	10⅛	10⅛	----	9⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th and 15th of February.

	Closing Prices. Feb. 8.	Feb. 15.
U. S. 5-20 yrs, 1882, 6 per cent	72⅛@ 72⅞	73⅛@ 73⅛
Virginia State 5 per cent	49 @ 51	50 @ 52
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	45 @ 50x
Do. do., 2d mort., 1881	55 @ 60	45 @ 50x
Do. Penn., 1st mort., 1877	55 @ 60	45 @ 50x
Do. do., 2d mort., 1882	58 @ 62	55 @ 60
Do., consolid. mort. bonds, 1890	30 @ 31	26⅛@ 27⅛
Erie shares, $100 (all paid) 8 p. c.	39½@ 40⅛	39 @ 39⅜
Do., convertible bonds, 6 p. c.	70 @ 72	71 @ 73
Do., 3d mort., 1883, 7 p. c.	68 @ 70	69 @ 71
Illinois Central, 6 p. c., 1875	83 @ 85	84 @ 86
Do., 7 p. c., 1875	72 @ 74	73 @ 75
Do., $100 shares (all paid)	80¼@ 81⅛	78 @ 79
Marietta & Cin. R. R. bonds, 7 p. c.	68 @ 70	68 @ 70
Mich. Cen convertible, 1869, 8 p. c.	68 @ 70	68 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	68 @ 70	68 @ 70
New York Central $100 shares	65 @ 70	— @ —
Panama R. R. 2d mort., 1872, 7 p. c.	102 @104	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	77 @ 79
Do. with option to be paid in Phil.	76 @ 78	77 @ 79

American Railroad Journal.

Saturday, March 9, 1867.

Stock Exchange and Money Market.

The supply of money has been on the increase, gaining rapidly on the current wants of responsible borrowers, but the disposition to grant accommodation has been rather lessened by the numerous reports of National bank troubles and defalcations, and of mercantile failures of more or less importance. The action of the late Congress on political and currency measures has tended to strengthen, rather than diminish, public confidence, as is indicated by the sudden fall in gold, without any correspondingly severe depression in the funded obligations of the Government. The ruling price of call loans has been six per cent., with exceptional negotiations at one per cent. above and below this figure. Mercantile paper has been in less request and rather more sharply scrutinized. The minimum rate on prime short date notes has been seven per cent. per annum; and on names ranking as strictly good 7½@8 per cent. per annum have been the quotations. The city banks have been moving steadily in favor of an easy market. The last weekly statement showed an increase of $2,342,437 in the loans, and $288,292 in the circulation, with a decrease of $1,934,075 in the specie reserve, chiefly due to the customs drain, $401,433 in the deposits, and $139,700 in the legal tender reserve. The specie reserve of the banks is now $11,579,381, against $17,181,130, same time last year. The city bank deposits are now $198,018,914, against $181,444,378 week ending Feb. 24, 1866. The legal tender reserve amounts to $63,014,195, against $58,760,145 same time last year. The circulation now stands at $33,294,433, against $22,994,086 same time last year. The loans are now $260,166,436, against $235,239,412 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $77,689,089 a day, against a daily average of $73,929,014 the preceding week, and $75,980,638 the week ending with Feb. 9. The current week's exchanges average about $93,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $415,543; increase of legal tender reserve, $313,059; increase of deposits, $721,375; decrease of specie, $14,350; and increase of circulation, $15,166.

National Bank notes to the amount of $171,000 were issued last week, making the total issue to 1,663 banks thus far $301,835,421, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $2,811,032, leaving, with the existing 1,650 banks, an actual circulation at this date, of $299,024,399. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,849,450; and for the public deposits, $38,761,450—making a total of $379,110,950. The Treasury Department, last week, redeemed and destroyed over $270,000 of worn and mutilated fractional currency, and issued $314,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 2, were $17,580,658, including $3,152,289 from customs duties; payments, $40,666,248; an unusually heavy outflow; balance at the close of the week, $109,866,761, against $132,952,351 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,955,696, and payments, $4,142,290; on Tuesday, receipts, $763,000; payments, $772,960. The balance at the close of business on Tuesday stood at $110,606,107, against $128,024,061 a week previous.

Government revenues have been again quite prolific, during the past week. The excises, last week, yielded over $4,650,000, against $2,460,320, the preceding week; customs at the port of New York, $3,152,288, and at the outports, about $1,104,000 (in coin) more, making the grand total income for the week equal about $10,502,000 in currency, against disbursements of over $3,926,769 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $203,150,000.

The Compound Interest note bill passed by Congress and signed by the President, provides for the issue of $50,000,000 of three per cent. loan certificates, instead of $100,000,000, and

abolished that provision of the House bill which forbade the payment of interest by a bank holding the deposits of another bank.

The Gold Market has been very severely depressed, since our last. The speculative demand has failed to sustain the buoyancy of prices. The customs inquiry has been quite brisk, but has been promptly met. The extremes of the week have been from 140⅜ on Thursday, Feb. 28, to 135½ on Wednesday, March 6, indicating a fall of nearly 5 per cent. within the week. The *bear* operators have been putting out short contracts quite freely against the immediate future of the market. The closing rate on Wednesday was 135⅝, on a weak and irregular market. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been about $204,000. The customs demand for Gold last week, averaged $525,381 a day; thus far, this week, it has been equal to $915,627 a day, or equal to a weekly aggregate of $5,493,762. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached only $20,000, and from California, $828,514. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $84,024,093, against $91,686,514 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $30,209,325, against $17,750,791 same time last year, showing an increase this year, of $12,458,534. The exports of specie from this port, last week, were $759,-182. The total outflow of specie from the port, thus far in the current fiscal year has been $22,254,325, against $16,522,487 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,544,400, making the total coin interest disbursements through the Government office, since July 1, 1866, $35,139,640, against $30,551,-753 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Jan. 31, 1867, reached $4,502,399, against $3,313,531 same mouth last year.

The foreign exchange market has been much depressed, by the largely increased offerings of bills, and the restricted inquiry from the importing interest. The closing negotiations for Wednesday's steamers were on the basis of our reduced quotations. Bankers' 60 day bills on London closed on Wednesday at 108@108¼, and on Paris to 5.25@5.18¾; sight bills on London to 108¾@109; and on Paris to 5.18¾@5.16¼. The offerings of produce bills have been liberal since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,492,564 making the total value of exports since July 1, 1866, $1I3,844,413, against $148,909,205 same time in the preceding fiscal year.

Government securities have been quite freely dealt in, through the week, and the earlier dealings were at full prices. The later transactions indicated a slight reaction in values, in part, due to the decided fall in gold. At the modified figures, the demand was active, even up to the close. The new 5-20s of 1865 were in quick request for home investment purposes. U. S. sixes of 1867 closed here on Wednesday at 134@135; U. S. sixes of 1868, at 131@133; U. S. sixes of 1881, 109⅛@109¾; U. S. Five-twenties of 1862 at 109¼@109¾; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1865, consolidated, 106⅝@106⅞; U. S. Ten-forties at 97½@97⅝, ex-coupon, and U. S. Seven-thirties at 105⅝@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	117½	May, 1865	112¼
July, 1864	117	August, 1865	111¼
August, 1864	116½	September, 1865	110¾
October, 1864	114½	October, 1865	110½
December, 1864	113½		

The Stock Market has been very heavy, and prices have declined sharply on nearly all the list of railway and miscellaneous share property under extensive realizations, chiefly on account of the *bear* element. The speculative demand has been less active, as operators have been unusually distrustful, and reluctant to assume new responsibilities in the present temper of the market. The comparatively easy money market has not been sufficient in its influence to prevent the reaction

General business has been rather more active since our last, but in the instance of domestic produce at quite variable prices, generally against sellers. Middling grades of cotton left off quite heavily at 30½@32½ cents per lb. as extremes. The stock of cotton now here is estimated at about 205,000 bales. The receipts at the port this week, have averaged nearly 5,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 45,000 bales, against exports of 218,362 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,391,600 bales against 1,335,000 bales same time last year; exports, 716,420 bales, against 828,800 bales same time last year; estimated stock at latest dates, 610,000 bales, against 504,000 bales same time last year.

The movement in foreign merchandise, have been on the increase, owing in part to the increasing willingness of holders to meet the wants of the buyers. The total imports of foreign dry goods, last week, were $3,315,737, and the total amount marketed $4,158,864. The value of foreign merchandise imported last week, was $2,-583,217—making the grand total specie value of last week's imports of dry goods and merchandise, $5,898,954, and since July 1, 1866, $174,-069,530, against $195,321,100 same time in the preceding fiscal year. The ocean freight market has been pretty brisk, with 502 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6½d. per bushel; cotton at $\frac{5}{16}$@$\frac{11}{16}$d. per lb.; and heavy goods at 20s.@@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 27.	March 5.
Consols	91	91	91
U. S. 5-20's of 1862	74	73¼	73¾
U. S. 5-20's of 1865	72½	71¾	72
Erie	37¼	36¾	36¼
Ill. Central	*77¾	76¾	76½

* Ex-dividend.

The New York exports, exclusive of specie, for the week ending March 5, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$6,803,831	$4,492,564
Prev. reported	35,227,238	27,745,454
Since January 1	$42,031,069	$32,238,018

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,547,990	$3,315,737
Gen. merchandise	3,559,766	2,583,217
Total for the week	$6,107,756	$5,898,954
Previously reported	47,129,146	37,237,544
Since January 1	$53,236,902	$43,136,498

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$195,321,100	$174,069,530
Exports produce	148,909,205	113,844,413
Exports specie	16,489,497	22,038,774

The balance in the Sub-Treasury on Wednesday was $111,833,497 90.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, reg., 106; do., coupon, 105½; do., 6s, 1877, 100½; do., 7s, 1870, 104; Ohio 6s, 1881, 100; Connecticut 6s, 100; Rhode Island 6s, 99½; Brooklyn 6s, Water Loan, 95; do., Park Loan, 92; Morris and Essex 1st mort., 96¼; Chicago and Great Eastern, 1st mort., 58; Chicago, Rock Island and Pacific 7s, 90½; Sixth Avenue R. R., 120; Stonington, 90; N. J. Central, 118; do., 1st mort., 101½; N. Y. and New Haven, 118; Cincinnati, Hamilton and Dayton, 80; Boston Water Power Co., 24¾; Pennsylvania Coal, 150; Ashburton Coal, 9½; Central Coal, 48; Wilkesbarre Coal, 40; Mariposa pref., 20½; Wells, Fargo & Co., Express, 57½; American Exp. Co., 55; U. S. Express, 60½; Adams' Exp., 55½; Manhattan Gas, 170; Western Union Telegraph, 41⅝; Bank of Commerce, 115½; Continental Bank, 103½; Fourth National Bank, 104½; Hanover Bank, 110; Phœnix Bank, 106; Bank of Commonwealth, 108; Am. Ex. Bank, 115; Central National Bank, 111; Metropolitan Bank, 124; Bank State of New York, 108; Corn Ex. Bank, 119; Shoe and Leather Bank, 112; Bank of Republic, 114; Alameda Gold, 6.00; American Flag, 1.25; Bates and Baxter, 1.80; Bullion consolidated, 1.65; Columbian G. & S., 2.25; Consol. Gregory Gold, 12.00; Charter Oak Copper, 1.30; Corydon, 5.25; Central Gold, 7.00; Davidson Copper, 0.95; Des Moines, 1.25; Gold Hill, 4.25; Gunnell Central, 4.50; Gunnell Union, 4.50; Grass Valley Gold, 2.00; Gunnell Gold, 0.52; Keystone Silver, 0.05; La Crosse Gold, 0.50; New York Gold, 1.40; People's G. &. S., 1.50; Quartz Hill, 3.95; Reynolds Gold, 0.05; Smith and Parmalee, 6.00; Symond's Fork, 1.45; Walkill Lead, 0.72; Brevoort Petroleum, 0.50; Cherry Run Special, 0.15; United Petroleum Farm, 0.10; Rathbone Oil Track, 0.40; Central Petroleum, 0.90; United States, 4.05; Pit Hole Creek, Petroleum, 0.65; Manhattan, 0.10.

Philadelphia.—Ph., Wil. and Balt. R. R., 54⅞; Reading mort., 6s, 1843–'80, 91⅛; Tioga R. R. 7s, 95; Connecting R. R. bonds, 92½; West Jersey R. R. 6s, 90; Schuylkill Nav. Boat Loan, 7s, 84; Morris Canal Boat Loan, 92; Camden and Amboy scrip, 71¾; Lehigh Valley scrip, 16¾; Union Passenger R. R., 40½; 13th and 15th streets, 20⅛; Ridge Avenue R. R., 13; Allegheny Co. coupons 5s, 88½; do., scrip., 74; Dalzell Oil, 0.69; Ocean Oil, 2½; Egbert Oil, ¼; Feeder Dam, ⅜; McClintock, ⅜; Maple Shade, 1.96; St. Nicholas Coal, 1⅞; Locust Mt. Coal, 49;

Fulton Coal, 5¼; Bank of North America, 233; Girard Bank, 56⅛; Miners' Bank of Pottsville, 55; Pennsylvania National Bank, 58; Mechanics' ank, 33; Commercial Bank, 56⅛; Commonwealth Bank, 61¼. The latest quotations are: City 6s, 96¾@97; do., free of tax, 101@101; State 5s, 98@100; do., coupon, 94@95; do., 6s, W. L., 102@102½; Phila., Wil. and Balt., 54⅞; Reading 51⅝@51¾; do., 6s, 1870, 96@97; do., bonds, 91@91½; do., con., 103@103; Camden and Amboy, 130@130¼; Penn. R. R., 56@56¼; do., 1st mort., 99½@100; do., 2d mort., 97⅜@98; Little Schuylkill R. R., 32@33; Morris Canal, 75@80; do., pref., 120¾@121½; do., bonds, 93@94; Wyoming Valley Canal, 55@55; do., 6s, 85@87; Susquehanna Canal, 14⅜@14¾; do., 6s, 63½@64; Sch. Nav., 21@22; do., pref., 30¼@30½; do., 6s, 1882, 78@78½; Union Canal bonds, 20@22¾; Delaware Div. Canal, 55@56⅛; do., bonds, 85@89; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 96@97; do., 5s, 64½@67; Lehigh Coal and Navigation, 53@53¼; do., bonds, 1884, 90¾@91; North Pennsylvania, 36@36; do., 6s, 89¾@90; Philadelphia and Erie, 28@28¼; do., 6s, 91@91½; Minehill, 56½@56¾; Catawissa, 13@20; do., pref., 29¼@29⅜; Lehigh Valley, 61@61½; do. bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 80@80¼; West Philadelphia, 72@75; Spruce and Pine, 30@31½; Green and Coates, 31@33½; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 20@21; Girard College, 26@29; Tenth and Eleventh, 65@71; Union, 40⅛@41; Hestonville, 12¾@13.

Boston.—Vermont Central old, 1¾; do., 1st mort., consolidated, 70; Cincinnati and Chicago 1st mort. 7s, with coupons from Oct., 1860, 25; Central Pacific 7s, 1884, gold, 97; Sandusky, Dayton and Cincinnati 6s, 1900, 75¼; Eastern R. R. 6s, 1885, 95; Western R. R. 6s, 1875, 99¼; Boston, Concord and Montreal 6s, 1889, 94; Old Colony and Newport 6s, 1875, 97¾; Vermont and Massachusetts 6s, 1883, 95¼; Eastern R. R. 6s, 1874, 95¾; Cheshire, old, 2; Ogdensburg and Lake Champlain, 61; do., pref., 102¼; Boston, Hartford and Erie, 13; do., 7s, 45½; Granite Railway, 50; Conn. and Pass. Rivers R. R. pref. 80¾; Troy and Greenbush R. R., 49; Boston, Water Power Co., 25; Cary Imp. Co., 9; Waverly Land, 2¾; Coal Hill Lead, 0.65; Ophir (N. S.,) Gold, 2.70; Massachusetts 5s, 1894, gold, 99⅛; New Hampshire 6s, 1868@1873, 100; Maine 6s, 100; Boston 5s, 1878, gold, 100; do., 1868, gold, 131½; do., 6s, 1868, gold, 134¼; do., 6s, 1876, currency, 101½; Roxbury 5½s, 1869, 97¾; Bangor 6s, 1874, 95½; Bath 6s, 1891, 94¾; Lynn 5s, 1882, 89; Gardiner 6s, 1870, 95¼; Cook Co., Ills., 7s, 1880, 97; St. Louis 6s, 1877, 82⅛; Chicago 7s, 1890, 99⅞; do., 1888, 99⅞; Boston Gas Light, 775; Lawrence Gas, 116¾; Adams' Exp., 57¾; Boyleston National Bank, 136; Continental National Bank, 109½; Merchants' National Bank, 121; National Bank of Commerce, 119¼; Market National Bank, 110¼; State National Bank, 112; Eliot National Bank, 119¾; Maverick National Bank, 106½; National Bank of North America, 105½; Allouez Mining Co., 6¾; Bay State, 8¾; Canada, 60c.; Concord, 8; Dana, 1⅛; Eagle River, 2½; Hanover, 1½; Humbolt, 1¾; Hancock, 8⅛; Hecla, 45; Mesnard, 1⅛; Native, 2; Petherick, 8⅛; Phœnix, 5⅛; St. Clair, 5¾; Superior, 8½; Winthrop, 1¼.

Baltimore.—N. W. Va. 1st mort., 94; do., 2d mort., 93; Marietta and Cincinnati bonds, 82¼; Maryland 6s, 1870, 102; Virginia 6s, reg., 30½; Atlantic Coal, 0.65; Balt. and Cuba S. & M. Co., 65; Bare Hill, 0.25; Mechanics' Bank, 6¼; Union Bank, 60; Farmers' and Planters' Bank, 29¾; National Exchange Bank, 97; Bank of Commerce, 28; Citizens Bank, 14. The latest quotations are: Balt. and Ohio, 115¾@116; do., 6s, 1867, 98@100⅜; do., 1875, 97@97½; do., 1880, 97@97½; do., 1885, 98½@99; Northern Central, 46@46¼; do., bonds, 1885, 83@84; N. W. Va. 1st mort., 1873, 93½@94; do., 2d mort., 90@93; do., 3d mort., 89@91; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 82@83; Central Ohio, 24@26; do., 1st mort., 89@90; Western Md. bonds, 64@65; do., guar., 93½@95; Maryland 6s, coupon, 1870, 101½@102½; do., Ins., 101@102; do., 1890, 101¾@102; Baltimore 6s, 1870, 97@97¼; do., 1873, 96@99; do., 1875, 99@99¼; do., 1886, 98@98¼; do., 1890, 99¾@100; do., coupon, 100@100; do. Park, 98½@99; do., 1892, 96@96; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 18@18; Canton Co., 45@46¼; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5@7½; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.20@0.24; Atlantic Coal, 0.65@0.70; Mineral Hill, 0.20@0.40; Baltimore Coal, 158@170.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Feb. 1, 1867.	March 1, 1867.
Debt bearing int. in coin.	$1,420,145,541 80	$1,464,855,191 80
Debt bearing interest in currency..	819,672,740 00	787,028,880 00
Matured debt not presented	15,791,454 31	14,576,689 07
Debt bearing no interest.	430,163,803 72	424,126,528 32
Total...	$2,685,773,539 83	$2,690,587,289 19
Coin in Treasury.....	$97,354,603 69	$107,271,031 12
Currency....	45,069,187 58	52,552,368 27
	$142,423,791 27	$159,823,399 39
Debt less cash in the Treasury.....	$2,543,349,748 56	$2,530,763,889 80

The total debt shows an increase since the 1st of February of $4,813,749 36. The balance in the Treasury shows an increase, as compared with February 1st, of $17,399,608 12. Deducting the amount on hand from the aggregate debt, both on the 1st of February, and the 1st of March, the decrease of debt would be $12,585,858 76. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of March, 1867, and the actual decrease in the Public Debt since that period has been $226,925,681 63.

☞ The Marquette, Mich., iron mines produced, in 1866, 296,872 tons of iron ore, and 18,437 tons of pig iron.

Illinois Central Railroad.

The statement of this Company for the month ending February 28, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	8,819.28 for	$91,348 72
Acres Int. Fund Lands sold.....	191.95 for	1,727 55
Acres Free Lands sold..	1,899.76 for	19,116 29
Total sales during month of Feb., 1867	10,910.99 for	$112,192 56
To which add Town Lot Sales		200 00
Total of all.....	10,910.99 for	$112,392 56
Cash collected in February..		$142,281 16

TRAFFIC DEPARTMENT.

Receipts from Freight		$371,406 00
do.	Passengers	122,437 06
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	50,000 00
Total Receipts in Feb., 1867.....		$554,201 39
Total Receipts in Feb., 1866.....		$512,027 89

Merchants' Union Express Co.

We invite attention to the Advertisement of this company in another column. The transportation of the company is done on express passenger trains without a moment's unnecessary delay, and the local delivery is equally prompt; mistakes are rectified on the spot, and losses are adjusted as soon as satisfactorily ascertained. The rates charged are only a fair compensation for the services performed, and in all cases twenty-five, and sometimes fifty per cent. less than the tariff of the old monopoly. The principal quarters of the company, in this city, is the fine building on the corner of Broadway and Franklin street, formerly known as the International Hotel. It has been several months in the course of alteration to suit the convenience of this particular business. How effectually the establishment has been designed and perfected, can be best appreciated on a personal visit.

Bessemer Steel Rails.

Bessemer Steel Rails of American manufacture, and of the best quality, may now be purchased of the Cambria Iron Company and the Pennsylvania Steel Company, two of the most vigorous and substantial manufacturing firms in the Union. The Cambria Iron Company owns the well-known establishment at Johnstown, Pa., and has now the largest capacity for producing rails of any mill in the country, and employs some three thousand men. Hon. DANIEL J. MORRELL is the Manager. The Pennsylvania Steel Works have an extensive establishment near Harrisburg, and are represented by such men as S. M. FELTON, the eminent railroad President and financier, and Dr. LAMBORN, who is personally known to many iron and steel men. The high character of all parties connected with the new manufacture, and the vast resources at their command, are ample guarantees for its vigorous prosecution, and for the excellence of the article they offer the public.

☞ The Milwaukee and La Crosse Railroad has been sold at auction. It was bought by the Milwaukee and St. Paul Railroad for $100,920, subject to incumbrances.

☞ A new railway from Norristown to Allentown, Pa., is projected.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad the 3d week in Feb., 1867 ...$19,807 00
Corresponding week previous year.... 18,121 00

Increase.... .... $1,686 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 28th, 1867, were $22,942 00
Corresponding week of 1866.... .... 23,840 00

Decrease $1,348 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Feb., 1867, were.... .... $48,489 00
Corresponding week of previous year.. 43,374 00

Increase.... .... $5,115 00

The earnings of the Western Union Railroad for the week ending Feb. 21, 1867 . .. $4,960 32
Corresponding week previous year.... 7,767 92

Decrease.... .... $2,807 60

The earnings of the Chicago and Northwestern Railroad for 4th week in Feb., 1867..$161,528 00
Corresponding week previous year .. 111,449 00

Increase.... .... $50,079 00

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 16th, 1867, were.... .... $109,955 00
Corresponding week of previous year. 100,648 00

Increase.... .... $9,307 00

Journal of Railroad Law.

MAINTENANCE OF FENCES.—NEGLIGENT KILLING OF ANIMALS.

By the case of Bradley *vs.* The Buffalo and N. Y. R. R., it was decided that railroad companies are required to erect and maintain fences on the sides of their roads, and to construct cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs, from getting on such railroad track. The Court in this case, also say that the fact that the road crossing is at or near the depot, and that, to make such cattle guard there, would inconvenience the company, will not excuse them from complying with the positive requirements of the statute.

The action was brought to recover the value of a horse killed on the railroad of defendants by one of their engines; the horse having got upon the road as alleged, by the neglect of the defendants to construct and maintain a "cattle guard" at a road crossing.

WRIGHT, J.—Railroad companies are required, by statute, "to erect and maintain fences on the sides of their roads," and "to construct and maintain cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroads;" and it is expressly declared that, "so long as such fences and cattle guards shall not be made, and when not in good repair, such railroad corporation and its agents, shall be liable for damages that shall be done by the agents or engines of the corporation to any cattle, horses, sheep or hogs thereon." (Laws of 1854, chap., 282, § 8.) It is conceded and found by the referee, in this case, that there was a non-compliance by the defendants with these statute requirements, both as to fences and cattle guards, and that the consequence was, the plaintiff's horse strayed upon their track and was killed by one of their engines. There were two road crossings east of the defendants' station house at Kanona, the one at the distance of 200 feet, and the other 527 feet, at neither of which were there any cattle guards or fence, or anything to prevent animals from going on their track. At these unguarded points the plaintiff's horse went upon the track, and was killed near the station house by the engine of a passing train. Yet, notwithstanding this plain violation of a statutory duty by the railroad company, by reason of which the plaintiff lost his horse, the referee held that the company was not liable, and dismissed his complaint.

The judgment cannot be sustained. The duty enjoined is to construct and maintain cattle guards at all road crossings, and it is not for Courts to nullify, by construction, the plain and explicit requirements of the statute—to hold, as was done by the referee, that the road crossing adjacent to the station buildings of a railroad company are not within its purview. When the statute declares that cattle guards shall be constructed "at all road crossings," we have no right to create exceptions, or say, in effect, that because a railroad company chooses to locate its station buildings, not on, but near a public highway crossing, and thereby cattle guards may inconvenience it and the public, it is not bound to construct and maintain them. Such a construction does violence both to the letter and policy of the statute, which is, to guard against the destruction of property and human life consequent upon animals straying upon the road, thus endangering not only their own lives by being run over, but the lives of travelers by throwing the trains from the rails. The present case illustrates completely this policy. Here were two public roads crossing the track in a thickly populated district, with not one safeguard required by the statute to prevent animals from straying on it. The precise thing which might have been apprehended happened—the precise thing, too, against which the statute was intended to guard. A horse strayed upon the track, and was killed.

The train it is true, was not thrown from the rails, and there was no sacrifice of human life; but this was providential, for under similar circumstances, such a disaster might have resulted from the defendants' violation of duty.

It was no answer then to the plaintiff's action that the two road crossings were adjacent to the station buildings of the defendants. In omitting to construct cattle guards at these crossings, they neglected a statutory duty, and thereby damage ensued to the plaintiffs for which they were clearly liable. Inconvenience was no excuse to them. If a railroad company finds it inconvenient to build cattle guards at road crossings near its depot or station, it must take the chances of paying for injuries sustained by reason of their not being built, or it must keep a sufficient watch to prevent accidents. The order of the Supreme Court should be affirmed, and judgment absolute rendered against the defendants.

LEONARD, J.—The referee, before whom this action was tried, dismissed the complaint, because the facts proven in evidence did not sustain the case.

The judgment entered for the defendants on his report was reversed by the General Term of the Supreme Court seventh district, and a new trial was ordered.

The defendants now appeal from that order, and have stipulated that an absolute judgment be entered against them if the order be affirmed.

The action is brought to recover the value of a horse belonging to the plaintiff, which was killed by the engine of an express train while passing along the line of the railroad track of the company near their depot at Kanona. It appears from the report that there were no cattle guards where the railroad crosses two public highways near the depot, where a lane, leading from another highway running parallel to the railroad, intersects with the track of the defendants.

The horse could not have reached the track of the railroad, nor the depot grounds where he was killed, if the track had been fenced in at the lane, nor if cattle guards had been constructed at the points where the track intersected the highway. The depot was more accessible to the public without them.

The railroad act directs that fences and cattle guards shall be constructed and maintained, and declares that the corporation shall be liable for all damage done by their agents and engines to any cattle, horses, sheep, &c., along their line, unless such fences and guards are constructed and kept in repair they shall not be liable for such injuries. (2 R. S., 5th ed., 689, 690, § § 55, 56.)

The statute prescribes a duty, and imposes a penalty in case of its neglect, from which the corporation are to be wholly relieved in a compliance therewith.

The rule of construction prescribes that statutes imposing penalties, in case they are disobeyed, shall be held to be mandatory, and that Courts shall not then consider the circumstances of a case, or its hardships or inconvenience. The intention of the Legislature in such cases cannot be held to be different from that which they have by their language declared.

If the construction of fences and guards, or their repair is neglected, a railroad company can be relieved from liability for injuries to cattle, horses, &c., only by employing a sufficient watch to prevent estrays from coming on to their track. It is no excuse that the cattle, horses, &c., were at large in violation of law. (Corwin *vs.* The New York and Erie Railroad Company, 3 Kern., 42.)

The order appealed from should be affirmed with costs, and the judgment against the defendants be made absolute.

Order affirmed and judgment absolute.

The Hoosac Tunnel.

The Joint Standing Committee of 1866 on the Hoosac Tunnel and Troy and Greenfield Railroad, authorized to visit the Tunnel and Railroad, examine into the condition and progress of the work, and to fully report the result of such examination, have submitted their report to the Legislature. It gives extracts from the records of the corporation from its organization until the surrender of the road to the State, under the mortgage, to show the financial condition of the company, its dealings with the contractors for constructing the road and tunnel, and also the embarrassed condition of the contractors and corporation from 1855 to 1861; extracts from some of the laws passed upon the subject of the railroad and tunnel; a synopsis of the action and condition of the corporation at the time of, and previous to, the surrender of the

road; the relation of the contractors to the corporation and to the State; and a particular description of the condition and progress of the work during the past year.

The account of the Commonwealth with the enterprise is given in a table, so that the value of the work done by the contractors at the time of its abandonment by them, may be compared with the payments made to them therefor from the State treasury. This table is as follows:

The amount paid from the State treasury for work and materials upon the tunnel		$170,131 95
Amount paid upon the road west of the tunnel		50,000 00
Amount paid upon the road east of the tunnel		505,256 92
		$725,388 87
Amount earned by contractors under the contract upon the tunnel	$129,475 00	
Amount earned by contractors under the contract upon the road west of tunnel	50,000 00	
Amount earned by contractors under the contract upon the road east of tunnel, including temporary work	410,204 00	
		589,679 00
		$135,709 87
Over-payment in reckoning sterling exchange, say		44,000 00
Over-payment when the work stopped in July, 1861		$179,709 87
Further payments made upon the work by the State from July, 1861, to January, 1867		140,226 95
Total amount paid more than earned		$319,936 82

From the above statement the report says it appears that the contractors with the Troy and Greenfield Railroad corporation have received from the State $319,936 82 more than the value of the work which the corporation surrendered under the mortgage, and that the State has lost that amount of money in its efforts to assist in the construction of the work. On the authority of Hon. J. W. Brooks it is further stated that the loss to the State in the transaction by the failure of Messrs. Haupt & Co. to perform their contract in a proper manner, will reach the sum of $350,000.

The dimensions of the tunnel are as follows: The rock cutting is 24 feet high and 24 feet wide. The brick work is 26 feet high and 26 feet wide. The bottom of the tunnel will contain a culvert three feet deep at the centre. Through this culvert the water from the tunnel is to be discharged. It now receives in addition to the water accumulating in the tunnel, a 12-inch pipe, to carry air at a low pressure for ventilation; an 8-inch pipe to carry air for driving the drilling machines; and a 3-inch pipe for carrying water for use in the holes which are being drilled. Should it be found advisable to use gas in carrying on the work, provision is made for a 4-inch pipe to carry the gas from the place of manufacture. The track is to be placed 3½ feet above the bottom of the rock tunnel, and 4½ feet above the bottom, where lined with brick.

Considerable space is given to the description in detail of the work already accomplished. At the east end of the tunnel the Deerfield Dam is completed. The canal is finished as far as wheel pit No. 3. The machine shop is about 72 feet long and 36 feet wide. It has three turbine wheels. A fourth wheel is designed, but is not required at the present time, and the pit to receive it is not completed. In the basement of the machine shop are two compressors. The first was put in in January, 1866. It has four cylinders, 13 inches in diameter, and 20 inches stroke. This compressor is used to drive the drills, and furnish air to the blacksmith shop. The second compressor was put in some time in October. It has four cylinders, 25 inches in diameter, and 24 inches stroke, and is used for ventilation one fourth of the time, two hours after each blast, viz., from 8 to 10 A. M., from 4 to 6 P. M., and from 12 to 2 A. M. The compressors work satisfactorily; the loss of power in the transmission of air from the machine shop to the drills, a distance of 4,500 feet, being hardly perceptible. The machine shop is well stocked, and so is the blacksmith shop. The force employed at this point in July was 165; the first day of November 115. The progress of the excavations at the east end heading for the year ending December 1866, has been 569 feet; at the rate of 47.42 per month. The progress during the six months ending May, 1866, was 338 feet; an average per month of 56 feet 4 inches. One week was lost in June in introducing the machine drills in consequence of which the progress that month was reduced to 50 feet 6 inches. During the five months ending November 30, the progress has been 219½ feet, being an average of 43.9 feet per month.

At the central shaft the working force July, 1866, was 58; November 1, 81; of this number 40 were engaged out of the shaft, and 41 in. The depth of the central shaft when completed will be 1,037 feet from the surface; its form is an ellipsis, whose axes are 27 and 15 feet. On the fifth day of May it had reached the depth of 300.5 feet. At this time the hoisting apparatus was removed from the shaft and work of excavation ceased. The new hoisting apparatus was fitted on the first day of August, and the drilling commenced on that day. Previous to the change in the hoisting apparatus the monthly progress had averaged about 18½ feet per month. The advance in October and November was 46 feet. The gain over the previous rate of progress is attributable to the practice of simultaneous blasting. On the first day of January, 1867, the shaft had been sunk 393 feet, leaving for excavation 644 feet.

The west shaft has an area of about 8 by 13 feet, and was excavated by Messrs H. Haupt & Co. Its depth is 316 feet. The cost of the structures, as reported in July, at this point, was $35,550 94; as reported in November, $40,010 13. The working force at this shaft in July was 123; in November 103. At this point there is one engine of 100-horse power and one of 40-horse power, and one compressor having four cylinders of a diameter of 13 inches and 24 inches stroke. The west heading from this shaft was advanced 293 feet, and the east heading 1,042, on the first day of December, 1866. The progress for the year ending November 1, 1866, at the heading of this point was 636.7, being a fraction over 53 feet per month. For the last four months, ending December 1, 1866, the progress was 322.1, being a fraction over 64 feet per month, which exceeds by four feet per month the highest estimate for hand-drilling by the engineers in 1862, and by 30⅓ feet the estimate of Mr. Latrobe. The west heading at this shaft was at first driven 6 feet 11. It has been found advisable to enlarge it to the dimensions of 10 feet 6 inches by 15 feet. The east heading was being enlarged as was the other by contract from 6 feet by 15 to 10½ by 15. The work was begun on the 15th of July, 1866.

The new shaft is located about 264 feet westerly of the west shaft. Its dimensions are six feet by thirteen in the clear; the rock to be removed from an area of eight by fifteen feet. On the first of January about thirty-eight feet of stone remained for excavation in this shaft. The water in the tunnel stopped the work from below, and the work is driven upon one face only at the present time. There are two small engines at this point, one of fourteen and one of ten horse power.

The total expense of the tunnel and the land and works connected therewith under the administration of the commissioners, as found Nov. 1, 1866, was $1,482,973 20.

Of the experiments with various drilling machines some account is given in the report, and the committee recommend that should the Burleigh drill—the only one now being tested—prove unsuccessful, and further attempts with machines be made, their usefulness be tested outside of the tunnel, and meanwhile the excavation with hand drills be resumed. The material result of the experiment with "Dr. Eurhardt's powder" was as follows:—With 261 days' work and 139½ lbs. of powder, 202 buckets of stone were removed; while in the preceding week, using common powder (schaghticoke) with 251¾ days' labor and 236 lbs. of powder, 168 buckets of stone were taken out. The cost of the experimental powder is about twice as expensive as the common powder, and its superior strength is apparent from the above result.

During the summer some experiments were made with nitro-glycerine. A quantity costing $934 29 was brought to the works by Colonel Schaffer. After repeated trials outside the works, during which about three-fifths of the material was consumed, it was introduced into the tunnel at the east heading of the west shaft. In these three days there were taken out of the enlargement 151.76 yards of stone. To remove this quantity with powder would cost, on an average, per yard, $9 84; actual cost with glycerine, $6 20; difference, $3 64; multiplied by 151.76 gives $552 40; in the same time there was removed of heading 60,15 yards; to remove an equal amount by powder costs, per yard, $16.25; actual cost with glycerine, per yard, $6.05; difference, $10 20, $10 20 multiplied by 60 15 gives $613 53,—$1,165 93; cost of the glycerine used during the three days being 2-5 of $934 29, $350 36; saved, by using glycerine, in three days, $815 57, which is a saving by the use of glycerine, per day, of $276 85.4; and allowing three hundred successful working days in the year, an annual saving of $81,557 40.

It appears from the report that of the work now in progress on the road and tunnel there is performed by contract,—the construction of the railroad from Greenfield to the east end of the tunnel; the enlargements east and west in the tunnel at the west shaft; the excavation of the new shaft; and the arch masonry and excavation at the west end; while the work at the east end, at the central shaft, the heading and lifting at the west shaft, the lifting at the new shaft, and the work at the brickyard have been performed by the State. No criterion has been afforded enabling the committee to determine upon the comparative economy of the different modes of operation.

In concluding their report, the committee say that they are of the opinion that the commission should be re-organized in such manner that the State could command the whole time of its members; that a greater degree of personal attention should be given by them to the work than it has heretofore received; that the commissioners should keep minutes of their doings which shall be open to the inspection of the governor and council and the appropriate legislative committee; that their monthly communications to the governor and council should embrace, in addition to the past, and the requisition for the current month, a report of the operations, the progress of the work during the previous month, and the manner and extent of their own superintendence of the same. The committee are also of opinion that a due regard to economy in conducting the enterprise requires that the commissioners should at once, by experiment, ascertain the probable time required to excavate the enlargement of the tunnel, and that the work upon the enlargement be regulated and pursued with a view of avoiding any unnecessary delay in operating the road after the heading is removed.

☞ The following gentlemen have been elected directors of the Northern Central Railroad for the ensuing year: J. D. Cameron, Wistar Morris, William Colder, A. E. Rapp, B. F. Newcomer, George Small, Jacob P. Jones, Thomas A. Scott, John M. Kennedy, E. C. Biddle, Henry Welsh and John A. Wright.

Railroads in California.

Though the people of California and the entire Pacific coast are at this time much aroused on the subject of railroads, being animated, as it were, with a common sentiment of their overruling importance, still the present is more the era of discussion than of actual railroad construction, there being but three or four enterprises of this kind, and some of them of no great magnitude and only of local importance, now in course of building in the State. Chief among these is the

CENTRAL PACIFIC RAILROAD.

This Company was incorporated to build a railroad from the tide waters of the Pacific to the Eastern boundary of the State—extending the same thence till it shall meet the trans-continental road approaching from the East. The Donner Pass route over the Sierra-Nevada having been adopted, after the most full and careful preliminary surveys, the work of grading was commenced in 1863, since which time it has been carried on with an expedition, under all the circumstances, creditable to the company, and generally satisfactory to the public, the track now being laid and the cars running to Cisco, 93 miles from the initial point of the road at Sacramento, and only 12½ miles from the summit of the Sierra, to which point it is expected it will be completed next summer, with the exception of 2 miles upon which much tunneling and other heavy work will require to be done. Cisco will, therefore, probably remain the terminus of the road until June or July next, at which time a long stride will be taken to some point on the eastern slope. If the main tunnel is not completed at that time a temporary track will be laid across the summit. Tunnel No 2, at Emigrant Gap, a short distance beyond Cisco, has already been completed. This tunnel is three hundred and fifty feet long and five thousand feet above the level of the sea. There are two other tunnels on the line which are being worked as rapidly as possible. One will be two hundred feet and the other four hundred feet long. The main tunnel at the summit will be about one thousand six hundred feet long. All the tunnels are made wide enough for a double track. The altitude of Cisco being 5,911, leaves an elevation of only 1,100 feet to be overcome to reach the top of the Sierra, requiring an average grade of more than 91 feet to the mile; but this is considerably less than the maximum grade allowed by law, and the summit itself will be reached and passed through a nearly level valley. Since the commencement of the winter storms precluding successful labor on the mountains, the company have sent a force of some 3,000 laborers to prosecute operations on the Eastern slope, they being distributed along the Truckee from Crystal Peak eastward to the Big Bend of that river. The company are sending out iron by nearly every ship leaving New York for California, and before this time next year expect to have 30,000 tons on hand or enough to lay the track to the north bend of the Humboldt River, more than a hundred miles beyond the eastern base of the Sierra Nevada. They have also had three exploring and surveying parties in the field during the past eight months, making preliminary surveys for the line of their road between the Truckee River and Salt Lake City, which work has been finally accomplished. A complete and thorough survey of the ground from the Humboldt on the north to the Overland Stage route on the south has also been made, and the company will soon be furnished with accurate maps of the entire belt of country traversed, with the height and locality of mountains, passes, etc., and all information necessary to enable them to finally locate their road through Eastern Nevada and thence on to Salt Lake. The portion of the road already finished, though exceedingly expensive, owing to the rugged character of much of the country to be crossed, is substantially built.

SAN FRANCISCO AND SAN JOSE ROADROAD.

This Company, incorporated in July, 1860, with a capital of $2,000,000, completed their road in December, 1863, since which time it has been doing a large and profitable business. Its length is fifty miles, extending from San Francisco to San Jose, through one of the richest and most important agricultural districts in the State, insuring for it a large and profitable, as it will no doubt continue to enjoy, a constantly-increasing business.

WESTERN PACIFIC RAILROAD.

This Company was incorporated in 1862, with a capital of $5,400,000, for the purpose of building a railroad from San Jose to Sacramento, via Stockton, to form the connecting link between the San Francisco and San Jose Road, and the latter and the Central Pacific Road, the whole to constitute Western Division of the National Pacific Railway, and which when completed, in sections of twenty miles each, will receive Government thirty-year six per cent. Bonds to the amount of $16,000 per mile, and Government lands to the extent of every alternate section within twenty miles on each side of the road, which is one hundred and twenty miles in length, or seventy-four miles from San Jose to Stockton, and forty-six miles from Stockton to Sacramento. But about twenty miles of this road, reaching from San Jose to Alameda Canon, has not yet been completed—the work, owing to some difficulty between the principal and the sub-contractors, having been delayed. The surveyors are said to have completed running the final lines between Sacramento and Stockton, and that ground will soon be broken on that division of the road, and also that work will soon be resumed and pushed with vigor on the section between the latter place and San Jose.

STOCKTON AND COPPEROPOLIS RAILROAD.

This road is designed to connect the city of Stockton with the rich copper mines at Copperopolis, a distance of thirty-nine miles. A contract has been made by the company for the entire construction of this road, for the sum of $1,250,000, and some twenty miles of the work has been already graded and made ready for the ties. The route is throughout favorable to the speedy construction of the work, which it is expected will be carried forward to an early completion.

SACRAMENTO VALLEY RAILROAD.

This road, extending from the city of Sacramento to Folsom, a distance of twenty miles, is the first railroad completed in the State. Its original cost was large, yet for several years it earned not only sufficient to cover working expenses and repairs, but also a surplus to be divided among the owners; of late, owing to the Central Pacific Railroad, diverting much of the business and travel over that route, its revenues have been materially diminished, though it is still considered good property, being the feeder of the large and rich county of El Dorado, and also retaining a considerable portion of the Washoe trade.

PLACERVILLE AND SACRAMENTO VALLEY RAILROAD.

This road taps the Sacramento Valley Railroad at Folsom, and is now in good running order as far as Shingle Springs, a distance of twenty-six miles. Efforts are being made to extend it to Placerville, nine miles further, this being the ultimate point of its destination.

THE FREEPORT RAILROAD,

formerly connecting Freeport on the Sacramento River with Latrobe at the junction of this with the Folsom and Placerville road having been disposed of to the Sacramento Valley Company, its superstructure has been taken up and its rolling stock removed for use elsewhere. It was nine miles long, and, though built in 1863, had been used but little, the proprietors having lost a good deal of money in a vain attempt to divert the Washoe trade and travel from Sacramento.

CALIFORNIA CENTRAL RAILROAD,

eighteen miles long, connects Folsom with Lincoln. It has been in operation several years, but the business transacted over it has not been large. The viaduct over the American River at Folsom is one of the finest specimens of bridge architecture in the State.

THE YUBA RAILROAD

is in course of construction from Lincoln to Marysville, a distance of twenty-two miles, the grading being all completed and the material for the superstructure nearly all on hand, it is expected that the cars will soon be running on the road.

THE NORTHERN CALIFORNIA RAILROAD,

completed and running, connects Marysville and Oroville, a distance of twenty-nine miles. It has therefore been self sustaining, with a steadily increasing business, and should the road to Oregon be built, of which this will then become an important link, it may yet prove a profitable investment to the stockholders.

SAN FRANCISCO AND ALAMEDA RAILROAD.

The main trunk of this road commences at the western end of the Encinal of Alameda, and passing through San Leandro and Hayward's, extends to Vallejo's Mills, where it intersects the Western Pacific Railroad. A branch is also to be built from Hayward's to another point in Amador Valley. The portion from Alameda to Hayward's, 16½ miles, is now in operation, and work on the ballance is being pushed ahead. A line of first class ferry boats runs in connection with this road, the distance from the city to the western terminus being 5½ miles.

SAN FRANCISCO AND OAKLAND RAILROAD.

The present western terminus of this road begins at the end of a wharf extending 3,500 feet from the Oakland Encinal into the Bay of San Francisco, whence it runs through the town of Oakland to San Antonio, a distance of 5 miles. It is the intention of the Company to extend this wharf and also their road to the Island of Yerba Buena opposite, whence this city will be reached by ferry boats in the space of four minutes, the intervening distance being only about one mile. The daily average number of passengers now crossing on this line is estimated at 2,500. The road will ultimately be extended to connect with the Alameda Railroad.

SOUTHERN PACIFIC RAILROAD.

The purpose of this Company, recently organized in this city, is to build a railroad from San Jose to the Colorado River, there to connect with the Southern Railroad from Missouri, leading through New Mexico and Arizona, and which is to have its western terminus at some point on that stream. This California link is to pass through the towns of Gilroy and San Juan, and thence up the San Bonito Valley, and crossing the Coast Range follow up the Great Tulare Valley, and escaping through some of the passes at its head strike across the open desert for its point of destination. The officers of this Company are T. J. Phelps, President; Chas. M. Fox, Secretary; and Wm. J. Lewis, Engineer. They have filed with the Register of the Land Office a map of the preliminary survey of the route. They have been busily engaged of late securing the right of way, and work it is said will at once be commenced at San Jose, the Company intending to have their road completed to Gilroy, a distance of thirty miles, by next fall. They will hereafter apply to Congress for the subsidies usually granted in aid of such works.

The project of constructing a railroad from Benicia to Sacramento, and also another from Vallejo to Marysville, long since entertained, and towards the accomplishment of which preliminary steps were then taken, has lately been revived, and as the friends of the enterprise claim with encouraging prospects of its being early undertaken, and in good time carried to a successful consumation. It is even said that the contract for building the Vallejo road has been let, the rails and rolling stock having been provided for and to be on the way as fast as required. The road is to be built without Government aid, adequate means having been secured through private enterprise. The question of building a railroad to connect Oroville, in California, with Portland, in Oregon, and also one between other points wholly within this State, has been much agitated of late, and it is highly probable that some of these projects will be undertaken before long. Towards aiding in the construction of the California and Oregon

road Congress has donated 6,400 acres of public land per mile along the line of the road, and the Legislature of Oregon, at the last session, passed an act to pay the interest on the bonds of the company to the amount of $1,000,000, at the rate of seven per cent., for a term of twenty years. These grants have been declared sufficient by many railroad men to justify the construction of the road, at least for a considerable distance northward from Oroville, where the country is level and the trade considerable.—*San Francisco Mercantile Gazette.*

Alabama and Florida Railroad.

From a letter published in the *N. Y. Herald* a few days since, we make the following extracts. It is dated Pensacola, Fla., Feb. 10, 1867, and says:

The great and all-absorbing topic which engrosses the attention of the people of this section, of more weight, I may say, to them than the subject of the President's impeachment or any other political matter which has sprung up since the war (reconstruction not excepted,) is the rebuilding of the Alabama and Florida Railroad, of Florida, from this point to Pollard, a place just beyond the Alabama State line. The completion of this road would give us a through communication with New York by rail.

It will be remembered by many of your readers that at the beginning of the war this road was nearly completed. The rebel authorities, deeming its speedy completion a "military necessity," co-operated with the contractors, and by a pressing management pushed it through to completion. At the evacuation of this place by the rebels in the Spring of 1862 the most of the track was torn up by them. The iron was carried up into the interior, and in a short time seized by the rebel Government and placed upon other roads in order to facilitate the transportation of troops and munitions of war. At the close of the rebellion, with no responsible parties to look to for indemnity, the road was in a bad fix. Very fortunately, however, for its interests, some fifteen hundred bales of cotton had been purchased during the war by the directory of the road. This cotton, with other assistants, such as debts due and collected and some credit, served to rebuild some thirteen miles of the road and stock it with two locomotives and a number of cars. These latter are running daily, and so our railroad may be said to have at least a start.

The President of the road (Mr. Avery) has made repeated trips to the North, endeavoring to secure capital enough to rebuild the road, but so far his efforts have met with little or no success. He is again on his way to the North to attend a meeting of the first mortgage bondholders, who reside mostly in New York, to be held on the 20th inst., and it is hoped that his mission will be attended with much more success than his former ones have been.

Northern Illinois Railroad.

We regret to learn that all prospect of completing arrangements with the Western Union Railroad for the construction of the link from Milwaukee to Burlington, has been dissipated. The managers of the Western Union road gave assurances that the link should be constructed, provided Milwaukee would subscribe two hundred thousand dollars to the stock. After much labor this amount was raised. In the meantime the Western Union Company had made such contracts with the Northwestern, for a branch to Chicago that Milwaukee was left in the lurch.

We think Milwaukee should go ahead and build the road, and ask the Legislature to give it the rights of connection with the Western Union, as was promised and contemplated, upon the raising of the two hundred thousand dollars subscription. —*Mil. Wis.*

☞ The Union Pacific Railroad will be opened to Salina two hundred miles from Kansas City, about April 1st.

Pittston Branch Railroad.

We learn that the Lehigh Valley Railroad Company have purchased the Pittston Branch of the Lackawanna and Bloomsburg Railroad; the understood price is $50,000. A week or two since we mentioned that the Lehigh and Susquehanna Railroad Company were actively engaged on the rock bluffs, south of town. They having lost the Pittston Branch, this work is now suspended, and the force of laborers transferred a few feet lower on the bluff to cut a new towing path for the canal. It is understood that the Lehigh Valley road, after crossing the canal near Mill Creek, will keep between the canal and river to a short distance north of the Tompkins' Shaft, where it will cross to the east or berme side, following the line of the Lackawanna and Bloomsburg Branch, through town to the present depot at North Pittston, where it will cross the Lackawanna and Bloomsburg Railroad, and continue up the River Susquehanna.

By this transfer of the Pittston Branch to their rival, the Lehigh and Susquehanna Co. are literally BLUFFED out of town—at least the bluffs prevent their getting in, except by an ascending grade from Port Griffith through the depression where the Railroad of the Pennsylvania Coal Co. is now built.—*Pittston Gazette.*

James River and Kanawha Canal.

The President of this company, in a communication to the Virginia House of Delegates, transmitting a telegram from M. Ernst Bellot des Minieres, who was then in London, says:

"By this announcement I understand that one of the great credit institutions of France, called the 'Societe Generale,' has completed the organization of the maximum capital of $40,000,000 authorized by the charter of the Virginia Canal Company, which expired by its own limitation in December last; that this amount is subscribed by a number of the principal banking houses of Europe; and that M. Bellot desires to be informed by telegraph whether a bill reviving and extending the charter of the Virginia Canal Company, as requested by him, has passed the General Assembly of Virginia and the Legislature of West Virginia."

The bill which passed the House extends the time for six months for compliance with its terms by M. Bellot & Co., and was likewise promptly passed by the Senate.

Huron and Ontario Ship Canal.

At a meeting of the friends of this project, held at Toronto, Ca., on the 28th ult., the following resolution was adopted:

Resolved, That this meeting is of the opinion that the proposed canal is the most important project ever submitted to the people of Canada; that it is the duty and interest of every one to aid and assist in the enterprise.

The President stated that it was the intention to ask of the Legislature a free grant of ten millions acres of the public land, and municipal aid would be asked from Toronto to the extent of five hundred thousand dollars. The resolution in favor of the canal was carried by a large majority.

☞ The Evansville, Henderson and Nashville Railroad Company has recently been chartered by the State of Kentucky. The company has purchased the old road bed of the Edgefield and Kentucky Railroad. The capital stock is $2,000,000, with authority to borrow money and issue bonds. This road penetrates the coal fields of Kentucky, fifteen miles north of Hopkinsville.

☞ Russia sheet iron has been successfully manufactured at the Mahoning Works, Youngstown, Ohio, by the process of George C. Kungchieff.

Interest and Dividends.

The Morris and Essex Railroad Company have declared a semi-annual dividend of three and one-half per cent., payable in stock, free from government tax, on and after the 20th inst. Transfer books will be closed until 21st inst.

The Central Ohio Railroad Company has declared a dividend of 6 per cent. on their preferred stock, payable the 1st of April next.

☞ The total liability of Idaho Territory on the last of December, 1866, was $87,957 08. The total valuation of real and personal property in the Territory is $4,158,157 88. The estimated ec eipts of the Territorial Treasurer for 1867 are $27,600; estimated expenditures, $96,555. The decrease of the voting population from 1864 to 1866 was over 2,000. The present population of Idaho is estimated at 17,000.

☞ The Savannah *News* says that the Charleston and Savannah Railroad, sold some time since, under foreclosure of mortgage, has been delivered to the purchases, who have obtained a most liberal charter, under the style of the Savannah and Charleston Railroad, and we are informed will immediately commence the work of rebuilding the road.

☞ The Sheboygan *Times* says that the Sheboygan and Fond du Lac Railroad Company are building a new pile-driver in that place, which they expect to have ready to commence piling the Sheboygan river at the western line of the county, some time next week. When that is done the track will be graded to Marshfield, in Fond du Lac county.

☞ The people in several counties of West Florida are moving in the matter of a railroad from St. Andrew's Bay, *via* Marianna, to connect with the Atlantic and Gulf Railroad at Bainbridge.

☞ The two street railroads of Scranton, Penn., are pushing their roads to completion and we think the time is not far distant when both lines will be in full operation.

NEW YORK
Belting and Packing Co.,
MANUFACTURERS OF
VULCANIZED RUBBER FABRICS,
Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

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Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. CHEEVER, Treasurer.
Warehouse, 37 & 38 Park Row, N. Y.

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WANTED by a gentleman of 35 years' practical experience in constructing Railways and Harbors, a situation as Engineer or Superintendent of Works in all detail; having conducted many important Railway and other Works in Europe and Canada, offers his services to gentlemen connected in such operations, where energy and competent knowledge is required. Good references given as to character, qualifications, &c., to Engineers of first-class standing. Letters addressed as under will receive attention. A. B., Weaverton Post Office, Frederick County, Maryland.

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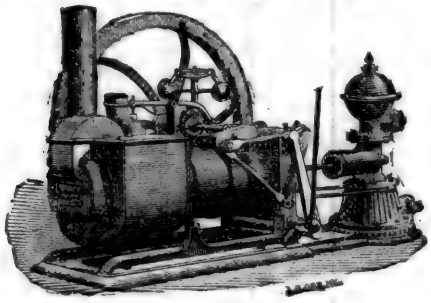
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Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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The undersigned are now ready to Contract for the delivery of rails made of **Bessemer** or **Pneumatic Steel**, wholly **American**, and of the best quality.

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RAILWAY ROLLING STOCK.
United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London. 1m7

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

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FOR SALE,

A SET OF BOILER PLATE BENDING ROLLS, six feet long, suitable for bending iron No. 4 in thickness, and under.

POOLE & HUNT,
4t7 **Baltimore, Md.**

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

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3m50 **71 Broadway, New York.**

THE ATLANTIC BRIDGE WORKS,
Office, No. 157 Broadway,
NEW YORK.

POST, McCALLUM & CO.,
Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

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RAILROAD & COMMISSION OFFICE,
No. 26 Exchange Place,
NEW YORK.

AMBROSE E. BURNESIDE. ROBERT B. POTTER.

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CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

March 1.—RISING STAR, Capt. W. G. Furber, connecting with GOLDEN CITY, Capt. Watkins.
March 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with MONTANA, Capt. Sutton.
March 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with CONSTITUTION, Capt Caverly.

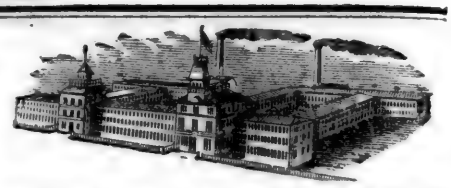
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

1m36 F. R. BABY, Agent.



ENGINEERS AND CONDUCTORS'
WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
153 Washington Street, Boston.

—o—

PENNSYLVANIA RAILROAD CO.
OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

—o—

NEW YORK CENTRAL RAILROAD.
LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 11.] SATURDAY, MARCH 16, 1867. [WHOLE No. 1,613, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 16, 1867.

The "Miller Improvements for Passenger Cars."

We have heretofore, on two or three occasions, called the attention of railroad companies to these improvements, as being of far more than ordinary importance and value; they are now used on some of our leading roads, and wherever seen, they are appreciated; their effect—causing steadiness and safety—is self-evident, and all who have ridden in cars equipped with them testify to their great value; these "improvements" consist of a new kind of *platform*, *coupler* and *buffer*; read the following notice of them from the *Express* of this city of the 6th instant:

THE PASSENGER EQUIPMENT OF THE ERIE RAILWAY.

This great and deservedly popular thoroughfare, regarded by all who have traveled over it to be one of the best managed and most carefully operated roads in the country, is now so complete in all its appointments, that we doubt whether ingenuity can devise, or experience suggest anything which will contribute to the better operation of the line, or secure to the traveler additional comforts to those now provided.

The Coaches of which its Day Express Trains are composed, are indeed a great desideratum. The artistic designs and decorations, the finely carved and mounted woodwork, the luxurious upholstering, the perfect construction of the seats with curved backs, and other desirable improvements, all combine to illustrate the enterprising and liberal spirit of the present efficient officers of the company.

The Sleeping Coaches of the Erie Railway are in themselves a wonder and marvel of beauty; being eleven feet wide by sixty-seven feet in length, and nine feet in height; perfectly ventilated and uniformly heated by registers, with state rooms, dressing rooms, and every convenience of a first class hotel. The furniture and fixtures in these Coaches are of the most approved patterns, and equal, if not excel, anything of the kind heretofore or at present in use on any other line of railway. They have been fitted up without regard to expense, and cannot fail to excite the admiration of the traveler, while contributing to the pleasure and comforts of the trip.

The Coaches of the Erie Railway are supported on six-wheeled trucks constructed of the most perfect springs. To add to their strength and durability, the company has adopted Miller's Improved Platform, with his patent Self-Coupler and Compression Buffer, which prevents all jerking at stopping or starting trains, and by being on a direct line with the sills of the Coaches and closely connected, affords a perfectly safe and smooth passage way from one car to another.

In addition to these advantages obtained by the use of the Improved Platform, a great degree of steadiness is attained while the train is in motion; and in cases of collision or running off the track, that frightful class of accidents known as telescoping, or the shutting up of one coach into another, is entirely obviated.

The economical and successful workings of this invention have been fully tested; and we venture the prediction that its introduction by the Erie Railway company, will be shortly followed by its adoption on all the leading lines of railway in the country.

La Crosse and Milwaukee Railroad.

The sale of the railroad formerly known as the Eastern Division of the La Crosse and Milwaukee R. R., which was sold by public auction at Milwaukee on the 2d inst., and bid off by the Milwaukee and St. Paul Railroad Company for the sum of $100,920 24, was made subject to the following liens and incumbrances, amounting to $2,893,105 22 and interest, to wit: A mortgage to Francis A. Palmer for $950,000, with interest thereon at 8 per cent. per annum since May 1, 1866; two mortgages to the city of Milwaukee for $314,000, with interest thereon from the first day of September, 1866; a mortgage to Greene C. Bronson and James T. Soutter for $1,000,000, with interest thereon at 8 per cent. per annum, from March 1, 1866, and a judgment rendered in favor of Selah Chamberlain, in the District Court of the United States for the District of Wisconsin, on the second day of October, 1877, for $629,105 22, and a certain lease given to said Chamberlain as security for the amount of said judgment.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1865 and 1866, have been as follows:

	1865.	1866.
Freight	$4,040,587 03	$3,945,865 20
Passengers	2,722,262 32	1,987,705 62
Extra baggage	4,198 13	8,805 94
Mails	74,392 52	74,392 48
Express	134,857 81	150,471 25
Rent of road	57,747 70	.....
Rent of property	14,491 39	79,768 59
Rent of cars	2,511 36	.....
Storage and dockage.	12,376 88	11,437 34
	$7,063,425 14	$6,253,446 42
Earnings over other lines	117,783 23	293,295 05
	$7,181,208 37	$6,546,741 47
Less, operating expenses:		
Salaries	$117,385 79	$100,667 40
General expenses	156,256 75	166,432 68
Legal expenses	17,662 00	9,233 54
Claims and damages.	105,485 89	72,799 30
Station expenses	578,030 44	513,986 22
Train service	340,859 65	343,780 31
Wood and preparing.	45,091 00	28,428 75
Coal and preparing	300,280 23	247,729 19
Oil and waste	103,148 91	62,940 22
Other supplies	51,639 78	46,844 38
Repairs of engines	591,672 70	514,653 08
Repairs of cars	518,245 59	356,955 49
Repairs of tools, etc.	58,083 55	52,034 02
Cleaning engines and cars	54,230 83	48,466 77
Equipment expenses.	39,519 77	41,609 59
Repairs of road	1,216,952 86	1,195,218 77
Repairs of bridges	79,240 36	61,744 39
Repairs of fencing	84,401 56	43,003 98
Operating St. Charles Air Line	8,009 91	3,559 74
Exchange	508 77	.....
Insurance	31,497 63	34,133 07
Loss and damage by fire	10,387 61	47 55
Profit and loss	1,302 85	.....
Totals	$4,509,794 43	$3,944,218 34

Leaving net earnings	$2,671,413 94	$2,602,523 18
Deduct charter tax	496,489 84	427,075 75
	$2,174,924 10	$2,175,447 38
Add am't applicable to interest fund as per land office report	432,905 18	423,349 16
Add am't applicable to free land fund	288,910 22	242,500 41
N. Y. office—profits from sundry sources	57,862 45	.....
Net amount as shown in General Balance Sheet	$2,954,601 95	$2,841,296 95

Compared with the year 1865, the gross income from traffic in 1866 shows a decrease of $634,466 90; with a decrease in operating expenses of $565,576 09—making the decrease of net earnings $68,890 81. Deducting the charter tax, the gain is $523,28. The balance to credit of Interest Fund account, being amount applicable to interest and dividends is $113,305 less than the previous year. The report says:

Finding early in the year, a diminution in income, it became necessary to economize outlays and curtail expenses. Prices for materials and labor remained unchanged. The most rigid economy consistent with the maintenance of the line in good condition has been resorted to, and only such new works as were necessary have been constructed.

During the past year we have laid 6,000 tons of new and re rolled iron in the track. Your equipment has been increased by the addition of two new locomotives, 7 passenger coaches and 150 stock cars, built in your work shops at Chicago, at a cost, with some addition to machinery and tools, of $225,473 53. The construction account has been increased $196,538 65 for new station buildings, sidings, water tanks and other permanent improvements, including new wharf boat at Cairo, and the completion of Scales Mound Cut. The grade, at this place, has been reduced, through rock, from 85 feet to 40 feet to the mile costing $56,374,22. Due regard has been had to the preservation of the company's property, and we think the line now in better condition than for several years. Looking for a reduction in prices we have bought sparingly of supplies, and deem it expedient to continue this policy during the present high tariff and unsettled condition of affairs. We have embarked in no new enterprises, and assumed no new obligations.

During the past year, in addition to the payment of interest on funded debt and State tax, amounting to $1,306,995 05, we have paid two dividends of five per cent. each, in February and August, amounting, with Government tax, to $2,459,678 96, and commenced the present year with a balance in hand of $2,029,319 67, out of which the dividend of February 1, 1867, has since been paid, leaving a balance of about $800,000. We think the payment of a five per cent. dividend, in August next, already assured.

The following general statement is condensed from the various reports, and exhibits the operations of the year:

Balance of net cash assets as shown in last Annual Report		$1,703,525 25
Gross earnings in 1866		6,546,741 47
Net receipts of land department		1,858,049 57
Decrease in working supplies		263,470 09
Cash received in payment of past due calls on shares		4,220 00
Amount of 6 per cent. sterling redemption bonds exchanged for 6 per cent. construction bonds		358,500 00
		$10,734,506 38
Permanent expenditures—		
Masonry, bridging, new station buildings, etc		$199,135 16
New engines, cars, machinery and tools		225,473 53
		$424,608 69
Operation expenses—		
Maintenance of road	$1,256,963 16	
Maintenance of mach'y	1,018,718 85	
Train expenses	729,722 85	
Station expenses	513,936 22	
General salaries	100,667 40	
General expenses	166,432 68	
Claims and damages, fencing, insurance, etc.	162,777 18	
		3,944,218 34
State tax of 7 per cent. on gross earnings for the year ending Oct. 31, 1866		427,075 75
Interest on funded debt		799,380 00
Sterling exchange on coupons payable in London		80,539 30
Dividends on shares 10 per cent. and Government tax		2,459,678 96
Increase in miscellaneous assets		4,485 77
Payment of optional right bonds		4,000 00
Reduction in Construction Bonds as follows:		
Exchanged for redemption bonds	$371,500 00	
Redeemed at 1.20	85,000 00	
Purchased at various rates	85,500 00	
	$542,000 00	
Premium paid	19,199 90	
		561,199 90
Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies		2,029,319 67
		$10,734,506 38

The total amount of funded debt was, on the first of the year, $12,144,000; showing a reduction of $187,500 since our last report. From the collections of the land department $993,500 construction bonds were canceled. The amount of canceled bonds on hand, at the close of the year, applicable to deeds, was $3,084,334, of which $1,890,000 are in advance of collections.

The operations of the land department were quite satisfactory, the sales being 158,015.19 acres, to 2,218 purchasers, for $1,683,994 16, at an average of $10.65 per acre. The collections were $2,056,205 80; and the expenses, including salaries, collecting department, commissions on sales, advertising, legal expenses, &c., amounted to $106,616 90. The total number of acres remaining unsold was 868,841.47; and the amount of notes held by the company for land sold, and which will be paid, $8,356,256 32. By disposing of the company's lands the settlement of the country is accelerated and our traffic increased, the sales being made upon short time to actual settlers.

No arrangements have been made with any Fast Freight Expresses over this line. The only Express Companies doing business over this road are the American and Adams, for the carrying of money and packages.

GENERAL BALANCE SHEET.

Permanent expenditures		$30,954,452 66
Interest & dividend account	$10,501,205 94	
Less avails of int. f'd.	2,841,296 95	
		7,659,908 99
Net cash assets, N. Y.	$1,620,156 81	
" Chicago	409,163 36	
		2,029,319 67
Miscellaneous assets, New York		83,123 09
Premium paid on bonds delivered Land Department in anticipation		188,467 05
Working stock of supplies		613,008 54
Total		$41,478,280 00
Capital stock		$23,386,450 00
Cancelled bond scrip		29,380 00
Funded debt:		
Construction bonds due—		
April 1, 1875, 7 per ct.	$6,668,500	
" 6 "	2,523,000	
Eight per cent. bonds, due March 1, 1865	3,000	
Optional right bonds, due Feb. 20, 1868	28,000	
Redemption bonds, due April 1, 1890	2,563,000	
Sterling redemption b'ds, due April 1, 1875	358,500	
		12,144,000 00
Bonds delivered Land Department	$7,808,500 00	
Less in the hands of the Trustees	1,890,000 00	
		5,918,500 00
Total		$41,478,280 00

CAPITAL ACCOUNT.

Balance as per last annual report		$23,374,400 00
Conversion of canceled bond scrip	$7,830	
Sundry instalments on shares	4,220	
		12,050 00
Total amount as shown in General Balance Sheet		$23,386,450 00

NET CASH ASSETS.

Cash assets, New York office		$1,893,106 71
Less sundry coupons and dividends		272,950 40
		$1,620,156 31
Cash assets, Chicago	$474,223 43	
Less liabilities	65,060 07	
		409,163 36
Total amount as shown in General Balance Sheet		$2,029,319 67

INTEREST ACCOUNT.

Construction bond coupons, April and October	$621,720 00
Interest on optional right bonds	2,310 00
" eight per cent. bonds	360 00
" redemption bonds	153,780 00
" sterling redempt'n bonds	21,210 00
Premium on Sterling Exchange to pay coupons in London	80,539 30
Dividends, Feb., 1866. $1,168,200 00	
" Aug., 1866.. 1,168,495 00	
U. S. tax on above 122,983 96	
	2,459,678 96
Add amount at debit of this account in last annual report	7,141,607 68
Total amount at debit, as shown in General Balance Sheet	$10,501,205 94

PERMANENT EXPENDITURES.

Construction	$196,538 65
Equipment	225,473 53
Engineering expenses in Illinois	1,999 92
Dunleith Bridge (surveys)	596 59
Add balance at debit of this account in last annual report	30,529,843 97
Total amount as shown in General Balance Sheet	$30,954,432 66

From the report of the Superintendent we learn that the motive power and rolling stock have been thoroughly repaired during the year, and are in good condition to meet the requirements of heavy traffic.

The number of locomotives belonging to the company, is 150, being an increase of 2 over the number of the previous year. At the close of last year, 2 passenger engines were in course of construction, in the company's shops; these have been completed, and are working satisfactorily. Five engines have been altered to coal burners, leaving but 4 wood burners on the road.

The number of miles run by engines with passenger trains during the year was 977,801; with freight trains, 2,116,422; with construction trains, 103,276; with switching trains, 406,363—total, 3,603,862, an increase over the previous year of 96,396 miles. Average number of cars hauled, 12.44; pounds of waste used, 52,308; gallons of oil, 30,839; cords of wood, 6,341; tons of coal and coke used, 101,807.44. Cost of repairs $577,006 73. Cost of repairs per mile run, 16.01 cents. Cost of wages, 5.78 cents. Cost of cleaning, 1.16 cents. Cost of fuel, 8.42 cents. Cost of oil, waste and tallow, 1.39 cents. The entire cost per mile run by locomotives, including oil and waste, fuel, wages of enginemen and firemen, and repairing and cleaning engines, has been, 32.67 cents, against 37.44 cents in 1865, and 33.52 cents in 1864. The total cost being $1,177,708 23, $1,313,337 26, and $1,125,298 68 respectively.

The company have 76 passenger cars, 34 baggage, mail and express, 7 sleeping, 1 paymaster's, 1 officer's, 3,487 freight, 4 derrick, 3 tool, and 2 tank cars, and 14 snow-plows. There have been added to the rolling stock during the year, 7 new passenger and 150 stock cars. The Ruttan system of ventilation has been applied to 21 passenger cars. The cost of repairing passenger cars was 2.38 cents, and of freight cars, 0.73 cents per mile run; against 3.28 for passenger and 1.22 cents for freight cars in 1865.

The amount of expenditures in road department was for operation $1,899,101 39, and for permanent, $199,135 16. The items included in operation account are: repairs of road and bridges, amounting to $1,777 88 for each mile of road, and 34.87 cents per mile run by locomotives, being a decrease of $55.49 per mile of road, and 3.03 cents per mile run, as compared with 1865. There were used in repairs of road during the year 366,817 cross-ties, 488,389 lbs. spike, 31,445 common chairs, 47,892 fish-plates and bolts, and 4,135 Arthur chairs and bolts, 8,571 bars of new iron, 19,704 bars of re-rolled iron, 30,672 bars of repaired iron, and 12,852 bars of old iron re-placed in track. The average cost of repairing iron was 80.83 cents per bar—a decrease of 21.17 cents from the cost of 1865. The bridges, buildings, fences, etc., have received extensive repairs; 5¾ miles of track have been ballasted, and 2½ miles of side track laid at different points on the line.

The number of passengers carried was 1,034,530—a decrease in 1866, of 179,524. Number carried one mile 56,812,936—a decrease of 31 801,503. Average number of miles traveled by each passenger, 54.92. Revenue per mile of road, $2,811 46. Average fare of each passenger, 1.92.

Tons of freight transported, 1,153,175—an increase of 118,229. Tons carried one mile, 135,228,783—a decrease of 1,265,878. Average distance each ton was carried 117 miles. Revenue per ton per mile 3.19 cents. Average revenue per ton $3.74. Tons of freight carried one mile north, 52,381,087; do., south, 82,847,696. Tons of local freight carried 989,501; do., carried one mile 120,241,803; do., carried one mile north, 49,081,762; do., south, 71,160,041. Tons of through freight, 163,674; do., carried one mile, 14,986,980; do., carried one mile north, 3,299,325; do., south, 11,687,655.

The following is a statement of transactions of the Land Department for the year 1866, and general statement of accounts to December 31, 1866:

Land notes and contracts on hand as per report of 1865		$8,785,035 25
Received in 1866	$1,037,737 44	
Canceled in 1866	362,050 02	
		675,687 42
		$9,460,722 67
Payments in 1866		1,104,466 35
		$8,356,256 32
Treasurer I. C. R. R Co., remitted as per report of December 31, 1865	$3,618,663 44	
Remitted in 1866	428,418 82	
		4,047,082 26
Construction bonds canceled as per report of 1865	$4,925,000 00	
Canceled in 1866	993,500 00	
Premium paid on do	671,818 75	
		6,590,318 75
Free land fund as per report of December 31, 1865	$1,095,437 91	
Remitted Treasurer in 1866	242,500 41	
		1,337,938 32
Expense account as per report of 1865	$701,814 15	
Expense account in 1866	126,183 39	
	$827,997 54	
Less payments forfeited on canceled sales, 1866	19,566 49	
		808,431 05
Allowed from notes for pre-payment and other causes as per report of 1865	$187,565 38	
Allowed in 1866	4,630 66	
		192,196 04
Paid traffic department amount collected on account purchased lots and lands	$127,080 41	
Collected in 1866	66,687 23	
		193,767 64
Notes receivable on hand, and sundry accounts	$44,931 20	
New office building	76,915 09	
		121,846 29
		$21,647,836 67

Acres.	Land Sales, 1866.	Cash.	Notes, etc.
133,419	Construction lands	$426,397	$879,931
20,792	Free lands	110,582	120,599
3,650	Interest lands	16,641	32,735
	Donated town lots	13,986	1,222
157,861		567,606	1,034,487
154	Purchased lands	2,415	.....
	Purchased T. L.	17,612	3,250
158,015	Total	587,633	1,037,737
1,599,564	Tot. to Dec. 31, '65	2,844,731	15,346,632
1,757,579		3,432,364	16,384,369
28,634	Canceled in 1866.	2,815	362,050
1,728,945	Total sales to date	3 429,549	16,022,319
	Cash		3,429,549
	Interest account		2,113,487
	Receipts account traffic department		40,782
	Suspense account		41,700
			$21,647,837

Construction Bonds Canceled.

Amount surrendered to the Trustees by the company as per report of 1865		$4,925,000 00
Surrendered in 1866		993,500 00
Making in all		$5,918,500 00
Applied on the issue of deeds as per report of 1865	$4,095,206 00	
Applied during 1866	628,960 00	
		4,724,166 00
Leaving canceled construction bonds in Trustees hands Jan. 1, 1867		$1,194,334 00
Brought forward		$1,194,334 00
To which add amount of bonds surrendered in advance of receipts on construction lands sold		1,890,000 00
Making the aggregate in Trustees' hands, Jan. 1, 1867		$3,084,334 00

Lehigh and Lackawanna Railroad.

The statement that the Lehigh and Lackawanna Railroad Company had sold their road to the Lehigh Coal and Navigation Company is cotradicted in the Easton *Times*. The facts are, that the Lehigh company have taken enough of the bonds of the Lehigh and Lackawanna company to complete the road to Bath—most of the track being graded and cross-ties secured.

The Lehigh company will furnish the rolling stock and will operate the road from Bethlehem to Bath. The friends of the road feel confident that this connection between the two companies will secure such results as will soon warrant all interested in completing the road to its connection with the Delaware, Lackawanna and Western Railroad, at Stroudsburg.

There is no such productive section anywhere in this coutry, as will be opened up by the construction of the Lehigh and Lackawanna road to the Wind Gap.

The policy which the Lehigh Coal and Navigation Company are pursuing, in providing feeders for their main line, is an evidence of the good judgment which controls their operations, and the future will demonstrate that in monopolizing the business of a road passing through the principle slate fields of Northampton county, they have secured for themselves a source of never failing and constantly increasing profit.

Lexington and Richmond Railroad.

The Cincinnati Chamber of Commerce has voted to subscribe $500,000 towards building a railroad from Lexington, Ky., by way of Richmond, to Mt. Vernon, a point on the Knoxville Extension of the Louisville and Frankfort Railroad. The proposed road will be about 55 miles in length, and will give Cincinnati a direct communication with the South. It is stated that no road can built in Kentucky at a smaller cost than the one proposed: running along a line which will, for the greater part, require but little grading. It will cross the Kentucky river at a point where, from the absence of cliffs, a drawbridge can be built at a very small cost.

Great Northern Texas Railroad.

A committee, of which Dr. C. G. Young is Chairman, have issued an address to the people of Texas upon the importance of the immediate construction of the Houston and Great Northern Railroad, connecting with Galveston and Houston on the one hand, and on the other with the Northern and Eastern cities, through the lines of road in progress of extension west of the Mississippi River from Vicksburg, Memphis, St. Louis and Kansas City. The company represented by this address was chartered by the last Legislature.

☞ The directors of the Camden and Amboy and New Jersey Railroad and Transportation Company,—recently consolidated—held their first meeting in Jersey City on the 11th inst. Ashbel Welch, Esq., was chosen President of the joint board; Hamilton Fish, Vice-President; and J. P. Bradley, Secretary.

Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 26th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1865, and 1866 respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842-'43.

ROADWAY.

Extent of road operated by the company in the years 1865 and 1866:

	Miles of Track.		M. of Sidings.		Total.	
	1865.	1866.	1865.	1866.	1865.	1866.
Phila. and Reading	198.80	198.80	90.23	107.95	289.03	306.75
Mt. Carbon & Port Carbon	5.18	5.18	8.97	9.26	14.15	14.44
Mount Carbon	7.83	7.83	2.07	2.07	9.90	9.90
Lebanon Valley	84.88	86.66	13.11	14.43	97.99	101.09
Chester Valley	21.50	21.50	1.80	2.01	23.30	23.51
Schuylkill Valley	30.82	30.82	2.49	3.08	33.31	33.90
Mill Creek	15.93	15.93	7.20	8.55	23.13	24.48
Union	3.47	3.47	0.61	0.66	4.08	4.13
Good Spring	10.23	10.23	2.03	2.45	12.26	12.68
Lorberry Creek	6.62	6.62	0.89	0.89	7.51	7.51
Little Schuylkill	32.83	32.83	16.65	17.12	49.48	49.95
East Mahanoy	11.84	11.84	2.67	3.81	14.51	15.65
Port Kennedy	0.78	0.78	.....	.....	0.78	0.78
West Reading	1.74	1.74	.....	.....	1.74	1.74
Mine Hill and Sch. Haven	39.45	91.47	46.88	50.67	136.33	142.14
Total miles	521.90	525.70	195.60	222.95	717.50	748.65
		521.90		195.60		717.50
Increase 1866 over 1865		3.80		27.35		31.15

LOCOMOTIVES AND CARS.

Locomotive engines and cars on the road at the close of the fiscal years:

	1865.	1866.
Locomotives—1st class engines	186	197
" 2d "	23	29
" 3d "	5	5
" 4th "	3	3
Total	221	234
On Mine Hill Railroad (not included above)	33	33
Aggregate on all roads operated	254	267

	No. of cars.		Equiv. 4 wheel.	
	1865.	1866.	1865.	1866.
Coal Cars—8 wheel, iron cars	3	3	6	6
" " wooden cars	3,179	4,079	6,358	8,158
" 4 wheel iron cars	2,958	2,897	2,958	2,897
" " wooden cars	2,177	2,132	2,177	2,132
Total	8,317	9,111	11,499	13,193
Freight cars—16 wheel platform gun cars	1	1	4	4
" 8 wheel, house cars	295	351	590	702
" " cattle cars	18	37	36	74
" " platform	557	577	1,114	1,154
" " lime	....	15	.....	30
" 4 wheel house	202	168	202	168
" " cattle	2	2	2	2
" " platform	102	69	102	69
" " sand and ore	10	10	10	10
" " lime	80	110	80	110
Total freight cars	1,267	1,340	2,140	2,323
Passenger Cars—8 wheel	63	75	126	150
Baggage " "	17	19	34	38
Mail and express cars—8 wheel	7	11	14	22
Total passenger trains	87	105	174	210

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1865.	1866.	1865.	1866.
8 wheel house cars, wreck trains	3	3	6	6
" platform cars, with cranes	6	10	12	20
" crate cars, for sawed wood	8	2	16	4
4 wheel house cars, wreck trains	5	5	5	5
" open cars, for cord wood	73	73	73	73
" " depot, fuel, etc	3	3	3	3
" pass. and baggage cars for stock trains, &c.	5	.....	5	.....
Total in transportation department	103	96	120	111
In use on Mine Hill Railroad	79	66	80	72
And in the *Roadway Department*	313	337	378	400
8 wheel passenger cars	.....	1	.....	2
Aggregate of all cars	10,466	11,056	14,391	16,311

GENERAL ACCOUNT.

	1865.	1866.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	15,902,394 32	18,688,873 47
" for dividend	2,618,129 15	....
Stock issued in payment of optional dividend of Dec., 1865	....	1,890,693 80
Bonds converted into stock Dec., 1864	129,000 00	....
15 per cent. stock div. upon do. paid Dec.,'64	19,350 00	....
Bonds converted into stock in 1865	20,000 00	15,500 00
" " " " 1866	....	231,500 00
Stock issued in exchange for East Penn Railroad stock	....	364,500 00
Aggregate stock	$20,240,673 47	$22,742,867 27
Loans—5 p. c. sterling bonds, 1836-'67	408,000 00	408,000 00
" 5 p. c. " " 1836-'80	182,400 00	182,400 00
" 6 p. c. dollar " 1849-'70	2,695,600 00	2,661,600 00
" 6 p. c. " " 1861-'71	106,000 00	106,000 00
" 6 p. c. " " 1843-'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843-'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844-'80	804,000 00	804,000 00
" 6 p. c. " " 1848-'80	101,000 00	101,000 00
" 6 p. c. " " 1849-'80	67,000 00	67,000 00
" 6 p. c. "(conv.)" 1857-'86	415,500 00	228,500 00
" 7 p. c. "(L.V.)" 1856-'86	60,000 00	....
Aggregate loans	$6,365,300 00	$6,084,300 00
Sinking fund stock, created in lieu of bonds purchased and cancelled	161,000 00	195,000 00
Bonds and mortgages on real estate	535,362 67	635,262 67
Balance of reserve fund	3,305,739 01	2,920,118 01
Total debtor side	$30,608,075 15	$32,577,547 95
Railroad	$14,449,398 39	$14,564,479 05
Depots	477,699 22	685,045 31
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	1,493,005 90	1,729,007 43
P., R. and P. telegraph stock	20,730 00	20,730 00
Lebanon Valley Branch	4,548,878 57	4,548,878 57
Willow street Railroad	100,000 00	100,000 00
Pottsville Water Company stock	24,305 65	24,304 65
Pottstown Gas Company stock	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock	531,312 83	553,575 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Propeller and barges	5,440 00	....
Greenwood Coal Co. purchase of railroad	....	18,750 00
Cost of property	$25,469,544 01	$26,063,545 29
Stocks and bonds	1,822,638 61	1,800,375 61
Real estate	236,001 53	357,148 99
New engine houses, Reading, &c.	....	347,918 25
New wharves at Richmond	183,465 40	194,454 92
Lebanon Valley second track	....	35,552 24
Union Canal Co.'s R. R. &c.	....	200,000 00
Sidings, &c.	157,711 35	151,744 97
East Pennsylvania R. R. stock	....	364,500 00
Mahanoy and Broad Mountain R. R. stock	....	414,200 00
	$27,869,360 90	$29,929,440 27
Assets—cash items	2,046,698 67	1,296,030 57
" stock and bonds held by company	851,928 57	1,500,679 27
Materials on hand, &c	927,321 23	992,827 92
Debts due (current)	259,109 95	141,477 76
" (partly secured)	261,067 50	321,164 12
Total assets	$4,346,125 92	$4,252,179 64
Liabilities—debts due by company	$598,611 95	$799,621 24
" coupons to Jan. 1	147,873 00	151,838 00
" interest on bonds	10,762 26	12,111 25
" sinking funds	833,910 54	501,070 54
" credit balance renewal fund	16,253 92	22,772 86
" U. S. and State taxes on div	....	116,658 07
Total liabilities	$1,607,411 67	$1,604,071 96
Assets over liabilities	$2,738,714 25	$2,648,107 68
Total credit side	$30,608,075 15	$32,577,547 95

OPERATIONS OF THE ROAD.

Statement of coal, merchandize and material carried in 1865 and 1866:

	1865.	1866.
Coal Transported—Total tons of 2,240 lbs	3,090,814	3,714,684
Total amount of coal to date, in tons of 2,240 lbs	38,916,074	42,630,758
Merchandize Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight	846,105	1,037,121

Materials Transported—Tons of 2,000 lbs.:	1865.	1866.
Total, including ballast, timber, rails, etc.	249,863	226,896
Tonnage, including passengers in tons of 2,000 lbs.	4,712,016	5,574,907
Total tonnage of road to date, in tons of 2,000 lbs.	53,968,331	59,543,238
Statement of passenger travel in 1865 and 1866:		
Number of passengers	1,481,632	1,444,257
Number of miles traveled	36,582,415	35,740,101
Equivalent number of through passengers	393,359	384,302
Number of passengers to date, including Phila. Branch	7,972,469	9,416,726

TRANSPORTATION AND INCOME ACCOUNT.

	1865.	1866.
Receipts from travel	$1,065,846 89	$1,026,217 27
" freight on goods	1,165,276 86	1,421,539 02
" freight on coal	8,627,292 02	8,245,696 46
" United States mail, etc	284,102 93	209,366 12
Total receipts	$11,142,518 70	$10,902,818 87
Balance from previous year	673,173 71	1,643,857 27
Total resources	$11,815,692 41	$12,546,676 14
Running account	$1,551.007 74	$1,802.435 39
Workshop "	1,514,317 97	1,413,252 63
Depot "	149,710 59	179,905 19
Superintendence	324,398 95	396,026 72
Repairs and renewals—		
Roadway	648,512 24	690,828 99
Bridges	53,610 67	75,686 51
Building	82,665 32	90,963 29
Machinery	59,553 20	62,889 00
Richmond wharves	71,682 51	71,599 43
Police	48,389 07	63,342 63
Sundries	33,535 89	39,358 44
Drawbacks and allowances	1,368,480 51	1,335,211 41
Renewal fund	424,384 08	517,247 43
Total expenses	$6,330,248 24	$6,738,747 06
Interest on bonded debt	409,210 76	396,649 76
New works and equipment	1,339,264 10	1,169,234 88
Sinking funds	431,230 30	68,600 00
Total disbursements	$8,509,953 40	$8,373,231 70
Total reserved fund	$3,305,739 01	$4,173,444 44
10 per cent. dividend on $20,240,673 47 common and preferred stock	$2,024,067 34	
U. S. and State taxes on do	202,406 73	
	2,226,474 07	
Five per cent. dividend paid July, 1866, on $22,733,367 27	$1,136,668 36	
U. S. and State taxes	116,658 07	
		1,253,326 43
Balance reserved fund	$1,079,264 94	$2,920,118 01
Appropriated Dec., 1866, to payment of 5 per cent. dividend on $22,742,867 27, and U. S. and State taxes		1,316,862 45
Leaving a balance of		$1,603,255 56

PROGRESS OF THE COMPANY.

1.—Statement of the number of engines and cars, and of the mileage of engines annually, 1843–'66:

Years.	Number of Engines.	Number of cars.—Passenger.	Number of cars.—Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,688,309
1866	234	105	10,451	4,261,336

2.—Statement of the gross receipts annually, 1843–'66:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,194	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	22,996	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,839
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819

3.—Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1866:

Fiscal Years.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends.—Amount.	Dividends.—Rate.
1843	$7,119,292	$394,318	$214,923	$179,395	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,526		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,294,975	1,304,291	990,684		
1852	17,141,987	2,480,262	1,340,797	1,139,829	722,971	8* 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,985	3
1854	18,464,115	3,781,639	1,771,101	2,010,438	587,423	10*
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	8* 4
1856	19,163,151	3,879,584	1,979,019	1,900,565	770,530	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,835	2,724,923	1,478,477	1,245,816		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,705		
1862	25,126,389	3,911,830	1,816,155	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,923,151	2,618,129	15*
1865	25,469,544	11,142,519	6,330,248	4,812,271	1,866,887	10*
1866	26,063,545	10,902,819	6,738,747	4,164,072	1,059,078	5

* Paid in stock.

4.—Statement of the number of passengers and tons of coal, merchandize and material carried over the road annually, 1843–'66:

Years.	Passengers Carried.	Tonnage carried.—Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,285,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,406,314
1860	385,304	1,946,195	423,523	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,733	171,499	3,260,953
1863	576,861	3,065,261	652,363	234,071	4,391,877
1864	1,048,501	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ... "	25	3	20,000	1
Allouez ... "	25	1½	20,000	6
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1½	20,000	----
Atlas ... "	25	2	20,000	3¼
Aztec ... "	25	4½	20,000	4
Balt. and N. C. ... N. C.	5	----	20,000	----
Bay State ... L. S.	25	13¾	20,000	8½
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	40c
Black River ... "	----	2½	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	1
Boston ... L. S.	25	2½	20,000	50c
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	12c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	60
Champlain ... Ca.	1½	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	3
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	21½
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	1½
Deep River ... N. C.	5	----	10,000	15c
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	2½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	22
French Creek ... Pa.	5	----	100,000	50c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	3½
Guilford ... L. S.	25	5	20,000	31c
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	8½
Hanover ... "	25	1½	20,000	1½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	1
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	1½
Hungarian ... "	25	1	20,000	2½
Huron ... "	25	19	20,000	22
Indiana ... "	25	10	20,000	4
Inverness ... Ca.	1	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	12½
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ... "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ... L. S.	25	8	20,000	5½
Lafayette ... Ca.	25	----	20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25	----	20,000	----
Lennoxville ... Ca.	5	----	100,000	----
Logan ... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ... Ca.	2	----	200,000	----
Madison ... L. S.	25	6	20,000	2
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	3½
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5	----	------	10c
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25	----	20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	4½
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25	----	20,000	----
Mesnard ... "	25	8	20,000	1½
Meteor ... "	25	----	20,000	----
Michigan ... "	25	----	20,000	----
Middlesex ... "	25	----	20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	10
Missisquoi ... Ca.	2	----	150,000	----
Morrison ... L. S.	25	----	20,000	----
Nashua ... "	25	----	20,000	----
National ... "	25	5½	20,000	9
Native ... "	25	2	20,000	2
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25	----	20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. ... N. J.	10	----	100,000	----
Newton ... Ca.	1	----	200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ... L. S.	25	4	20,000	1½
North State ... "	25	3½	20,000	----
North Western ... "	25	11½	20,000	2
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	1
Otisville ... N. Y.	5	----	100,000	----
Ontonagon ... L. S.	25	----	20,000	----
Ottawa ... Ca.	1	----	200,000	----
Pacific ... L. S.	25	----	20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	5½	20,000	3½
Pewabic ... "	25	3½	20,000	22
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	5
Pittsburg & Boston ... "	25	5½	20,000	42
Pontiac ... "	25	10½	20,000	1½
Prescott ... Ariz. T.	100	----	100,000	----
Providence ... L. S.	25	----	20,000	----
Quincy ... "	10	10	20,000	36
Reliance ... "	25	----	20,000	----
Republic ... "	25	----	8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2½	200,000	----
Rockland ... "	25	12	20,000	9¼
Roscoe ... Ca.	1	----	200,000	----
St. Clair ... L. S.	25	3	20,000	5½
St. Flavien ... Ca.	5	----	100,000	----
St. Louis ... L. S.	25	1	20,000	8
St. Margaret ... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	2
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	6½
Sharon Consol ... "	25	½	20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25	½	20,000	----
Silver Lake ... "	25	----	20,000	----
Silver Valley ... "	25	----	20,000	----
Societes Francaise. ... "	----	----	10,000	----
South Bedford ... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	1½
Star ... L. S.	25	11½	20,000	1½
Stark ... Vt.	2	----	100,000	----
Suffolk ... L. S.	25	----	20,000	----
Superior ... L. S.	25	8	20,000	3½
Sussex ... "	25	----	20,000	----
Sutton ... Ca.	5	----	100,000	2½
Toltec ... L. S.	25	21	20,000	1½
Tremont ... "	25	1½	20,000	25c
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25	----	20,000	----
Vermont ... Vt.	5	----	100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	3
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ... "	5	----	100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	1½
Wyandotte ... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ... Pa	50	----	------	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "	----	----	------	----
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	104
Harewood ... "	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y.	----	----	------	----
Clute ... "	5	5	110,000	----
Continental ... "	25	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ...	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y.	----	----	------	----
Kings Hill ...	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.	----	----	------	47½
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	2½	----	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	100
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	25c
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ...	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.	----	----	------	0.70
Warren ... N. H.	----	----	------	----
White Mountain. ...	----	----	------	----
Coal & Anthracite:				
American ... Pa.	25	----	60,000	54
Appleton ...	----	----	------	----
Ashburton ... Pa.	50	50	50,000	10
Atlantic & G. C. ... Md.	----	----	------	65c
Baltimore ... "	100	100	------	----
Bear Valley ... "	124	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ... "	50	50	10,000	1
Big Mountain ... Pa.	----	----	------	3½
Boston & Pictou. N. S.	5	----	100,000	7
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.	----	----	------	----
Cape Briton ... N. S.	2½	2½	200,000	1½
Cameron ... Pa.	50	----	50,000	10
Central ... "	100	100	20,000	48
Coal Brook ... "	50	50	20,000	----
Columbian ... "	----	----	------	----
Consolidation ... Md.	----	----	------	35
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	33½
East Mahanoy ... Pa.	----	----	------	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	50c
Fulton ... "	5	5	60,000	5
Gilberton ... "	50	50	5,000	15
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	57
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	------	5½
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	------	15
Lehigh & Susq ... "	50	50	------	4½
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	2
Mammoth Vein ...	----	----	------	1½
Maryland Anth ... Md.	20	20	25,000	7
Metropolitan ... "	100	100	------	----
Mt. Pleasant ... Pa.	----	----	------	19
Narragansett ... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	------	3½
North Carbondale ... "	----	----	------	----
Pennsylvania ... "	50	50	64,000	150
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	8
Short Mountain ... "	50	50	16,000	10½
Shamokin ... "	----	----	------	4
Somerset I. & C. ... "	----	----	------	----
Spring Mountain ... "	50	----	------	65
Spruce Hill ... "	10	----	100,000	4
St. Nicholas ... Pa.	----	----	------	1½
Shawmut ... "	20	----	40,000	----
West Virginia ... W. Va.	----	----	------	----
Wilkesbarre ... Pa.	100	100	21,750	89
Wolf Creek ... "	----	----	------	----
Wyoming Valley ... "	50	----	25,000	32½

GOLD, SILVER, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.05
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	2.25
Baltic ... Col.	----	----	------	----
Bates & Baxter ... "	----	----	------	----
Benton ... "	5	----	100,000	13.0
Black Hawk ... "	100	----	50,000	----
Bob Tail ... "	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Cobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	2.80
Consol Gregory ... Col.	100	----	50,000	12
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	6.80
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ... "	50	----	25,000	----
Golconda ... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	800,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	300,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	0.50
Holman ... "	2	----	150,000	0.15
Idaho ... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	----
La Crosse ... "	10	----	100,000	1.55
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	8½
Do. preferred ... "	100	100	57,744	23½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	----
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	1.00
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ... "	10	----	40,000	----
Peoples' ... Col.	50	----	100,000	1.35
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	4.20
Republic ... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	6 10
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	10	----	20,000	----
Taecher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	3.85
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	2.80
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	900,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	100	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	60,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
Quicksilver:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	37
Santa Clara ... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	------	----
Rutland Marble ... Vt.	25	25	40,000	15
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee, plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	—	41½
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	94
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	8,253	—	—	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,098	752,414	113,472	—	—	52
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	45
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,685	—	—	—
30 Nov.'66	7.78	—	48	18	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,800	23,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	90½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	55,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74.053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34.102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,280,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227.662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	—	80.028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,219,127	650,000	520,000	136.976	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139 604	482.224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1.024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	—	ope:by	T. & L. R. R.	—	—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Basin (Bk'n)	62,000	40,000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'65	17.00	—	—	150	22	Orange and Newark	599,414	281,550	300,000	20,950	105 358	29,459	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	—	142	24	1 Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	—	—	40	10	48
31 Oct.'65	5.50	—	—	122	21	3 Citizens' (Pittsburg)	188.024	100.000	56 300	10,318	114,721	34.877	10	50	—
31 Oct.'65	12.33	—	—	282	40	— Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286.861	91,545	—	50	43
31 Oct.'65	6.00	—	—	86	15	2 Fairm't P'k & Del. Riv. (Ph.)	—	—	—	—	62,732	8,227	—	—	—
31 Oct.'65	4.50	—	—	195	33	8 Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	30
30 Nov.'65	19.00	—	—	250	44	— Germantown	385,169	112,245	250,000	—	197,195	49.561	—	—	28
31 Oct.'65	5.04	—	—	120	25	— Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct.'65	2.00	—	—	25	4	1 Harrisburg City	49,504	30,118	—	9.000	6.726	3 562	—	25	—
31 Oct.'65	19.00	—	—	328	56	— Hestonv., Mantua & Fairm't	—	—	183,600	75.131	153 813	39,179	—	50	14½
31 Oct.'65	4.50	—	—	105	16	2 Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	1½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	—	—	—	—	—	—	—	—	—
31 Oct.'65	3.75	—	—	124	18	6 Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	—
31 Oct.'65	2.06	—	—	67	12	— Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	—
31 Oct.'65	3.80	—	—	165	27	— Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	—
31 Oct.'65	5.00	—	—	64	10	3 Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	—	61	10	— Ridge Avenue & Manyunk	179,635	120.000	63,300	—	41,737	6.903	—	50	13
31 Oct.'65	18.09	—	—	431	67	5 Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	80
31 Oct.'65	5.62	—	—	87	9	7 17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	—	118	16	3 Spruce & Pine (Ph. il. & Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	30½
31 Oct.'65	7.00	—	—	210	35	2 10th & 11th st. (Citizens')	176,043	192,750	—	—	210,143	87,810	9½	50	67½
31 Oct.'65	6.25	—	—	143	23	— 13th & 15th st. (Phila.)	—	—	—	—	143,038	38.435	5	50	21
31 Oct.'65	23.05	—	—	412	70	— Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,500	—	50	40½
31 Oct.'65	6.00	—	—	327	52	5 West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	75
31 Oct.'65	1.00	—	—	9	4	— Williamsport	—	15,150	—	522	3,637	1,861	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	—	[31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	— Cincinnati Street	151,918	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.68	—	—	—	—	— Pendleton & 3.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage (road)	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose: 1st Mortgage (un'antied)	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Morigage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	22,500	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	24,000	6	J. & D.	1883	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb 1.					
Loan of Jan. 28, 1847 registered	$7,066,900	6	Jan. & July.	1867	155
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	128½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103
" " " coupon		5	" "	1874	103½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	110
" " " coupon		5	" "	1871	111
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109¾
Loan of July 17, & Aug. 5, 1861 registered	255,333,250	6	" "	1881	109½
" " " coupon		6	" "	1881	109¾
Loan of Feb. 25, 1862 (5-20s) registered	514,780,600	6	May & Nov.	1882	107½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	107¾
Loan of March 3, 1865 (5-20s) registered	295,249,000	6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	107
Loan of March 3, 1864, (10-40s) registered	171,069,350	5	Mar. & Sept.	1904	97½
" " " coupon		5	" "	1904	97¾
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	105⅛
" March 3, 1865 2d series		7.3	June & Dec.	1868	105⅛
" " 1865 3d series		7.3	Jan. & July.	----	105⅛
Matured Debt not presented	15,240,104	6	At maturity.	----	----
Gold Certificates of Deposit	19,992,980	---		3 y'rs	----
Compound Interest Notes of 1864	143,064,640	6	At maturity.	----	----
United States Notes (greenbacks)	381,427,090	---		----	----
Fractional currency	28,743,734	---		----	----
Navy Pension Fund	12,500,000	---		----	----
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " " "	688,000	6	" "	1876	----
" —Funded Interest Bonds "	----	---		1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	118
" —War bonds "	1,548,000	7	" "	'72-'90	100
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	----
" " " (free.) "		6	" "	1889	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	67½
" " " " "	2,271,750	6	" "	'72-'86	----
" " " " "	434,000	7		----	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99½
" " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229 372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	102
" " " " "	1,778,677	6	" "	1877	100
" " " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	92
" " " "	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	----
" " " " coupon	3,204,000	6	" "	'68-'72	95
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons "	----	6		----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
—War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99¾
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" " " "	1,727,000	6	"	1870	102
" " " " coupon	3,192,763	6	"	1890	102
" " " " inscribed		6	"	1890	----
" " " (sterling) coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	5	May & Nov.	1880	100¾
" " War Loan	6,429,000	5	" "	1894	----
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " " "	150,000	6	April & Oct.	1868	125½
" " " "	1,024,000	6	Jan. & July.	'71-'75	109¾
" " " "	2,030,000	6	" "	'76-'78	111¾
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1878	----
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	----
" —Bounty Bonds "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	100
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	98
" " " (H. & St. R R.) "	3,000,000	6	" "	'72-'85	80
" " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	98½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	100
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99½
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	96,000	6	Jan. & July.	var.	101
" —War Loan coupon	731,000	6	" "	'71-'72	101
New York—State Bonds general fund	700,000	7	quarterly.	1870	101
" " " bounty fund	25,566,000	7	Jan. & July.	1877	106
" " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6	"	1866	----
" " " general fund	500,000	6	"	1868	100
" " " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100½
" " " " "	2,250,000	6	"	1874	99½
" " " " "	500,000	6	"	1875	100½
" " " " "	900,000	6	"	1877	100
" " " " general fund	800,000	6	"	1878	97½
" " " " "	909,607	5	"	pleas.	----
" " " " canal fund	192,585	5	"	1866	----
" " " " "	1,163,000	5	"	1868	----
" " " " general fund	442,960	5	"	1868	----
" " " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	94
" " " " general fund	900,000	5	"	1875	93
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,386,500	6	Various.	'66-'91	65½
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	48½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	----
" — " " "	2,183,532	6	" "	1870	99½
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	102½
" — " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	97½
" " " coupon	6,168,000	5	"	'77-'82	94½
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "	----	6	" "	----	----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " "	239,167	5½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	872,813	6	" "	1892	65
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	28
" " " coupon	11,108,000	6	" "	'86-'95	37½
" " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds coupon	----	---		----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates "	700,000	6	April & Oct.	'82-'93	----
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" " " "		6	"	1870	97½
" " " "		6	Jan. & July.	1873	97½
" " " "		6	May & Nov.	1875	99
" " " "		6	Jan. & July.	1886	98½
" " " " coupon		6	quarterly.	1890	99½
		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " " "	7,846,026	5	Various.	'66-'70	131½
" " " "		5	"	'71-'75	125
" " " "		5	"	'76-'80	99½
" " " "		5	"	'81-'86	100
" " " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " "	305,000	5	Jan. & July.	'77-'78	100
" " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	92
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan	1,464,000	6	" "	1888	99½
" —Sewerage Loan	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	93
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,000	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" " " "	'76-'78	----
" " " "	1,800,000	6	" " " "	1883	100
" " " "	5,149,271	6	" " " "	1887	100
" " " "	275,000	6	" " " "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	'79-'80	93
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" " " (new)	739,222	5	" "	'67-'82	83
" " " (old)	2,232,800	6	" "	'66-'93	97½
" " " (new)	7,898,717	6	" "	'66-'99	102
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	80
" —Sewerage Loan "	425,000	6	" "	'79-'88	79½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" —City and County B'ds "	329,000	6	Jan. & July.	1875	----
" " " "	2,200,000	6	" "	1888	----
				'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	361,137	383,274	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280.503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,158
1867	240,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160.306	210,729	216.030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331
1867	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,366	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114.566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,298	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	93,784	77,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687.092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.680	1,522,472	1,429,765	15,434,775
1866	1,187,188	983,855	1,070,434	1,158,295	1,101,668	1,243,143	1,203,462	1,290,380	1,411,347	1,480,251	1,417,327	1,044,003	14,586,323
1867	906,795	917,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496,433	437,679	424,551	4,571.028
1864	327,900	416,588	459,762	422,797	466,378	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	506,266	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,776	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	179,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,398	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1867	302,714	302,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,966	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,992	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	895,579	346,717	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613.381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,443	224,957	228,242	268,176	302,696	332,400	278,008	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,839
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815.902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	702,685	10,033,026
1866	788,061	725,967	779,198	861,804	1,109,267	1,140,201	996,841	1,252,356	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	590,144	678,504	857,583	738,866	637,186	646 935	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	569,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	664,926	757,441	679,935	556,222	7,467,217
1867	559,982	522,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	212,227	177,364	2,250,142
1867	149,658	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,370	150,595	151,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	208,154	2,050,322
1865	144,084	139,171	155,768	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
1867	237,674	200,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,332
1866	45,102	36,005	39,301	43,382	86,913	102,918	85,276	60,698	84,462	100,313	76,248	54,468	814,034
1867	39,078	27,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	695,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	96
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,883,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	628,500	6	Jan. & July.	"	1880	97
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1885	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	94
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	80
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7				
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	300,000	7	Feb. & Aug.	"	1865	
2d Mortgage	300,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,700,000	7	May & Nov.	"	1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	59
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	51,000	8	May & Nov.	"	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	83
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80½
Equipment Bonds	279,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	687,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725	—				
Income bonds	3,600	—				
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'94-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	101
Columbus and Xenia:						
Dividend	36,660	—	June & Dec.	New York.	1866	
Mortgage	248,000	—				
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500	—	March & Sept.	" "	1891	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	80
Construction bonds, 2d Div'n	666,000	—				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	—				
Endorsed by State of Tennessee	150,000	—				
Mortgage (ordinary)	790,688	—				
East Tennessee and Virginia:						
State, 1st Lien	1,802,000	—				
Endorsed by State of Tennessee	200,000	—				
1st Mortgage (after State)	100,000	—				
Redeemable in Stock	66,950	—				
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7			1869	
Mortgage Bonds	150,000	7			1881	83½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	D	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72–'78	80
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1863	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,688,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	109½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1859	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	200,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,573	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1886	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,000	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	52
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,591,000	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	800,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	108½
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	111½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	111½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	96
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	87½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18½
1st Land Grant	3,612,000	7		" "		61
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	8				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Mongomery and West Point:						
Alabama State Loan	192,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
State [Miss.] Loan	284,000	5			'63–'68	
1st Mortgage Coupon	2,741,000	6	Jan. & July.	New York.	1890	
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	6			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	98½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	808,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	96
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,540	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	88½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'78–'79	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	82½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72–'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	117
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'69–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99½
2d Mortgage (new stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71–87	98½
Construction Main Line	1,500,000	7	" "	" "		92½
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,340	6		London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1850	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	304,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	90½
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	88
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1870	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago.						
1st Mortgage	1,200,000				1872	
Racine and Mississippi						
1st Mortgage (Eastern Division)	630,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87–'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Mortgage bonds	319,000				'70–'75	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	123
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	288,500	6	Jan. & July.		'73–'74	
Domestic Bonds	642,500	7	April & Oct.		'89–'91	
Sterl. Stkg f'd b'ds after Jan. 1,'70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	89½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8			1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	100
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105.255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	499.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	636,370	—	.....
19 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	269,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	.....	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	76.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.725	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	5.3	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,234,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353.283	122.500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	68.8	—	34	77	412	New York and New Haven	4,666,302	970,220	855,456	5.000,600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	118
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,468,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,586	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	53[illegible]791	30,586	—	191,485	196,000	75,894	619,112	32.0	.....	7,867	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 000	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,863	10	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,343	464,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,695,153	1,484,616	8½	107½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	129½
31 May, '66	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,462	930.0	.....	6,820,760	1,802,272	—	35½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	96
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '65	454.5	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,003,862	6 546,741	2,175,447	10	115
31 Dec. '65	118.0	—	.....	112	15	6	284	Toledo, Peoria & Warsaw	4,353.624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	630,333	250,186	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	82½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,884	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	82½
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,223	108.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	169½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1[illegible]	3,662,123	960,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	—
1 Jun. '63	38.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,998	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,894	319,519	20,497	1,675,258	65.1		389,171	106,903	5	88
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,246	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	5,476,013	551,218	70,634	4,093,425	1,730 600	196,709	6,097,865	80.0	105,960	414,741	200,040	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6.184,172	1,386,875	4,518,586	4,697,457	2,982,000	930,756	12,839,633	206.0	.....	1,533,042	386,288	—	—
31 Aug '60	58.7	—	.....	136.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,69[illegible]	—	—	1,254,015	248,989	108.424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.6	.....	340,898	.....	—	—
31 May '66	284.8	28.4	.....	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	107½
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,260	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	73½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	300,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,968,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	834,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,976,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	—
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	52
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	287,804	—	52
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	.....	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,167	3,581,599	9,200,000	1,150,743	15,623,186	283.0	831,433	1,794,256	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
30 Sep '64	88.5	3.0	8 2	—	16	12	219	*St. Louis and Iron Mountain*	5,437,068	360,029	—	1,971,2[illegible]	3,501,000	40 568	6,3[illegible]	90.1	286,189	909,291	320	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	45
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,816	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,639,906	16,151,962	9,420,530	1,022,960	39,633,113	296.8	3,493,376	8,577,692	5,807,163	10	116
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	251.0	1,642,015	3,315,510	1,328,793	8	45
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,466,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	117
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132
30 Nov. '66	47.0	7.0	46.0	—	30	52	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	16,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	135
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,201	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,609	47.1	86,519	202,097	68,027	8½	66
30 Nov. '66	80.0	8.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,142	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,300	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	232,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	216,781	441,304	90,996	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	45,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	661	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,807	509,790	7	97
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	106½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,458,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	183,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	600	471,171	(Op	er. by B. &	L. Co.)	17,500	1	110⅜
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	286,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,350,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	56
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	139
30 Nov. '66	46.7	—	10.6	—	11	14	228	Worcester & Nashua (par 83⅓)	1,925,000	116,000	2 124,585	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 238	93.5	.....	422,829	134,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,967,749	76.6	417,091	629,623	101,259	24	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	—	.....	—	151,863	8	68½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	121.4	527,354	867,957	101,242	8	114
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	563,000	—	.....	52.7	.....	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	62.2	387,789	615,728	215,973	9	106½
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,315,144	6,842,200	10,169,472	175,060	.....	124.2	.....	6,274,657	1,702,359	10	131½
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,064,743	1,034,775	143,852	2,240,871	60.2	.....	283,638	94,067	—	9
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	117
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	103,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	32.8	—	.....	—	35	98	180	New Jersey	3,890,329	617,588	1,804,566	5,000,000	355,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	135
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	54,521	483,321	21.2	103,815	185,032	26,874	—	.....
31 Dec '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,300	664,885	4,684,385	81	.....	320,644	loss.	—	65
31 Dec '65	18 2	—	.....	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,895	118,133	5½	91
31 Dec. '65	38.5	—	.....	47.	—	—	—	West Jersey	1,588,483	*	—	588,400	400,000	383,000	1,376,400	—	—	255,493	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	58,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	283,100	18½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,388	516,576	650,800	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,336	Erie	17,046,351	*	5,625,544	25,105,800	22,370,982	4,299,762	53,291,995	307.0	6,839,023	15,434,775	5,066,511	4	58½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	18,250,299	2,314,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	136
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,862,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,877	9,985,992	28,530,000	12,266,804	815,170	44,119,904	692.2	6,607,261	14,496,786	3,201,112	6	103
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,108	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,728	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,350,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	64½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	.....
30 Sep. '66	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	185,041	—	482,400	311,500	19,875	979,810	36.7	67,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	300,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g	3,096,642	368,304	—	1,991,900	1,508,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer		and	Saratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	164,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,896	50,100	23,733	3	.....
								NORTH CAROLINA.													
31 May, '80	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,376	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
—	59.	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	103,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	299,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,923,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	252	Cincinnati and Zanesville	2,855,112	*	—	1,855,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,080	6,843,260	191.2	967,820	2 386,132	663,205	10	99½
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,800,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,168	*	354,145	5,408,911	3,880,848	83,202	9,674,307	203.5	1,429,741	2,696,377	736,794	5	81½
31 May '66	109.1	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,167	868,769	828,698	4,841,600	2,746,280	114,996	8,369,819	188.6	994,584	2,388,868	1,035,717	18	116
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,416	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,560	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,857	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,057	2,446,391	852,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,386	315,484	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,995,364	495 400	391,902	3,382,168	1,218,972	109,818	4,972,746	206.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	333	Sandusky, Mansfield & New'k	2,189,890	*	38,934	893,904	1,291,808	88,330	2,228,234	128.0	241,240	382,807	166,133	—	—
Dec. '64	242.4	—	—	—	48	18	569	Toledo & Wabash	9,080 918	*	—	8,427,050	6 663,868	—	10,245,015	250.0	1,244,358	2,050,322	945,492	3½	39

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	518,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	14
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,450	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	66
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,820	1,196	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	18
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	683,015	60,201	—	—
31 Oct. '65	70.0	17.5	94.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,087,926	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	61½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	78,555	3,624,655	(oper.	r. by Re	ading	R. R.)	3	32
31 Oct. '65	120.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	"	8	86½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,553	—	35
31 Dec. '65	364.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,210	3,376,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	839.2	6,004,300	17,459 169	4,189,111	10	66½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	263,489	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	336,376	8	61
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,662,766	*	—	5,069 450	13,000,000	2,000	18,071,450	(oper	r. by Pe	nn. R.R.	Co.)	—	28½
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,061,353	20,240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,162,519	4,512,271	10	50½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	10	126
31 Oct. '65	96.0	—	83.6	—	152	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,918,300	516,000	452,836	10,669,242	197.0	981,465	3,884,609	1,046 804	10	54½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1 774,773	1,500,000	64,208	3,784,101	72.0	272,688	594.368	130 361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,812	9,812,442	12,573,000	1,597,620	23,545,693	483.3	4,623,073	3,489 062	3,288,547	10	96
31 Dec. '65	23.0	—	6.2	—	3	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	590,000	791,597	Lease'd to	Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	3	13	31	Westchester & Philadelphia	1,331,540	145,557	—	684,036	962,300	130,340	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	39.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	457,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	48
								RHODE ISLAND.													
31 Aug. '66	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,041	169,223	12	83
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,552	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	5,534,798	447,491	9,827,975	242.0	.....	1,312,738	287,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	605,214	514,000	99,110	1,187,707	47.6	.....	29,067	19,187	—	—
1859.	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,814	11,098,891	291.0	406,051	1,274,807	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	55,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	387,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	67,242	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	889,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	186,003	3,081,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	428,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,682	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	.....	.....	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	6	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,893	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	776,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,606	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	100
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,617,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,686	374,996	—	1,365,300	1,351,500	292,842	4,745,256	138.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	—
30 Sep. '65	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,689	*	2,318,432	2,000,000	1,656,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,286	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,526	1,210,624	43.5	67,004	167,881	69,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,765	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,198	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	179.0	.....	—	55	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,362	10,988,950	8,229,000	—	18,508,374	275 0	956,727	2,538,800	34,103	—	34
31 Dec. '66	200.0	35.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	65
.....	.....	.....	.....	—	—	—	—	Western Union	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,289	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	17,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,555	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,960	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	18,100	136,000	1,709,232	60 0	.....	132 455	26,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	57,184	—	—
								NEW GRANADA.													
31 Dec 63	8.0	—	—	—	11	22	120	Panama	9,990,000	*	668	5,000,000	10,000	—	10,792,723	48.7	.....	1 627,459	1,328,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6		61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7		15
Catawissa (preferred)	1,150,000	7		29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7		56½
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,904,720	7	7	63½
Coohecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1,673,500	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---		----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---		42
Erie (preferred)	8,535,700	7	7	71
Hannibal & St. Joseph (preferred)	5,253,856	7		63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7		56½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8		----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6		----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60½
Toledo & Wabash (preferred)	984,700	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	300,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	56
Delaware and Hudson	100	10,000,000	10	143½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	54
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	72
" " (preferred)	50	2,888,983	---	32
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	---	---	---	2½
Union (preferred)	50	2,787,000	---	2
West Branch and Susquehanna	100	1,100,000	6	23½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 42 —	@ 45 —
Pig, American, No. 1		45 —	@ — —
Bar, Refined, English		95 —	@100 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		(Store Prices.)	
Bar, Swedes, assorted sizes		112 50	@ — —
Bar, English & American, Refined		112 50	@117 50
Bar, English & American, common		132 50	@107 50
Scroll, English		142 50	@170 —
Ovals and Half-round		137 50	@147 50
Band, English		142 50	@ — —
Horse Shoe		137 50	@142 50
Rods, English		117 50	@172 50
Hoop, English		147 50	@210 —
Nail Rod		per lb. — 9½	@ — 10½
Sheet, Russia		per lb. — 15	@ — 14
Sheet, English, Single, Double and Treble		— 6½	@ — 8
Rails, English	(gold)	per ton 53 —	@ 54 —
Rails, American		32 50	@ 35 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. — 18	@ — 23
English Spring	(1st & 2d qlty.)	— 10½	@ — 12½
English Blister	(1st & 2d qlty.)	— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 19	@ — —
American, Cast, Rolled		— 12	@ — 15
American Spring		— 15	@ — —
American Machinery		— 13	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb. —	@ — 38
Sheathing, Yellow		—	@ — 27
Pig, Chile		—	@ — —
Bolts		—	@ — 34
Braziers'		— 37½	@ — 38
American Ingot	(cash)	— 26	@ — 26½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish		6 50	@ 6 75
German Refined		6 50	@ 6 75
English		6 50	@ 6 87½
Bar		per lb. —	@ 10 —
Pipe and Sheet		—	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold)	per lb. —	@ — 24½
Straits	(gold)	— 21½	@ — 21½
English	(gold)	—	@ — 21½
		(Gold.)	(Currency.)
Plates, I.C. Charcoal, p. box		9 25 @ 9 50	12 50 @ 13 —
Plates, I. C. Coke		8 — @ 8 75	10 75 @ 11 75
Plates, Coke Terne		6 75 @ 7 —	9 25 @ 9 50
Plates, Charcoal Terne		8 87½ @ 9 —	12 — @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash)	per 100 lb. 6 25	@ 6 50
Clinch	(cash)	7 75	@ 8 —
Copper		—	@ — 48
Ausable Horse, Norway Iron, Forged		— 27	@ — 28
Zinc Nails	(6 mos.)	—	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		—	@ — 16
Refined, free L. S. to White		— 42	@ — 43
Refi'd, in bond, prime L. S. to White		—	@ — 26
Refi'd, in bond, Standard White		— 26½	@ — 27
Naptha, Refined (60@63 gravity)		— 21	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13

	Th. 7.	F. 8	Sat. 9.	M 11.	Tu. 12	W. 13
Atlantic M. S. S. Co	87	90½	91½	87½	85½	88½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	44½	45½	46½	46½	46½	46
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	107½	107	107½	107½
" " pref.	----	----	----	109	----	----
" " 1 M. 100	----	----	101	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	91	----	----	91	----	----
Chicago, Burl. & Q.	----	129¾	----	----	----	----
" " " 8 p.c.	----	111	----	----	----	----
Chic. & Northwest'n	83½	84½	84½	85½	85	85½
" " pref.	60½	61½	63	64½	62½	65
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	80	----	----	----	80½
Chicago & Rock Isl.	93	94½	95½	97½	95½	95½
" " 1st M. '70	----	----	101	----	----	----
Clev., Col. and Cin.	99½	----	----	99½	99½	----
Clev. and Pittsburg	79½	79½	81½	83	82	81½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	116½	117½	117½	118	118	118
" " S. F. 7 p.c.	----	----	----	----	102	----
Cumberland Coal, pref	29½	30½	31	33	32	32½
Del. & Hudson Canal	145	----	144	143	----	143½
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	53½	54½	55	61½	59½	58½
" pref.	70	71	71	----	----	----
" 1 M. 7 p.c. '67	----	----	----	102	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	98½
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	88½	----	----
Hudson River	136½	139	138½	138½	----	136
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	102	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114½	114½	115	115½	115½	115½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	109½	----	----	----	----	----
Marietta & Cin. 1st pref.	25	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	9	----	9	8½
Michigan Central	106½	106¾	106¾	107	107½	107½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	103¾	----	----	----	----	----
M. S. and N. I.	71½	71½	71½	73½	72¾	72¾
" " guar'd	----	----	----	----	----	----
" " 1M. S. F. 99½	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	94
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	----	----	----	----
" " pref.	52½	52½	55	----	56	55½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	82
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	90	95	96½	96	99	97
" iss. to H. & St. J. R.	79	----	80	----	80	----
" " Pacific	----	95	96½	----	98½	----
New York Central	101½	102½	102¾	103½	102½	102½
" Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	101	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon. 45	45½	----	----	----	----	49½
" new	----	----	----	----	----	----
Ohio & Miss. cer.	25½	26½	26½	27½	28	28½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	119½	125	125½	128	124½	122½
Panama	----	----	----	----	----	----
Phila. and Reading	101	102	102¼	102¾	101¾	101½
Pitts. Ft. W. & Chicago	93½	94½	94¾	96½	96½	95½
" 1M.	102	----	----	----	----	101½
" 2M. 93½		94½	94	94½	----	94
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	36	36½	37	36½	36½	37
St. L., Alton & T. H.	30½	----	----	32½	----	----
" " pref.	----	----	----	60½	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	65	65½	66	66	66½	66½
" new	63½	----	65	65½	65	64½
Tol. Wab. & Western	34½	37	----	39½	----	39
" Pref.	----	59	61	----	----	----
" 1M. ex.	----	----	----	----	89½	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th.7.	F.8.	Sat.9	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	103½	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s., coup.	98	97⅞	97⅞	97⅞	97⅞	----
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	109	109½	----	----
U. S. 6s, 1881, cou.	109	----	109⅜	109½	----	109½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	109⅜	109½	109	109½	109½	----
U. S. 6s, 5-20s, c. 1864.	----	----	107½	107⅜	107½	----
U. S. 6s, 5-20s, c. 1865.	107⅛	107⅜	107½	107½	----	107⅜
U. S 6s, " reg.	----	107⅛	----	106⅞	106⅞	----
7.30 Notes, 1st series.	105⅜	105⅜	105⅜	105⅜	----	105⅜
" " 2d series.	105⅜	105⅜	----	105⅛	105⅛	105⅜
" " 3d series.	----	----	----	----	----	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Cattawissa	----	----	----	----	----	----
" preferred	29⅛	29⅛	30⅛	30⅛	30⅜	----
Camden & Amboy	130	130	130½	131	131	131½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	92	----	----
" " 6s,'83	----	88½	----	----	90	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	96	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	56	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " " 7s	----	----	----	----	----	----
Lehigh Navigation	53	53½	53⅜	----	53⅝	53¾
" " 6s, '84	----	----	----	----	91	91
Lehigh Valley R. R.	61⅜	61	61½	61½	61½	61⅝
" 6s	----	----	----	----	----	----
Little Schuylkill R. R.	32	----	32	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56½	----	----	----	----	56⅝
Morris Canal	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" " 6s '76	92	----	92	----	----	----
North Pennsylvania	35½	----	----	36	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	117½
Northern Central	45	46	45½	----	----	----
Pennsylvania R. R.	56	56½	56¼	56⅝	56⅝	57
" 1st m.	99½	99½	90⅜	----	99⅝	----
" 2d m.	----	----	----	----	98	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	94⅛	99½	----	99½
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	96⅞	----	----	----	----	97½
" " new	101½	100½	101⅝	101⅞	102	101⅝
" " munc	101⅜	101⅜	----	----	----	----
Philad., Germ. & Nor.	----	----	61	----	----	61
Phila. & Reading	50½	50⅜	51⅛	51⅛	51⅜	51
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28½	28⅛	28⅝	28⅝	30⅛	----
" " 6s	----	----	----	----	92	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	21⅛	----	----	----	22
" pref.	30⅜	----	31½	----	32	----
" " 6s '82	78⅛	----	----	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	14½	15⅜	15⅛
" " 6s '78	----	----	----	65½	65	65
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Hestonville, (Horse)	12½	----	----	----	----	----
Chestnut & Wal. "	----	----	48	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	80	80	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	----	99	99	99	99	----
" " 1886	----	98½	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	99½	99¾	99¾	----	----
Balt. and Ohio	116	116	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	97	----	97⅛	----
" " " '80	----	----	----	----	----	----
" " " '85	99	----	99	----	----	----
Northern Central	46½	----	----	----	----	----
" " b'ds, 1885	83	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	18	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th. 7.	F.8.	Sat.9.	M.11.	Tu.12.	W13
Boston and Lowell	117	----	----	----	----	----
Boston and Maine	----	132	----	132	132	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	143½	----	----	----	----
Cheshire, pref.	57	----	57	----	56¾	----
Concord	67½	----	----	----	65½	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	109	108¾	109	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	120	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	105	106½	----	----	----	----
Old Colony & Newport.	97⅜	----	98	----	97	97
Ph., Wil. & Baltimore	55	55	55	----	----	54¾
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	99½	----	----	100	----	----
Vermont & Mass.	----	56¾	56	----	56	----
Western	----	138	139	----	----	139
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	52	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	24	28	26½	24	21½
Franklin "	----	26½	26	28	26	22
Huron "	20	19	21	22½	23	23
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	10	10
Pewabic "	21	22	21½	----	21½	22
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	36	----	36
Rockland "	----	----	9	9½	9½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 15th and 22d of February.

	Closing Prices Feb. 22.	Feb. 15.
U. S. 5-20 yrs, 1882, 6 per cent	73½@ 73⅝	73 @ 73½
Virginia State 5 per cent	48 @ 52	50 @ 52
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1881	45 @ 50x	45 @ 50x
Do. Penn., 1st mort., 1877	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1882	45 @ 50x	55 @ 60
Do., consolid. mort. bonds, 1590	— @ —	26½@ 27⅝
Erie shares, $100 (all paid) 8 p. c.	38 @ 38½	29 @ 39½
Do., convertible bonds, 6 p. c.	70 @ 72	71 @ 73
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	83 @ 85	84 @ 86
Do., 7 p. c., 1875	72 @ 74	73 @ 75
Do., $100 shares (all paid)	78½@ 78½	78 @ 79
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	68 @ 70
Mich Cen convertible, 1869, 8 p. c.	— @ —	68 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	— @ —	68 @ 70
New York Central $100 shares	— @ —	— @ —
Panama R. R. 2d mort., 1872, 7 p. c.	103 @106	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	— @ —	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	— @ —	77 @ 79
Do. with option to be paid in Phil.	— @ —	77 @ 79

American Railroad Journal.

Saturday, March 16, 1867.

Stock Exchange and Money Market.

Money has been accumulating at this centre, through the week. The banks have been gaining rapidly in their currency reserve, and private lenders have been reporting growing balances from day to day. The Government office has been disbursing less freely, but it has not been making any fresh sales of bonds, and consequently has not been absorbing much of the floating supply of capital. Hence, the tendency of the market has been decidedly in favor of responsible borrowers, whose wants have increased somewhat, chiefly in the speculative line, because of the revival of speculative activity at the Stock Boards and in the Gold Room. These wants, however, have been promptly supplied on the basis of six per cent. on call, as the governing price, though exceptional negotiations have been reported at a point above and below the rate named. The Government houses have been amply accommodated at five, and, in some instances, as low as four per cent. There has been more inquiry for prime short-date commercial paper, which has been quoted at from seven to eight per cent. per annum, on a moderate offering. The last weekly statement of the city banks, showed a general increase, $2,264,613 in the deposits, $1,509,245 in the legal tender reserve, $1,975,022 in the loans, and $115,378 in the circulation. The only exception was in the specie reserve, which fell off $711,199, partly on account of the heavy customs drain, during the week. The specie reserve of the banks is now $10,868,182, against $16,563,237, same time last year. The city bank deposits are now $200,383,527, against $180,515,881 week ending March 10, 1866. The legal tender reserve amounts to $64,523,440, against $64,341,802 same time last year. The circulation now stands at $33,409,811, against $23,033,237 same time last year. The loans are now $262,141,458, against $232,068,274 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $90,695,542 a day, against a daily average of $77,689,089 the preceding week, and $73,929,014 the week ending with Feb. 9. The current week's exchanges average about $100,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $127,710; increase of legal tender reserve, $625,952; increase of deposits, $2,052,716; decrease of specie, $5,782; and increase of circulation, $9,532.

National Bank notes to the amount of $57,650 were issued last week, making the total issue to 1,663 banks thus far $301,893,071, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,012,387, leaving, with the existing 1,650 banks, an actual circulation at this date, of $298,880,684. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,554,450; and for the public deposits, $39,911,450—making a total of $379,465,900. The Treasury Department, last week, redeemed and destroyed over $230,000 of worn and mutilated fractional currency, and issued $130,989 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 9, were $18,296,106, including $4,041,689 from customs duties; payments, $15,297,811; balance at the close of the week, $112,285,056, against $109,866,761 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,480,023, and payments, $3,058,119; on Tuesday, receipts, $2,600,974; payments, $1,288,563. The balance at the close of business on Tuesday stood at $113,969,371, against $110,606,107 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March 9 was $11,031,751 20—$8,951,000 of which was in coin—showing an increase of $75,148 74 as compared with the close of the previous week. The amount received for customs during the week was $450,000.

Government revenues were decidedly liberal last week, more particularly from customs. The excises, last week, yielded over $4,190,628, against $4,650,000, the preceding week; customs at the port of New York, $4,041,689, and at the outports, about $1,300,000 (in coin) more, making

the grand total income for the week equal about $11,402,328 in currency, against disbursements of over $6,075,623 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $205,871,502.

The course of Gold has been gradually downward, since our last. The speculative demand has fallen off, and there has been a less urgent customs inquiry especially since Monday the 11th inst. The *bull* interest has been far less confident, while the *bear* element has been much bolder, and strongly inclined to put out *short* contracts against the market. The export movement has been quite limited in volume, while the imports and receipts from all sources have been on the increase. The extreme figures of the week were 133⅜ and 135⅝, and the latest quotations on Wednesday 134¼@134⅜ on a quiet market. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $292,439. The customs demand for Gold last week, averaged $673,615 a day; thus far, this week, it has been equal to $475,363 a day, or equal to a weekly aggregate of $2,842,178. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $29,836, and from California, $244,888. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $87,985,093, against $93,983,964 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $30,458,213, against $19,220,077 same time last year, showing an increase this year, of $11,238,136. The exports of specie from this port, last week, were $478,613. The total outflow of specie from the port, thus far in the current fiscal year has been $22,517,387, against $17,045,760 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $811,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $35,955,640, against $31,434,465 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 10, 1867, reached $5,160,000, against $4,210,090 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 9th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s...	$281,060	$175,400	$105,660
100s...	4,895,800	3,194,600	1,701,200
500s...	621,000	237,000	384,000
1,000s...	23,176,000	19,335,000	3,841,000
1,500s...	144,685,000	130,615,000	14,070,000
10,000s...	5,000,000	5,000,000	....
Total.....	$178,658,860	$128,557,000	$20,101,860

These has been rather more activity in the foreign exchange market, since our last. The demand for prime bills for the importing interest has been fair, and the leading drawers have advanced their quotations ⅛@⅝ of one per cent. on sterling drafts. Bankers' 60 day bills on London closed on Wednesday at 108⅝@108¾, and on Paris to 5.20@5.16¼; sight bills on London to 109⅜@109⅝; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been even more liberal since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $5,041,946, making the total value of exports since July 1, 1866, $118,886,359, against $152,573,563 same time in the preceding fiscal year.

Government securities have been in good demand, through the week, chiefly for home investment purposes, and considering the depression in the gold market, prices have been very well supported. The last public debt statement, up to March 1, has tended to strengthen confidence in the present administration of the National finances, and in the credit of the Government. The Seven-thirty notes were reduced nearly thirty-one million dollars in February; and legal tender notes, compound interest notes, gold notes and debt free of interest, over nine millions, in the same month; while the funded debt was increased nearly forty-three millions. Deducting the cash in the Treasury, from the aggregate indebtedness at the close of February, the last statement showed a net liquidation during the month of over thirteen and a half million dollars. The gold bearing debt is now $1,464,855,192, including $514,780,500 of the Five-twenties of 1862, and $156,676,750 of the Five-twenties of 1865, consolidated issue. The currency interest portion of the debt is now down to $787,028,880, including $632,798,650 in the form of Seven-thirty notes, yet outstanding, or about two hundred millions less than the original issue of these notes. The plain legal tender circulation is now $376,235,626, and the compound interest notes outstanding are $141,308,830. The coin in the Treasury on the first inst., was up $107,271,031, including $18,376,180 on account of private depositors. U. S. sixes of 1867 closed here on Wednesday at 131; U. S. sixes of 1868, at 130; U. S. sixes of 1881, 109⅛@109⅜; U. S. Five-twenties of 1862 at 109⅜@109½; U. S. Five-twenties of 1865 at 107½@107⅝; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾; U. S. Ten-forties at 97⅝@97¾, ex-coupon, and U. S. Seven-thirties at 105¼@105¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@⅛ of 1 per cent. on these figures:

June, 1864.....117½	May, 1865 .....112¼
July, 1864.....117	August, 1865....111¼
August, 1864....116⅛	September, 1865..110¾
October, 1864....114½	October, 1865....110½
December, 1864..113⅛	

There has been much more animation in railway and miscellaneous stocks, since our last. The speculative demand has been decidedly brisker, fostered, in part, by the growing ease in money. The temper of the market has been generally firm and buoyant. Several of the speculative favorites have advanced materially; Erie shares showing the most notable rise, and the widest fluctuations. The closing dealings were of a less confident nature, though there was no marked yielding in values.

General business has improved, chiefly in the line of domestic produce, in which there has been much greater activity. Breadstuffs have been more eagerly sought after and have advanced, closing buoyantly. Provisions have been in better request, and early in the week firmer in price, but at the close, somewhat easier. The cotton market has been quite brisk, especially in the way of exports; the week's shipments from this port having been up to the unprecedented amount of 22,094 bales. The liberal receipts, and rather less encouraging foreign advices have made holders eager sellers, and prices have been depressed. Middling grades of cotton left off heavily at 29@31 cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 436,000 bales, against exports of 238,102 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,405,000 bales against 1,480,665 bales same time last year; exports, 770,000 bales, against 869,500 bales same time last year; estimated stock at latest dates, 625,000 bales, against 521,000 bales same time last year. In the way of foreign merchandise, there has been an increase of trade, chiefly in the dry goods and grocery lines, but at prices more favorable to purchasers. The total imports of foreign dry goods, last week, were $2,506,131, and the total amount marketed $2,679,325. The value of foreign merchandise imported last week, was $2,999,972—making the grand total specie value of last week's imports of dry goods and merchandise, $4,806,103, and since July 1, 1866, $178,875,633, against $203,755,005 same time in the preceding fiscal year. The ocean freight market has been quite active, with 446 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6½d. per bushel; cotton at $\frac{5}{16}$@$\frac{11}{16}$d. per lb.; and heavy goods at 20s.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 27.	March 5.	March 18.
Consols	91	91	90¾
U. S. 5-20's of 1862....	73¼	73¾	74¼
U. S. 5-20's of 1865....	71¾	72	72½
Erie	36¾	36	39¾
Ill. Central.....	76¾	76½	78

The New York exports, exclusive of specie, for the week ending March 12, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,669,361	$5,041,946
Prev. reported.....	42,031,069	32,238,018
Since January 1.....	$45,700,430	$37,279,964

Included in the exports were 22,094 bales cotton, valued at $3,197,626.

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,898,261	$2,506,131
Gen. merchandise.....	4,535,644	2,299,972
Total for the week.....	$8,433,905	$4,806,103
Previously reported....	53,236,902	43,136,498
Since January 1.....	$61,670,807	$47,942,601

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$203,755,005	$178,875,633
Exports produce.....	152,578,566	118,886,359
Exports specie	17,045,760	22,517,387

The balance in the Sub-Treasury on Wednesday was $110,084,274 92.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort., 85; Morris and Essex 1st mort., 96¼; do., 2d mort., 86; Great Western 2d mort., 73; Peninsula R. R. 1st mort., 76; Chicago, Rock Island and Pacific 7s, 89⅞; Marietta and Cincinnati 1st mort., 81¾; Galena and Chicago 1st mort., 98½; do., 2d mort., 98⅛; Chicago and Great Eastern 1st mort., 59; N. Y. and New Haven R. R., 118; do., bonds, 96; N. J. Central, 117; New Jersey R. R., 135; Stonington, 89; Sixth Avenue R. R., 120; N. Y. State 7s, Bounty Loan, coupon, 106; do., reg., 106⅛; do., 6s, 1872, ex-interest, 99; Ohio 6s, 1881, 102¾; do., 1875, 101; Virginia 6s, ex-coupon, 41; Brooklyn Water Loan, 95; do., Park Loan, 92; N. Y. City 5s, 1890, 88; American Coal, 54; Ashburton Coal, 10; Pennsylvania Coal, 150; U. S. Coal, 35⅜; Wilkesbarre Coal, 39; Brunswick City Land Co., 8; Boston Water Power Co., 25⅛; South Am. Nav. and Marine R. R. Co., 115; Mariposa pref., 23½; Manhattan Gas, 160; Western Union Telegraph, 42; Adams' Exp., 61¼; Wells, Fargo & Co., Express, 67½; American Exp., 60; U. S. Express, 59; Merchants' Bank, 115; Bank of Commerce, 116; Fourth National Bank, 104½; Shoe and Leather Bank, 112; Continental Bank, 103; Hanover Bank, 110; Central National Bank, 110; Ocean Bank, 101; Phœnix Bank, 107; Bank of New York, 118; Bank State of New York, 108; Metropolitan Bank, 124; Importers' and Traders' Bank, 113; Atlantic and Pacific Gold, 2.25; Alamada Silver, 6.90; American Flag Gold, 1.05; Benton, 1.30; Columbian G. & S., 2.80; Consol. Gregory Gold, 12.00; Corydon, 6.80; Charter Oak Copper, 1.45; Crozier Gold, 0.10; Davidson Copper, 1.25; Des Moines, 1.00; Gunnell Union, 0.54; Hope Gold, 0.50; Hibbard G. and C., 1.00; Holman, 0.15; Keystone Silver, 0.06; La Crosse Gold, 0.55; Liberty, 0.07; New York Gold, 1.00; Nye, 0.06; People's G. & S., 1.35; Quartz Hill, 4.20; Russell File, 3.20; Smith and Parmalee, 6.10; Symond's Fork, 1.50; Tudor Lead, 3.25; United States, 3.85; Walkill Lead, 0.70; Central Petroleum, 0.80; United States, 4.00; Cherry Run Special, 0.15; Bennehoff Run Oil, 2.75.

Philadelphia.—Reading mort., 6s, 1844–'80,91¼; Sunbury and Erie 7s, 98¼; Connecting R. R. bonds, 92¾; Camden and Atlantic R. R., 9; New Jersey 6s, 101; Harrisburg 6s, 90; Allegheny City 4½s, 59; West Chester R. R., 15; 13th and 15th streets, R. R., 21; Girard College R. R., 23; Germantown R. R., 28; Lombard St. R. R, 14½; Lehigh Coal and Nav. scrip, 51; Allegheny County coupons 5s, 88½; Camden and Amboy scrip, 74½; Lehigh Valley scrip, 16; Schuylkill Nav. Imp. Loan, 87; Morris Canal Boat Loan, 92; Locust Mt. Coal, 50; St. Nicholas Coal, 1½; New York and Middle Coal Fields, 3⅝; Ocean Oil, 2½; Mt. Farm, 0.56; Caldwell, ⅜; Mechanics' Bank, 34; Merchants' and Manuf. Bank, 60; Girard Bank, 57; Miners' Bank of Pottsville, 55; Manufacturers' Bank, 32½. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101¾@102; State 5s, 99@99¼; do., coupon, 94½@95; do., 6s, W. L., 102@102½; Phila., Wil. and Balt., 54¾; Reading 51@51; do., 6s, 1870, 96½@97; do., bonds, 91@91½; do., con., 103@103; Camden and Amboy, 131½@131¾; Penn. R. R., 56⅝@56¾; do., 1st mort., 99⅞@100; do., 2d mort., 97½@98⅛; Little Schuylkill R. R., 82@33; Morris Canal, 75@76; do., pref., 120⅛@120⅓; do., bonds, 93⅛@94; Wyoming Valley Canal, 56¾@—; do., 6s, 85@87; Susquehanna Canal, 15@15¼; do., 6s, 65½@65½; Sch. Nav., 22@22¼; do., pref., 32@32¾; do., 6s, 1882, 78½@79; Union Canal bonds, 22¼@22½; Delaware Div. Canal, 55½@56; do., bonds, 85@89; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95½@97; do., 5s, 64½@67; Lehigh Coal and Navigation, 53¾@54; do., bonds, 1884, 90¾@91¼; North Pennsylvania, 34@36; do., 6s, 89½@90; Philadelphia and Erie, 28½@28⅞; do., 6s, 91¾@92; Minehill, 56¾@57; Catawissa, 13@20; do., pref., 29⅛@30; Lehigh Valley, 61@61⅛; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78@80½; West Philadelphia, 72@75; Spruce and Pine, 30@30¾; Green and Coates, 30@32; Chestnut and Walnut, 47½@48½; Thirteenth and Fifteenth, 20@21; Girard College, 28@30; Tenth and Eleventh, 65@67½; Union, 40½@41; Hestonville, 14¼@14¾.

Boston.—Boston, Hartford and Erie, 13⅞; do., 7s, 44½; Vermont Central old, 1¾; do., 1st mort., 7s, consolidated, 68; Vermont Central and Vermont and Canada 8s, 103; Old Colony and Newport 6s, 1875, 96½; Western R. R. 6s, 1875, 99⅝; New Bedford and Taunton R. R. 6s, 1881, 97¾; Eastern R. R. 6s, 1874, 96; Central Pacific 1st mort. 7s, gold, 98¾; South Shore R. R. 6s, 94¾; Conn. and Pass. Rivers R. R. 6s, 95; Ogdensburg and Lake Champlain, 64¼; do., 1st mort., 99⅞; Stony Brook R. R., 104; Sandusky, Dayton and Cincinnati old, 12; Granite Railway, 49; Adams Express, 56¾; Boston, Water Power Co., 25; Cary Imp. Co., 8¾; Essex Land, Co., 107; Ophir (N. S.,) Gold, 2⅜; Cook Co., Ills., 7s, 1880, 96¾; Massachusetts 5s, 1894, gold, 99; Rhode Island 6s, 1882, 100; Maine 6s, 1889, 100; New Hampshire 1884, 99½; Chicago 7s, 1881@1890, 99½; Boston 6s, 1874@1876, currency, 101; do., 5s, 1868, gold, 130@131½; do., 1875, 101¼; Portland 6s, 1871, 96¼; do., 1877, 95½; St. Louis 6s, 1886, 79⅞; do., 1871, 80; do., 1887, 82; Boston Gas Light, 775; Boyleston National Bank, 136; Pawner's National Bank, 96¼; Traders National Bank, 100¼; North National Bank, 112; National Bank of Commerce, 118¾; Eliot National Bank, 116¾; Washington National Bank, 122; Everett National Bank, 102; National Bank of Redemption, 115½; Tremont National Bank, 123½; Market National Bank, 110¼; do., Brighton, 111⅝; Merchants' National Bank, 112; Mt. Vernon Bank, 106; State National Bank, 80¼; Blackstone National Bank, 127; Allouez Mining Co., 6; Boston, 50c.; Bay State, 8¼; Concord, 3; Canada, 62c.; Dana, 1¾; Hancock, 8¾; Hanover, 1½; Humbolt, 1¾; Hungarian, 1; Native, 2; Phœnix, 5; St. Clair, 5⅞; Superior, 3⅛; Toltec, 1½.

Baltimore.—Western Maryland bonds guaranteed, 93½; do., 2d mort., 64; Marietta and Cincinnati 1st mort., 82; Virginia 6s, reg., 88; do., coupon, 87½; Bare Hill, Mining Co., 0.30; Baltimore Gas Co., 200; Bankers' and Brokers' Telegraph, 0.50; Franklin Bank, 13½; Third National Bank, 102; Farmers' and Planters' Bank, 29½; Mechanics' Bank, 9; National Exchange Bank, 97¾; Farmers' and Merchants' Bank, 45½; Union Bank, 60. The latest quotations are: Balt. and Ohio, 116@117; do., 6s, 1867, 98@100⅜; do., 1875, 97@97¼; do., 1880, 97@97⅛; do., 1885, 99@99⅛; Northern Central, 45⅛@46½; do., bonds, 1885, 82@92¼; N. W. Va., 18@18¼; do., 1st mort., 1873, 93½@98½; do., 2d mort., 90@93; do., 3d mort., 89@91; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 82@82¾; Central Ohio, 26@29; do., 1st mort., 89@90; Western Md. bonds, 64@68; do., guar., 93½@94½; Maryland 6s, coupon, 1870, 101@102½; do., Ins., 101@102; do., 1890, 101½@102¼; Baltimore 6s, 1870, 97@97¼; do., 1873, 96@99; do., 1875, 99@99; do., 1886, 98@98¼; do., 1890, 97@98; do., coupon, 100@100; do. Park, 98½@99; do., 1892, 95@95; do., 5s, 1838, –70,83@83; City Passenger R. R., 18@18; Canton Co., 45@46¼; Gardner, 0.80@0.85; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5@7; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.60@0.70; Mineral Hill, 0.10@0.40; Baltimore Coal, 160@170.

Bridge over the Ohio at Louisville.

Proposals will be received by the "Louisville Bridge Co.," A. Fink, Esq., Chief Engineer, until the 10th of April, for the construction of about 22,000 yards of the masonry of the bridge over the Ohio River at Louisville. Plans and specifications are now ready for inspection. We are glad to see that this enterprise, so fraught with interest to the city of Louisville, is about to be commenced and pushed forward with energy. We understand that already $1,000,000 has been subscribed for the completion of this great work, which will unite Louisville with the North and East, and give her connection with all the great marts of America, without the delay and expense of crossing the river by means of the ferry.

☞ The Advertisement of the "Third National Bank," of which J. F. D. Lanier, Esq., is President, and Parker Handy, Esq., Vice President, will be found on our outside page. This Bank is the designated Depositary of the United States, and authorized agent of the Treasury.

☞ We invite attention to the Advertisements of Messrs. Hoy, Kennedy & Co., in another column. These gentlemen are importers of Railroad Iron and Dealers in Railroad Supplies. Agents for Owen's Patent Wheel, Tire and Axle Co.; also for the Earl of Dudley's Iron. Office and Warehouse 111 Liberty street, New York.

Pacific Railroad Surveys.

We have received from Hon. Jesse L. Williams, Government Director of the Union Pacific Railroad, an official copy of his report on the surveys over the Rocky Mountains—showing the advantages and disadvantages of the different routes—supplied, with the consent of the Secretary of the Interior, in advance of its publication by the Department. As these engineering facts respecting this hitherto unexplored region are of interest to railroad men, and especially to engineers, we have concluded to publish it entire. Mr. Williams says:

The preliminary surveys across the first range of the Rocky Mountains being nearly completed the Government Directors deemed it important that one of their number should personally examine such of the lines as appeared most feasible. Accordingly, at the request of my colleagues, and by invitation of Colonel S. Seymour, the Consulting Engineer of the company, I accompanied him to the mountains in September last.

At Omaha we were joined by General G. M. Dodge, Chief Engineer, and in passing over the several routes, were further aided by explanations, on the ground, by the Division Engineer, under whose immediate direction the survey had in each

case been made, with the advantage also of the maps and profiles. Under the requisitions of the thirteenth section of the act of Congress, approved July 2, 1864, I respectfully submit, for the information of the Secretary of the Interior, the following general results, premising that this report has been submitted to my colleagues and sanctioned by them:

This first mountain barrier, as it stretches north and south across the general course of the road, between the 105th and 106th meridian of longitude, may be described as extending from the canon of the South Platte, near the latitude of Pike's Peak, to the North Platte, a distance of near three hundred miles. Its more southerly and higher portion, called the Snowy Range or Rocky Mountains proper, forms part of the great divide of the Continent, separating the waters of the Platte from those flowing into the Colorado of the West. The northern section of this mountain barrier, being a part of the subordinate range known as the Black Hills, and only dividing the drainage of the two forks of the Platte, is, nevertheless, as to direction, the continuation of the main Rocky Mountain range northward, possessing the same mountain characteristics, though having less altitude and gentler slopes. The Cache-la Poudre River, the largest tributary of the South Platte, taking its rise in its most southerly branch, near the heights of Long's Peak, marks the point of division of the range into the two sections here described. The water shed of the Continent diverges here to the northwest forming first the southwestern boundary of the North Park, and thence continuing northwest, sinks into the depression known as Bridger's Pass, where it is 7,534 feet above the bed of the sea, and 3,892 feet lower than at Berthoud Pass in the snowy range west of Denver.

Up to the eastern base of this north and south mountain range, the broad and generally smooth plain of the Platte Valley opens favorable approaches, through its several tributaries, to any mountain crossing that may be selected. The point of crossing the mountain is, therefore, the first problem to be solved.

In the wide range of these surveys, continued now through three years, ten distinct points of crossing have been examined. They have been run with level and transit, in all cases affording reasonable hope of practicability; or, where less promising, they have been explored with care, availing, in such cases, of barometrical observations. The passes thus examined include, as I understand, all that have been suggested by mountaineers or others familiar with the country as *possibly* feasible. Enumerating from south to north, they may be briefly described as follows;

ROUTE NO. 1. OVER HOOSIER PASS AT HEAD OF THE SOUTH PLATTE.

Mr. F. M. Case, civil engineer, reports to the Vice President, Dec 15, 1864, that he made a survey of the governing sections of this route and submits profiles, first, of the mountain range at Hoosier Pass; secondly, of a line eighteen miles northwestward down Blue River, a tributary of the Colorado; and, thirdly, of a line run forty-eight miles southwestward from the pass, down the upper portion of the South Platte, through the South Park to the head of the Platte Canon. From the head of this canon, as he reports, the line would follow the river northwestward some forty miles through the mountains to the plains with, as estimated, an average descent of seventy feet per mile. Of this distance the engineer estimates that twenty miles would be close canon, both walls being washed by the stream, and the direction so circuitous as to require considerable tunnelling. His estimate of the height of this pass above the sea, from barometrical observations in the vicinity, is 11,500 feet. A tunnel two and a half miles through granite is required; grade line of tunnel upon the assumed level, 10,660 feet above the sea. The general alignment of this route is so unfavorable, considering Salt Lake as the point aimed at, as, in the judgment of the engineer, to render a more extended survey needless—145 miles of road being required between Denver and the mouth of the Blue River, only seventy-six miles west of the meridian of the former place.

ROUTE NO. 2, OVER TARRYALL PASS,

This route, it seems, did not so commend itself to the engineer as to require a survey. He estimates the pass to have about the same altitude as Hoosier Pass—11,500 feet above the sea. The approach to it from the plains on the east would be, first, through the canon of the South Platte for some twenty-five miles, and thence up Tarryall Creek, a branch of the Platte, to its source in the range a few miles northeast of Hoosier Pass. From the west the approach would be from the valley of the Blue River, above Breckinridge, through the Indiana Gulch. While the engineer does not assume to speak of this route advisedly he thinks the summit could not be reached from the east without exceeding the maximum grade of 116 feet per mile, and that the descent of the gulch on the west 150 to 200 feet per mile. Having made no definite survey he does not give the length of the tunnel.

ROUTE NO. 3, THROUGH THE NORTH FORK OF SOUTH PLATTE.

As in the case last described Mr. Case deemed a critical survey of this route unnecessary. He says in his report that it would enter the mountains at the mouth of the South Platte Canon, being thus coincident with the last two named lines for ten miles, and thence up the north fork of the Platte thirty-five miles, crossing the range still further north than the route last described, and connecting on the west with one of the head branches of Snake River, an affluent of Blue River. This pass was represented to the engineer, by a reliable explorer, as being a little below the line of Arborescena or "Timber line," and was assumed as about 11,500 feet above the sea. Upon this hypothesis, and with the aid of barometrical observations in the vicinity, the engineer estimates that on the eastern approach to the summit, some 2,-300 feet elevation must be overcome in twelve or fifteen miles, and on the western approach 2,700 in twenty miles. How far this could be alleviated by a tunnel, and what would be the length of the tunnel is not stated. The entire route from the plains on the east to the valley of the Blue River on the west, is reported as running through a narrow mountain valley, in many places tortuous.

It will be noticed that the two routes last described, entering the mountain as they do, far to the south, through the canon of the South Platte, are, like route No. 1, forced out of the proper direction.

ROUTE NO. 4. OVER BERTHOUD PASS.

From the beginning of these investigations this route has attracted much interest, as well from the general belief of mountaineers, that it was the most favorable pass through the Snowy Range, as from its locality, being in the direct course from Denver to Salt Lake City, the two chief points on the route, both of which it seemed desirable to pass. In the summer of 1862, prior to the first meeting of the corporators of the Union Pacific Railroad for the purpose of organization, Mr. F. M. Case, at the instance, and, I believe, at the expense of the friends of the work in Colorado, made what he called an instrumental reconnoisance of the route. His report, addressed to Hon. John Evans, then Governor of Colorado Territory, was embodied in his subsequent official report of December 15, 1864. Subsequently, in 1866, by direction of this Board, a second and more careful survey of this route was made by Mr. P. T. Brown one of their engineers. In the general topographical facts, the two surveys agree. I passed over this line as far as the summit of the range accompanied by Colonel Seymour and Mr. Brown.

The line from the South Platte at Denver to the summit of Berthoud Pass is sixty miles in length The survey was extended west into the Middle Park, seventy-eight miles from Denver, in the direction of Salt Lake. For general description it naturally divides as follows:

1 Denver to Golden City, fourteen and a half miles. This is over a rolling and rapidly rising plain, falling into Clear Creek Valley, six miles east of the mountain, and meeting the foot of the range twelve miles from Denver. Ruling grade, 116 feet per mile, of which there is about three miles. Construction not very expensive.

2 Golden City to upper end of Clear Creek Canon 15¾ miles. Golden City is at the transition point from the sedimentary to the granite formation. Here the line enters Clear Creek Canon, which extends 15¾ miles, rising in this distance 1,544 feet. Through a portion of the Canon the valley rises faster than the maximum grade, but with careful location and heavy cost, Mr. Brown thinks the grade need not exceed 116 feet per mile at any point. Two-thirds of the distance will be curved, much of it sharp. The greater part of the distance may be called close canon, and a part narrow open canon, with abrupt slopes.

3 From head of canon to east end of Berthoud Tunnel, 28½ miles, the line follows the narrow mountain valley of Clear Creek, through the midst of the gold mining developments, passing many quartz mills. Ruling grade, 116 feet per mile of which there will be about 13 miles. For seven or eight miles of the upper portion the fall of the valley greatly exceeds the maximum grade, reaching in places over 300 feet per mile. Using the maximum grade of 116 feet per mile from the tunnel eastward the line is necessarily thrown on the steep, rocky, and in places, precipitious mountain sides, at an elevation of 100 to 400 feet above the creek involving, of course, very heavy cost. In the whole distance from the base of the mountain to the tunnel, Clear Creek, as Mr. Brown supposes, would be bridged perhaps twenty times, with probably two or three miles of tunnelling through sharp points. To give greater length of line, for the purpose of reducing the grade to the maximum prescribed by law, the surveyed route, in ascending, turns up South Clear Creek for two and one-half miles, thence by a short tunnel through a ridge into Bard's Creek Valley, which it follows down, reaching the main valley at Empire City.

4 Berthoud Tunnel would be 3 1-10 miles long, and pierces the mountain 1,364 feet below the summit of the pass. The material to be excavated, the common granite of the mountain. Grade line of tunnel at highest point, 10,000 feet, and summit of pass, 11,426 feet above the sea.

5. West end of tunnel to end of survey, 16½ miles. Descending westward, the slope of the mountain is followed, for some distance until the valley of Moses' Creek is reached, which is a tributary of the Colorado, and thence with this valley to the Middle Park. Ruling grade, 116 feet per mile for first 11½ miles. I did not pass over this portion of the route.

ROUTE NO. 5, OVER BOULDER PASS.

While standing on the mountain peaks near Berthoud Pass, on the 18th of September, in the clear mountain atmosphere, I had a full view of the Boulder Pass, twelve miles further north. From its apparent height above the growth of timber, and from barometical observations before reported, I was fully convinced of its impracticability; yet, in deference to the views of gentlemen having mining interests on the Boulder, I fully intended visiting that pass. But a fall of eight inches of snow on the 19th, on the eastern slope, which I learned was two feet deep at the western base of the range, defeated this purpose. A few weeks later Mr. Brown made a survey of the Boulder Route. The Chief Engineer reports the results as follows: First, that the pass is 11,700 feet above the sea; second, a tunnel of six miles required; third, the approach is through either South Boulder or Middle Boulder Creek, on either of which the ascent is too rapid for the maximum grade; and, fourth, that on either of these streams expensive canons are encountered.

ROUTE NO. 6 UP THE CACHE-LA-POUDRE AND DALE CREEK AND OVER ANTELOPE PASS.

During the last week in September I made a reconnoisance on horseback over this route, from the eastern base of the mountain, at Laporte, to

the western base in the Laramie Plains, at the common point of junction with the Lodge Pole and Crow Creek route, in company with the Chief Engineer, the Consulting Engineer, and Mr. James A. Evans, Division Engineer, whose three years' service in directing these experimental surveys has made him familiar with the topography of this range.

Antelope Pass is a depression in the ridge separating the waters flowing into the Laramie River on the west, and those of Dale Creek, a tributary of the South Platte. Dale Creek, taking its rise near Cheyenne Pass, runs in its upper section on the western slope of the range, cutting the main range of the Black Hills in its southeasterly course, and joins the Cache-la-Poudre River some three miles above the eastern base of the mountain. Through the Dale Creek Valley a favorable route is found from the Cache-la-Poudre, near Laporte, to Laramie Plains, in a northwestern direction, finding its summit not in the main Black Hill Range, but in the subordinate divide between Dale Creek and Laramie River. This ridge or divide is crossed at Antelope Pass, which has 195 feet less elevation than the main range at Evans' Pass, in the direction of Crow Creek and the Lodge Pole.

The opening thus cut through the mountain range by Dale Creek, and which has heretofore been used as the Overland Stage Route, the railroad survey now occupies. The main features of this line are these: Total length of mountain section, from eastern to western base, 39¼ miles, of which 33 miles is in the ascent of the eastern slope, and 6½ miles on the western slope. The western slope, and also the first 7½ miles of the eastern ascent from the Plains, following up Pitchfork Creek, is chiefly in the secondary formation, and presents a comparatively favorable profile. On these two sections the line may be located, with a maximum grade of from 85 to 90 feet, without expensive work. The intermediate section of 25 miles, all in the Valley of Dale Creek, and in the granite formation, presents some expensive grading, especially near the crossing of Dale Creek, and also near the anon of Stonewall Creek, where the line of transition between the stratified and granite formations is crossed. Three bridges of some magnitude are required on this division, the chief of which is over Dale Creek, near four hundred feet long. The deepest part of tle narrow chasm here to be bridged is 108 feet below grade line. As the line now runs the maximum grade occurs frequently, with occasional undulations by which ascent is lost. With the time and care needful on a final location, the ruling grade may be reduced below the limit allowed by law, and probably to 105 or 110 feet per mile, and the undulations chiefly, if not altogether avoided. The grade line at Antelope Pass, without a tunnel, and with a cut of moderate depth, is 8,045 feet above the sea.

The approach to this passage of the Black Hills is up the Valley of the South Platte to the mouth of the Cache-la-Poudre River, and thence up that valley to Pitchfork Creek, some eight miles below Laporte, which latter tributary is followed to the entrance of the Black Hills. The whole route east of the mountain is of the most favorable character, permitting a grade uniformly ascending with the rise of the valley.

ROUTE NO. 7 FOLLOWING THE DIVIDE BETWEEN CROW CREEK AND LONE TREE CREEK TO EVANS' PASS.

Returning eastward from Fort John Buford, (now Fort Sanders,) on the Laramie River, to which point our party had extended their reconnoissance, in part to obtain a military escort, which General Dodge deemed a prudent precaution against Indian depredations on the Lodge Pole, we crossed the Black Hills by the new Lone Tree and Crow Creek divide route, which we followed to a point near the traveled road from Denver to Fort Laramie, and thence to Laporte, along or near the eastern base of the range.

As the route last described finds an easy ascent of the mountain, through the valley of Dale Creek, so this route, by following the smooth and gently ascending ridge dividing the drainage into Crow Creek on the north, and Lone Tree Creek on the south, which ridge extends far out into the plains, occupies a favorable locality for crossing the Black Hills, more exempt from obstructions by snow drift than ordinary line. This ridge can be approached from the valley of Crow Creek through a small east and west tributary rising at the rate of from thirty to sixty feet per mile. Reaching the divide seven miles east of what appears to be the general course of the base of the range, the line pursues it for twenty miles to the summit of the Black Hills at Evans' Pass. For the first seven miles this divide presents a smooth profile. Entering a little west of this the granite formation, the next five miles present a rough profile, on which the work will be heavy and the material in great part rock. The next eight miles to the Pass are generally on the summit, or on the adjoining slopes of the divide, with a favorable profile and alignment, and comparatively light work. Where excavation is required to any considerable depth on any part of the mountain, it will be rock. The experimental line up this eastern slope of the mountain is laid with a ruling gradient of 106 feet per mile. But the Chief Engineer is confident that this can be reduced, on the final location, to the maximum of 90 feet per mile, which is less than the grade of the Pennsylvania Central road, in the ascent from Altoona to the tunnel, with curvature very much easier than is there introduced.

The summit of the mountain presents here a broad and gently rounded surface, admitting of no reduction by any judicious tunneling. With an open cut of moderate depth through rock, the grade line is 8,242 feet above the sea.

Descending westward the prospect is less favorable. Dale Creek, heading a few miles north, near Cheyenne Pass, has worn a valley in the western slope, which can be crossed only by an embankment and bridge of considerable height. And, after reaching the secondary summit between this creek and the Laramie Plains, the descent thence to the common point of junction with the line over Antelope Pass at western base of mountain, is here more abrupt than on that route. A careful re-survey of this western slope, 10¼ miles distance, is proposed by the Chief Engineer, under the belief that he can, within reasonable limits of cost, establish a ruling grade not exceeding ninety feet per mile, as on the eastern slope, and at the same time, avoid any depression of grade in the intermediate valley below the summit west of Dale Creek. So important is it that in these mountain ascents, elevation once attained, be not lost by injudicious undulations, that I have not failed, as a member of the Committee on Location, to urge this view.

To reach this crossing of the Black Hills, the line would leave the South Platte at Julesburgh, following up the valley of Lodge Pole Creek, 106 miles, and thence bearing a little southward, through a southwestern tributary, cross the divide to Crow Creek Valley.

ROUTE NO. 8, VIA LODGE POLE, CAMP WALBACH AND CROW CREEK.

This route, like the Cheyenne Pass line, finds its approach to the Black Hills through the Lodge Pole Valley to Camp Walbach, at the base of the range, and its route thence up the mountain slope is coincident with the Cheyenne Pass line to the crossing of Lodge Pole Creek. Thence diverging to the south, it pursues generally the divide between the drainage to Lodge Pole on the north, and Crow Ceeek on the south. It crosses the summit of the range at Evans' Pass, there intersecting Route No. 7, and having, of course, the same gradient, to wit, 8,242 feet above the sea. But before reaching this pass, in traversing the uneven surface on the mountain tributaries of Crow Creek, this line encounters a higher country, over which the gradient reaches the height of 8,400 feet above the sea. The descent of the western slope is coincident with Route No. 7.

Previous to the surveys of 1866 this was considered the shortest practicable route over the Black Hills, and it is the route compared with the Cache-la-Poudre line in the report which I had the honor to make to the Department, dated 28th February last. But the investigations of the last season, under the direction of General Dodge, Chief Engineer, whose knowledge of this region, acquired during his command of this Military Department, has been of great service to the company, have resulted in the discovery of Route No. 7, which by leaving the Lodge Pole far out in the plains, finds a more direct alignment, and in all respects a better line.

ROUTE NO. 9, VIA LODGE POLE CREEK AND CHEYENNE PASS.

The Cheyenne Pass over the Black Hills, in connection with the Lodge Pole Valley as its eastern approach, has long been a thoroughfare for travel, and was thus from the beginning brought prominently to the notice of those seeking a route for the Pacific Railroad. In the fall of 1863 a line of levels was run over this pass by Mr. B. B. Brayton, Engineer. Again, in the summer of 1864, a more careful survey was made by Mr. James A. Evans. The general results of Mr. Evans' survey are: First, that the summit of the pass is 8,656 feet above the sea; second, that a tunnel, 1,500 feet long, through granite, on a grade line 8,540 feet above the sea, would be required; third, that this tunnel could be reached from the east by way of Camp Walback, with a maximum grade probably not exceeding 116 feet per mile; and, fourth, that on the western slope of the mountain the ruling grade could not be reduced below 132 feet per mile, unless by the objectionable expedient of increasing the length of the line by switching back.

ROUTE NO. 10—THROUGH LARAMIE CANON.

Knowing that this stream had cut its channel deep through the Black Hill Range, thus presenting by its immediate valley a more uniform ascent, and a total rise and fall between the Platte Valley and the Laramie Plains, materially less than by other routes crossing *over* the range, and further, that this route would occupy a good general direction, the character of its great canon has been an object of interest from the first. In 1864 Mr. Evans commenced the examination, but accomplished it only on the lower portion. In 1865 Mr. Case explored without instruments the upper portion. But until Mr. Evans, in his second attempt, in 1866, succeeded in running a line entirely through this canon, it is not probable that any human being, savage or civilized, ever passed through the whole length of this deep and rugged gorge. Its direct length is 14 miles; its length by the survey, 25 miles; its course in many places very tortuous, and its vertical walls of rock from 500 to 1,500 feet in height. The fall of the stream in places is from 150 to 200 feet per mile, and its current, of course, extremely rapid. The Chief Engineer reports it as wholly impracticable for railway purposes.

The route up the North Platte and through the South Pass has been followed by the travel from the earliest beginning of emigration across the Continent. The North Platte, like the Laramie, but with a still larger flood, has worn its channel through the range, presenting unquestionably, if it could be followed, an easier and more uniform grade from the plains to the divide of the Continent at the South Pass than any other route. Its greater length, however, caused by its northern circuit, its wider divergence from the important mining resources of Colorado, in which the nation has an interest, with the apprehension of deeper snows in the region drained by the Sweet Water, precipitated there through the directing influence of the Wind River mountain range, seem to have outweighed, in the judgment of the company and their engineers, any supposed advantage in grades. The survey of this route, though commenced in 1865, near Fort Bridger, and extended eastward through the South Pass and a short distance down the Sweet Water, by Mr. S. B. Reed, one of the company's engineers, was not continued through the Black Hills. The engineers, from their reconnoisance and information from others, report

narrow defiles and canons where the North Fork cuts the mountain range, so formidable as probably to force the line out of the valley and over mountain spurs. But the length of this difficult construction, as also the exact comparative length of the North Platte route, is unknown. The water shed at the South Pass is 7,470 feet above the sea. It is sixty-four feet lower than the same dividing ridge of the Continent at Bridger's Pass, one hundred miles to the southeast, and 4,000 feet lower than the Berthoud Pass, west of Denver.

COMPARISON OF ROUTES.

Grouping the ten routes thus briefly described into two classes, five of them cross the Snowy range, and five the Black Hill range.

Of those in the Snowy range, examinations indicate the Berthoud Pass, designated No. 4, as having most of the elements of a feasible line.

Contrasting the Berthoud Pass line with either of the two available lines over the Black Hills, the Lone Tree and Crow Creek line, over Evans' Pass, designated as Route No. 7, or the Cache-la-Poudre line No. 6, the comparison is greatly against the Berthoud, as follows:

8. At Berthoud Pass the gradient is 10,100 feet above the the sea; at Evans Pass, 8,242 feet.* Difference in the elevation to be overcome with the commerce of the country, 1,858 feet.

2. Tunnel at Berthoud Pass, three and one-tenth miles long. As the summit of the pass is 1,300 feet above the level of the tunnel, the material excavated would be chiefly passed out at the ends. Under these circumstances not less than three or four years, certainly, would be required for its construction, within which time, it is confidently believed, the track layers from Omaha, by a more favorable route, may meet those from Sacramento on the plains of the Humboldt River. No estimate has been made of its cost. Unquestionably the outlay of capital would be greater than is warranted at a single point, be it from national or individual means, when the same capital and labor would stretch out the road so far toward the Pacific, over the cheaper routes that offer. At either of the two Black Hill Passes no tunnelling is required.

3. Besides Berthoud Tunnel, there would be fifteen miles in the Clear Creek Canon, and ten miles in the upper section of Clear Creek, which would cost, perhaps, beyond all precedent in this country. Contrasting the aggregate of the tunnel and this twenty-five miles with same length of mountain work, on the Lone Tree and Crow Creek divide route over the Black Hills, and the difference would grade 100, perhaps 150 miles of average line between the Black Hills and Salt Lake.

This comparison, thus stated, in very general terms, is confined to the first mountain range, as if beyond that the extension of the two routes to Salt Lake were alike feasible. Such, however, seems not to be the case.

In June, 1865, Mr. Reed, under instructions from T. C. Durant, Esq., Vice President, and with a view to a line across the intermediate Green River Basin, made an extended reconnoisance of the country east of Utah Lake, to find, if possible a practicable route over the Wahsatch Mountains to Green River *via* Spanish Fork and the Uintah River. His report, dated April, 1866, represents that there is no route practicable for a railway from Utah Lake eastward to Green River, through the Uintah Valley. We have seen that the eastern rim of the Green River basin cannot be crossed without an expense and delay quite too great. And if the Snown Range could be crossed, the Chief Engineer expresses the belief that two subordinate north and south ranges would interpose further west.

The basin of the Green River, and especially its main valley, the White River, running from east to west, near the 40th parallel, has been represented as much more favorable to agriculture, with better supply of timber, than the country along the Bridger Pass route. Having less altitude by some two thousand feet, and lying two degrees further south, this claim is no doubt just, and it is to be regretted that access for the railroad seems forbidden by the great height of the mountains forming its eastern and western boundaries.

But were this route practicable, yet in the aspect of gradients, it would be less favorable than the Bridger Pass route, the mountain ranges being higher, and the intermediate valley lower. Green River, where this line would cross it, must be near 2,000 feet lower than on the Bridger Pass route, while the Snowy Range is, over the Berthoud Pass, 2,000 feet higher than the Black Hills, making a total difference of some 4,000 feet in the ascent to be overcome between Green River and the summit of this most easterly mountain range.

In whatever aspect this important question may be viewed, whether in the detail of actual surveys and levelling, or in a general grasp of the leading features of this part of the Continent, there can be no question that the Union Pacific Railroad Company, in deciding to locate over the Black Hills and through Bridger's Pass, have but conformed to the topographical shaping of the region to be traversed by the road.

Though the topography of this mountain region forbids the passage of this national thoroughfare directly through the mining region of Colorado, yet the tranverse valleys favor a connection by branch. The interests of the company of Colorado and of the Nation, seems alike to demand such connection. Adopting the Cache-laPoudre route, the proposed branch, as already surveyed, along the South Platte to Denver, would be fifty-three miles long; or by the Lodge Pole, the branch would be lengthened to 112 miles, but the main line shortened thirty-seven miles. The paramount claims of through commerce seemed to the Board to give preponderance, in the aspect of commercial considerations, to the short main line.

* A better comparative view of these mountain altitudes will be obtained by stating here the height of other well known points on the Continent above the sea, as follows: Lake Michigan, 578 feet; the Mississippi, at St. Louis, (high water), 452 feet; the Missouri, at Omaha, 968 feet; South Platte at Denver, 5,300 feet; general level of the Plains at eastern base of Rocky Mountains, about 5,000 feet; Salt Lake City, 4,286 feet. The grade line of Central Pacific Railroad on the summit of Sierra Nevada range, in California, is 7,042 feet, and that of the Pennsylvania Railroad on the summit of the Allegheny Mountains, 2,160 feet, above the sea level.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR BAGGAGE OF PASSENGER BURNT IN DEPOT.

The case of Roth *vs.* The Buffalo and State Line Railroad lately decided by the Court of Appeals is important as deciding that common carriers of passengers, with their ordinary baggage, for hire, are liable for losses occurring from any accident to the baggage while it is in their keeping as carriers, except those arising from the act of God or public enemies.

This strict accountability as carriers terminates within a reasonable time after the arrival of the baggage at the place of destination where the carrier is ready to deliver the same to the passenger according to the terms of the contract.

Where the passenger did not call for his trunk, but left it in the hands of the company overnight, without any arrangement with them, and the same was destroyed by the burning of the depot before morning, held, that the company were not liable.

SMITH, J.—All extraneous circumstances stated by the witnesses being rejected, the case proved is briefly this: Dunn, the plaintiff's assignor, took passage, with his trunk, at Dunkirk, for Buffalo, on the defendants' cars. Immediately on the arrival of the cars at the place of destination, he went from the depot without looking for his trunk, or saying anything about it to the defendants' agents, and left it in their hands, as he himself testified, solely for his own accommodation. The agents of the company immediately proceeded to unload the baggage on the train, and without any unnecessary delay were ready to deliver it, and did deliver all that was called for at the platform by persons having checks. They carefully stored what remained, and during the night the depot and portions of the baggage were consumed by fire, without fault on the part of the defendants, and doubtless Dunn's trunk was among the baggage thus destroyed.

The irregularity of the trains and the consequent accumulation of baggage at the Buffalo station, the lateness of the hour and the state of the weather, the fact that Dunn's wife was under his charge, and that he saw no carriage at the door from which he made his exit, are circumstances of no moment. Since it is not shown that they rendered it unsafe or improper for him to receive his trunk on its arrival, and besides it distinctly appears that they did not influence his conduct. According to his own statements he left his trunk at the depot over night because "it was on his route the next morning."

What his route the next morning was, does not appear, and it is not important, for the fact is undisputed that he had reached the termination of his route on the road of the defendants, and their contract to transport him and his baggage was fully performed.

It is well settled in this State, that common carriers of passengers, with their ordinary baggage, for hire, are liable for losses occurring from any accident to the baggage while it is in their keeping as carriers, except those arising from the act of God or a public enemy. (Hollister *vs.* Nowlen, 19 Wend., 234; Cole *vs.* Goodwin, id., 251; Powell *vs.* Myers, 26 id., 591. This liability, once commenced, does not necessarily terminate with the transit, but *prima facie* continues until safe delivery of the baggage to its owner. (Id.) The case of Powell *vs.* Myers above cited, decided by the court for the correction of Errors, shows the extent to which these salutary rules have been enforced. There a passenger on a steamboat on the Hudson river, from West Point to New York, left the boat on its arrival at New York, at about ten o'clock; the owner leaving his trunk on board with the consent of the captain, and upon his assurance that it would be safe during the night. The next morning about eight o'clock the owner inquired for his trunk, and learned that it had been delivered to a negro on a forged order, the master of the boat pointing it out to him. The carrier was held liable.

But in that case Senator Verplanck remarked: "There may unquestionably be cases where, at some time after the arrival at the place of destination, the strict responsibility of the carrier, as such, for goods or baggage remaining in his possession undelivered, without fault or neglect of his own, should cease and he would then continue to hold them, not as a carrier, insuring against all except public and inevitable perils, but a mere bailee in deposit, gratuitously or otherwise, according to circumstances. Such a termination of the carrier's responsibility and change of character of the deposit would be regulated by usage, the course of business, sometimes by legal principles applied to the special facts, the acts of par-

ties and the common understanding of the transaction." The same learned jurist also suggested that the general rule governing such cases has not yet been distinctly and comprehensively laid down, either in the decisions or the text books, although the principle is to be found there.

The present case lacks the circumstances which controlled the decision in Powell *vs.* Myers, to wit, the consent of the carrier that the trunk should remain in his possession, and his delivery of it on a forged order.

We are, therefore to see whether there is any usage or legal rule applicable to the particular circumstance of this case, which terminated the strict responsiblity of the defendants as carriers, according to the principle suggested in Powell *vs.* Myers.

The usage relied upon by the defendants in respect to the delivery of baggage on the arrival of the cars was testified to by two persons only, and they were employees of the company. They did not state how long the usage had existed, or to what extent it was recognized by passengers; nor was any testimony given tending to show knowledge of it on the part of Dunn. It is true one of the witnesses stated that the usage was "uniform," and the other that it was "universal," but the fact that large amounts of baggage were lying in defendant's depot on the night in question, unclaimed by their owners, proved conclusively that the usage was neither universal nor uniform on the part of passengers. I think therefore, it cannot be held that the responsibility of the carrier was at an end on the ground of usage or of a known course of business, as was the case in Garside *vs.* The Proprietor of the Trent and Mersey Navigation Co. (4 Term, 581).

There are however, certain legal principles applicable to the special facts of the case, which, it seems to me, obviously determine it in favor of the defendants.

It must be conceded that in a case like the one before us, the owner ought not to be permitted to prolong the strict and vigorous liability of the carrier by refusing or neglecting to receive his baggage for an unreasonable length of time after the transit is ended. The obligations of both parties are to some extent reciprocal. The carrier is bound to deliver safely to each passenger his baggage at the place of its destination, in a reasonable time and manner; and when it is thus delivered or offered to be delivered, the passenger is bound to receive it and remove it in a reasonable time. If he refuses or neglect to do so, and the carrier thereafter retains it unclaimed by the owner, his liability is changed from that of an insurer to the responsibility of an ordinary bailee, liable only for losses occasioned by his own fault.

It is claimed, however, by the plaintiff, that the question of reasonable time is one of fact, and that the judgment of the justice is conclusive upon it. Ordinarily, it is a mixed question of fact and law. When the testimony is conflicting and the facts are unsettled, the jury are to decide, under the instructions of the court, as to the law. When there is no dispute as to the facts, the question is purely one of law, and the court should decide it. (11 Johns., 187; 3 Const., 272; 3 Seld., 266; 27 Barb., 221; Duer., 259; 1 Wend., 457. In this case, as has been already said, it was proved without contradiction that the carrier transported the passenger and his trunk to the place of destination, and was ready to deliver it on its arrival, but the passenger, who accompanied it and therefore had notice of its arrival, neglected to receive it, and left it in the carrier's possession—because he preferred to leave it at the depot over night rather than carry it to his lodgings. His conduct was unreasonable, and the justice should have so held as matter of law upon the undisputed facts. By his neglect to remove the trunk, the subsequent liability of the defendants became that of ordinary bailee, and they are not responsible for its loss, occasioned by an accidental fire, which did not occur from any negligence or fault on their part.

The rules alone stated in respect to the obligations of passengers are laid down strictly in view of the special facts of the case. They are not intended to apply to the case of merchandise transported as freight unaccompanied by its owner, nor to the case of the baggage of a passenger, who with the knowledge and consent of the agents of the railroad company, stops at an intermediate station on the route, over which he has contracted to be carried, intending to pursue his journey on a subsequent train, and leaving his baggage in the keeping of the carrier in the meantime.

The judgment of the Superior Court should be affirmed.

Judgment affirmed.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 23rd, 1867, were $116,782 00
Corresponding week of previous year. 111,715 00

Increase $5,067 00

The earnings of the Detroit and Milwaukee Railroad for the week ending March 7th, 1867, were $27,547 00
Corresponding week of 1866. ..... 23,803 00

Increase $3,744 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in March, 1867, were $64,718 00
Corresponding week of previous year .. 65,681 00

Decrease $963 00

The earnings of the Western Union Railroad for the first week in March, 1867 . ... $8,583 00
Corresponding week previous year 7,970 00

Increase $613 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Mar., 1867 .. $159,873 30
Corresponding week previous year .. 138,965 78

Increase $20,907 52

The earnings of the Michigan Central Railroad for the 1st week in Mar., 1867, were.. $93,193 77
Corresponding week of previous year .. 75,924 16

Increase $17,269 61

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Mar. 1867, were $85,884 00
Corresponding week of 1866 ..... 90,881 00

Decrease $4,997 00

☞ The Tennessee Legislature has authorized the City of Nashville to subscribe $500,000 to the capital stock of the Henderson and Nashville Railroad.

☞ A despatch from Topeka, Kansas, says that the iron has been purchased for the first twenty-four miles of the Lawrence and Galveston Railroad, south of Lawrence. New York capitalists promise to push the work vigorously.

JAMES HOY. JNO. P. KENNEDY. WM. R. HOY.

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TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
Chief Engineer.

4t11

COAL CUTTING MACHINERY.

THE COLLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESHIRE, being anxious to encourage the development of **Coal Cutting by Machinery**, have determined to offer **THREE PRIZES**, namely, £500, £200, and £100, for the 1st, 2nd, 3rd **Best Machine** respectively, which, in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the Inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 4t11

To Railway Engineers and Contractors.

EMPLOYMENT WANTED on the Construction of a Railway. The Advertiser (27) now in England, has been employed in an English Railway Engineer's Office eleven years. Apply, post-paid, to H. W. B. care of Mr. Algar, 11 Clements Lane, Lombard Street, London, England. 1t11

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
3m50 **71 Broadway, New York.**

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COMPANY,
GENERAL EXPRESS FORWARDERS
AND COLLECTION AGENTS,

By Special Trains and Messengers, over Leading Rail road Lines, from the Atlantic Seaboard to the

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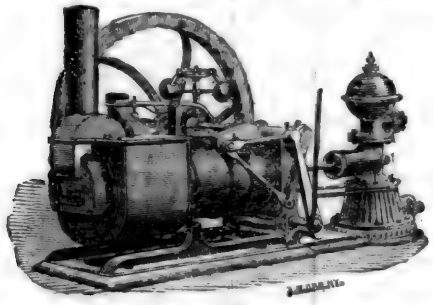
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Eastern Freight Depot, 4th Ave. cor. 32d Street

NORMAN C. MILLER,
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ERICSSON
Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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164 Duane St., cor. Hudson, New York.

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COMMISSION MERCHANTS.
70 and 71 West St., New York.
Fall River Iron Works Company's
NAILS, BANDS, HOOPS AND RODS.
Borden Mining Company's
CUMBERLAND COALS.

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STEEL RAILS.

The undersigned are now ready to Contract for the delivery of rails made of **Bessemer** or **Pneumatic Steel**, wholly **American**, and of the best quality.

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424 Walnut Street,
Philadelphia.
CAMBRIA IRON CO.,
400 Chestnut Street,
Philadelphia.

BORDEN & LOVELL,
70 and 71 West Street, New York
GENERAL AGENTS
Borden Mining Company's
CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

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Belting and Packing Co.,
MANUFACTURERS OF
VULCANIZED RUBBER FABRICS,
Adapted to Mechanical Purposes.

Patent Smooth Belting. (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

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RAILROAD & COMMISSION OFFICE,
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AMBROSE E. BURNESIDE. ROBERT B. POTTER.

THE ATLANTIC BRIDGE WORKS,
Office, No. 157 Broadway,
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POST, McCALLUM & CO.,
Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

RAILWAY ROLLING STOCK.
United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London. 1m7

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

March 1.—RISING STAR, Capt. W. G. Furber, connecting with GOLDEN CITY, Capt. Watkins.
March 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with MONTANA, Capt. Sutton.
March 21.—OCEAN QUEEN, Capt. T. A. Harris, connecting with CONSTITUTION, Capt. Caverly.

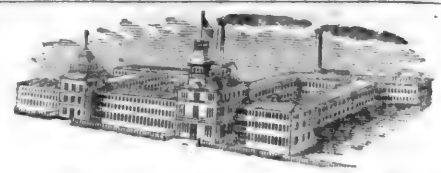
All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

?m35 F. R. BABY, Agent.



ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

ROBBINS & APPLETON,
182 Broadway, New York.
ROBBINS, APPLETON & CO.,
158 Washington Street, Boston.

PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

EDWARD H. WILLIAMS,
General Superintendent.
AMERICAN WATCH COMPANY, Waltham.

NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST. DIVISION,
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,
CHARLES WILSON, G. Chief Engineer,
Brotherhood of Locomotive Engineers.
AMERICAN WATCH CO., Waltham, Mass.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 12.] SATURDAY, MARCH 23, 1867. [WHOLE No. 1,616, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 23, 1867.

The Car Wheel Manufacture.

Within the last few months we have clipped from the dailies, no less than four accounts of accidents from the breaking of wheels, one on the Hudson River Railroad where the breaking of a wheel threw the sleeping car on to the ice in the river and injured nearly twenty passengers; one on the Pennsylvania road by which a sleeping car was thrown down a forty feet embankment with various injuries to passengers; one on the Lake Shore road, under a baggage car, and one on the Hannibal and St. Joseph Railroad by which two cars were thrown off a bridge, killing one passenger and wounding quite a number seriously.

When we consider the caution used by railroad companies to prevent publicity being given to these cases, can we doubt that but a small proportion of the accidents that occur through defects in rails, axles and wheels, come prominently before the public eye.

Probably not less than 10,000 *broken* wheels are taken out from under cars and engines on our roads in a year, most of them discovered to be defective in time to prevent accident.

The responsibility of purchasing a car wheel to whose perfection of make human life is intrusted, is a grave one; and we think the fact that some thirty car wheel establishments, most of them manufacturing nothing else but wheels, are supported by the incessant demand for wheels arising largely from the failure of wheels in use is of itself an indication that perfection is far from being attained in this difficult and delicate branch of manufacture.

We propose to go into this particular department of manufacturing and see how much light can be thrown upon this point. We believe that the subject is susceptible of illumination, and we have gathered up a few items of information which will interest almost any man who has given thought to the modern improvements and necessities for improvement, and we think point out a remedy for this serious defect in railway equipment. We propose to discuss first the *requisites of a safe car wheel*.

They are these: just two points being desired; 1st long wear and 2d safety, requiring 1st a deep chill and 2d a tough centre. The methods in use to attain these points are: the selection of strong irons, usually we believe warm blast charcoal irons; the casting of these irons properly mixed with a proportion of high hard numbers of pig into a single piece; so that the iron forming the disc or tread of the wheel where the friction from rail and brake comes, is chilled by cooling in contact with iron; while the rest of the wheel is cooled or moulded in sand. The result is an enamelled tread harder than steel, and a gray iron plate and hub *which needs the element of toughness to make it safe* against fracture in cooling and in use.

TREATMENT AFTER CASTING.

After casting, ordinarily, the wheels are placed in pits where they are covered up to cool gradually, three or four day's time being allowed for cooling. In cooling, as in casting, many of them chill crack *i. e.* they contract unequally and fracture in the process. No doubt many wheels that do not show a fracture or any signs of it until in use, have a strain in their texture quite near the cracking point. A. Whitney & Sons of Philadelphia, re-heat their wheels with an anthracite fire. This re-heating they claim enables particles to so adjust themselves as to relieve the casting of its strain. How far this is accomplished the experience of many years on many roads must determine. If these wheel *do not break*, the manufacturers may congratulate themselves, and their customers will certainly appreciate the advantage of a process which consists in prolonging the heat with an anthracite fire. To our minds we are not able to discover any chemical principles involved in this process, which essentially change the character of the iron unless the small proportion of sulphur which anthracite coal contains, does so obviously not however for the better.

Some other car wheel makers use charcoal, throwing a portion of charcoal upon the wheels while the wheels are hot. One manufacturer has gone so far as to patent the process of roasting his wheels with a considerable quantity of charcoal, not daring however to carry his re-heating to a very high point for fear of destroying his chill.

To our mind none of these processes, (viz: cooling in sand, cooling in a close pit, re-heating with anthracite fires, dashing on more or less charcoal) are scientific and practically successful. Not one of these manufacturers but has every year to re-place many broken wheels or at least to hear of breakages and accidents, which he shudders at one little moment and puts out of his mind as soon as possible, powerless seemingly to prevent their recurrence.

We say it unhesitatingly that the number of breakages of wheels on our railways is very great compared to what it should be.

The difficulty is just this: Use what irons one may, even the strongest known, and if a wheel is cast so as to secure a soft, tough, safe, centre; the tread has to be cheated of its chill; on the other hand, give a deep chill ½ to ¾ of an inch, and the plate must needs be hard and brittle and dangerous. No car wheel maker has ever succeeded in so mixing irons as to secure a *deep* chill and a *soft* centre, in the same casting.

Now

WHAT IS NEEDED

is this. To have a chill so deep that it will not scale off or drive back into the gray iron. Three fourths the wheels that fail, fail on the tread. The chill is only ¼ to ½ an inch, at some points less. At some point in the periphery a porous place exists just underneath the chill. The chill

drives down into this porous cell and the wheel is useless at once. Deepen the chill, mix hard irons, put in a ½ to ¾ inch chill, and the liability to scale off or crush down is reduced to the lowest possible point.

In giving this depth of chill, however, we find our wheel so hard it cannot be bored, and if bored it would be very liable to crack with the first sharp concussion.

What is needed is some method of protecting the deep chilled tread while the centre of the wheel is malleableized.

The carbon existing in the casting must be to some degree extracted if possible from all points except the tread. Decarbonization is well understood by all who have examined the process of making malleable iron. The process consists in raising the iron to be malleablized to a certain point of heat at which point it releases its carbon. At that point animal carbon in various forms red oxide of iron and other chemical agents being applied, act as a sponge to draw to the surface the carbon in the iron. This result can be attained in a large casting though not of course to so great an extent as in small pieces of iron. The result of decarbonization is a softening of the iron, rendering it malleable. We have seen pieces of wheel drawn out in a forge after annealing by this process until the piece was reduced to one-fourth its original thickness without cracking any more than an inferior kind of wrought iron.

The same wheel was chilled on the tread ¾ of an inch. Nothing can be more absolutely certain than that a deep chilled wheel will wear many years nor that a malleable or semi-wrought iron plate is vastly stronger than a cast iron unannealed plate.

We cannot of course aver that these two requisites can be so uniformly blended in one casting of strong pig irons as to produce uniformly superior results, but it is not difficult for any one to believe who is at all conversant with iron working, that a malleable plate is comparatively proof against fracture, nor that a deep chill will wear longer than a light chill.

Experience, the actual use of decarbonized wheels must determine the question of their superiority. Considering the great need that exists for something better than the best now in use, we think it strange, if when a decarbonized wheel is offered to the purchasing officer of any railroad company, with evidence that the wheel is a deep chill and soft plate combined, investigation and trial should be refused. A trial of 100 of these wheels distributed under engines, coaches and freight cars will injure no one certainly, for the only question can possibly be one of comparative merit; whether the new wheel is stronger and wears better than the old one.

The Union Car Wheel Company, in the business for the past 15 years, with nearly 10,000 of their old make on the Erie Railway, commenced malleablizing their wheels in May 1866. During the summer and fall they put in use on 46 different roads nearly 5,000 of the new wheels.

The reports they are receiving after a winter's trial, seem to establish the perfect success of their improvement.

On the Central New Jersey Railroad, out of between five and six hundred wheels not one has been as yet condemned, while in the same period every other make has shown the usual amount of failure.

On the Morris and Essex Railroad out of 644 wheels but five have failed from an imperfection in the process of annealing which was remedied immediately after these (which were the first) wheels were made.

On the Pennsylvania Railroad 250 are running without a failure. On the Cleveland and Toledo, on the Michigan Southern, on the Boston and Lowell and many other Northern roads, and on several Southern roads not one failure is as yet discovered. *Not one wheel has as yet broken in the plate.* The failures out of 5,000 wheels from chipping off pieces of the tread in the frogs, and from all causes does not amount to one per cent. of the whole number in use.

On the Chicago and Rock Island, under the extraordinary weight of the Palace Sleeping Coaches, eight wheels to a coach, the wheels, weighing 70 lbs. less than the unannealed old style wheels, are standing through the severe winter without a failure, and they are the first wheels that have stood under those cars.

The officers of several of the most important Northern roads formerly purchasing from the Union Car Wheel Company, and who have for nearly a year withheld their orders for the new wheel, preferring to let others test it, have now become fully satisfied of the value of the improvement and have recommended large purchases.

So that at last we seem to have a car wheel in actual use that is a safe wheel.

We believe fully from an examination into its merits and from the record thus far made, that our railroad managers would do well to order a quantity of these wheels, sufficient to give them a full and fair trial, and that it will be found that they can be run with a total failure of less than five per cent. in the first years running, and from the depth of the chill ten years will prove to be not too high an estimate for their wear under freight trains.

Quincy Mining Company.

The product of this mine for 1866, as prepared for shipment, was 138 tons of mineral, which yielded 83.50 per cent., or 2,114,220 lbs. of copper, valued at $661,107 11. The running expenses at the mine, building and construction account, were $610,883 25—leaving the profits of the year's business $50,223 86. The balance of cash assets on hand over liabilities amounts to $200,554 67. In addition to which there is the special reserved fund of $50,000 set apart as endowment of insurance and repairs account, and secured by mining supplies and materials, worth to the company, at a fair appraisement, $113,000. The running expenses at the mine include the cost of all work done on the side hill adit during the year, amounting to $13,356 97. It is proposed to drive this adit through, with the view of eventually reaching the Pewabic lode, as the best and most economical mode of fully proving the value of this portion of the company's property, as it can be done at small cost.

A main engine, working from the surface to the ninety fathom level, has been built during the year at a cost of $17,448 39, and affords easy access to the bottom of the mine.

The average force employed during the year is 598 and the directors state that with the same amount of labor the average production can easily be maintained the present year, and it is hoped at a still further reduction in cost.

Dubuque and Sioux City Railroad.

The earnings of this road for the year ending December 31st, 1866, were:

From passengers		$228,542 67
" freight		560,322 63
" express		9,568 10
" mail		6,322 69
" miscellaneous		515 10
		$805,271 19
Expenses, viz:		
Repairs of road	$129,455 88	
" bridges	15,536 44	
" buildings	6,026 39	
" engines	51,140 36	
" cars	44,208 95	
Agents and clerks	38,566 48	
Stores for stations and trains	4,880 01	
Train hands	16,604 24	
Locomotive running	79,792 94	
Loss and damage	4,935 27	
Elevation of grain	15,997 35	
Telegraph supplies and repairs	1,649 95	
Insurance	2,853 35	
U. S. tax on gross receipts	12,804 65	
State tax on do	8,148 56	
General management	17,829 05	
Miscellaneous	13,693 43	
	$459,123 80	
Less received for operating C. F. & M. R. R., sale of old material, &c.	9,379 53	
		449,743 77
Earnings less expenses		$355,527 42
Permanent improvements	$31,346 48	
Interest account	101,426 40	
Taxes on lands, etc.	16,015 66	
New equipment	70,304 55	
		293,019 09
Balance		$136,484 33
Add balance from previous year		16,689 76
Amount subject to dividend		$153,124 09

The second division of the road, from Cedar Falls to Iowa Falls, was opened for business on the 15th of April last, but was not fully completed until the 1st of June. That part of the road is in excellent order, and is really the best part of the road. The cost of the second division, exclusive of rolling stock, has been $935,136 05, an average per mile of $21,497 38.

The total cost of the 142½ miles already built, and equipped, is $5,412,194 98, or $37,980 82 per mile, viz:

Dubuque and Pacific bonds outstanding	$4,000 00
Preferred stock	1,988,170 65
Common stock	1,673,952 66
Bonds on the 100 miles	300,000 00
First mortgage construction bonds.	660,000 00
Land notes	150,000 00
Floating debt	198,813 36
Dividend scrip	310,142 76
Scrip to be issued for dividend of 1866	132,115 55
	$5,412,194 98

The population of the eight counties intersected by the road, was in 1865, 82,891; the total estimated area of these counties is 2,904,000 acres, of which 526,101 acres, or 18 per cent., was cultivated land. The report says:

There yet remains to be acquired of the land

granted by Congress 607,900 acres. These lands will revert to the United States unless the road shall be completed to the Missouri River by the 15th of May, 1868, or an extension of time be allowed by Congress for the completion. I think there will be little difficulty in obtaining such extension of time provided that Congress shall be satisfied that the parties who undertake it will push the road to completion without further delay or extension of time; but it is now too late to get an act passed at this session of Congress.

The Sioux City and Pacific Railroad from Sioux City down the left bank of the Missouri River to Desoto, a distance of 68 miles, thence crossing the Missouri 32 miles to Fremont, at which point it connects with the Union Pacific Railroad, has been put under contract and sufficient stock subscribed and means provided to build the road during this year. Your road when completed to the Missouri River will connect with that road at Onawa. If the parties controling the two roads can act in concert so as to secure a through route from Dubuque to Fremont it will very largely add to the ultimate value of your road. The distance from Iowa Falls to Onawa is about 150 miles.

Since the last annual report this company have leased the Cedar Falls and Minnesota Railroad, constructed a distance of 14 miles from the junction to Waverly, and to be constructed 62 miles from Waverly to the State line, for forty years from the first of January, 1867, at the rent of $1,500 per mile, and the further rent of 35 per cent. of all gross earnings exceeding $3,500 and not exceeding $7,000 per mile per annum, and 30 per cent. of all gross earnings exceeding said sum of $7,000 per mile per annum.

This road has already been a valuable contributor in bringing business upon your road. Waverly receives and forwards more freight than any other station west of Dubuque.

The Eldorado Railroad and Coal Co., has been organized for the purpose of constructing a branch road from Ackley station to Eldora, a distance of 15½ miles.

During the past year there have been put into the road bed, 47,355 new cross ties, 15,532 feet of new iron, and 1,863 repaired rails; 13,442 feet of side track have been built, and the road bed drained by good ditches on either side. The entire road is now in good condition from Dubuque to Iowa Falls. The rolling stock, bridges and other structures have been maintained in good repair.

INCOME ACCOUNT.

Balance, January 1, 1866	$153,222 87
C. F. & M. R. R., for operating road in 1865	4,602 91
Balance to credit earnings 2d Division Jan. 1, 1866	4,426 75
Gross earnings for year 1866	805,271 19
	$967,523 72
State tax for year 1865	$6,409 77
Dividend declared on earnings of 1865	139,153 00
Expenses for year 1866	598,532 31
New engines paid for in 1866	44,423 10
" cars " 1866	25,881 45
Balance to credit	153,124 09
	$967,523 72

The company have received during the past year 3 new first class locomotives and 50 new freight cars, also 10 partially new freight cars from the C. F. & M. R. R. Co., making the present equipment as follows: 14 first class and 2 second class locomotives, 9 passenger, 3 baggage, 2 mail and express, 141 box, 20 stock, 38 platform and 7 way cars.

No additional equipment will be required until the business is largely increased.

The number of miles run by passenger, freight and construction trains, was 319,880. Number of passengers carried, 106,058; do., carried one mile, 4,874,691. Tons transported, 132,729.

GENERAL BALANCE SHEET, JANUARY 1, 1867.

Capital stock, common	$1,673,952 66
" preferred	1,988,170 65
1st mortgage bonds, 1st division	300,000 00
Construction bonds, 2d division	660,000 00
Land notes	150,000 00
Dividend scrip	310,142 76
Bills payable	145,587 54
Earnings to be refunded	12,236 40
Due for operating expenses	22,738 35
Other indebtedness	13,253 07
Income account	153,124 09
	$5,429,203 52
Construction and equipment	$2,143,835 46
New equipment	121,474 17
D. & P. R. R. obligations	2,991,733 91
Stores on hand	104,900 49
Uncollected earnings	16,459 44
Individual accounts	13,060 50
Wood lands	2,492 34
Cash on hand Dec. 31st, 1866	35,247 21
	$5,429,203 52

President.—M. K. JESUP.

Directors.—Isaac H. Knox, Platte Smith, M. K. Jesup, L. P. Morton, D. Willis James, Charles L. Frost, James Robb, H. L. Stout and Theodore Roosevelt.

Vice President.—PLATTE SMITH.

Secretary and Treasurer.—LOUIS BOISOT.

Baltimore and Ohio Railroad.

The regular monthly meeting of this Company was held in Baltimore on the 14th inst. The Committee on Transportation reported a resolution reducing the rate of transportation on coal from Cumberland and Piedmont to Baltimore 30 cents per ton, and on gas coal, and from Newburg, Fairmont and Clarksburg 50 cents per ton; also a corresponding reduction of way rates for coal upon the road and branches, all of which to take effect on the 18th inst.

The President stated, in connection with this subject, that, contrary to general expectation, during the last season the necessaries of life had continued at high prices, and consequently there had been no decline in the price of labor.

The cost of materials and labor, and of the working expenses of the road generally, was still very high, and such as did not justify any reduction in the present moderate tariff. But as the prospect for a reduction in the cost of living had improved, and it was the earnest desire of the Company to aid the manufacturing, steamship, and all the great interests which would be benefited by a reduction in the price of coal, he was prepared to advise the adoption of the report of the committee. He hoped the Company would, at an early day, be enabled to reduce its expenses, and with its largely improved facilities, by its increased double track, and with its immense equipment, accomplish a large increase in this highly important traffic.

The rates from Cumberland to Locust Point shipping wharves will be reduced under the resolution from $3 to $2.70 per ton, and from Piedmont to the same point from $3.35 to $3.05 per ton.

It will be noticed that these rates reduce the transportation to the low figure of 1½ cents per ton per mile.

After some further discussion the report of the committee was adopted.

Montpelier and St. Johnsbury R. R.

We learn that the projectors of this new enterprise are meeting with considerable encouragement, and that a corps of engineers have been for some time in the field surveying the route. Several spirited meetings have been held in the towns along the line and able addresses made. The meetings were largely attended, and to that extent, at least, there is evidence of a lively interest among the people upon the subject. That the leaders in the enterprise mean success cannot be doubted. They have subscribed heavily to the stock and all their movements are characterized by such candor and zeal as to give the impression that they are in earnest. The construction of this road would open a section of country, between central and eastern Vermont, to railway facilities, which, without it, must forever depend upon the stage-coach and the two or four horse teams for carrying the mails and the merchandise. Should the people respond liberally to the call to be made upon them, the work of construction will soon be commenced.

Dubuque and Sioux City Railroad.

The result of the conference in New York between the representatives of the Illinois Central and Dubuque and Sioux City Railroad Companies, in regard to the leasing of the latter road, have been waited for with intense interest by our citizens and the people west of us, who have been well informed by us of the condition of the negotiations from time to time. A few weeks ago the negotiations were dropped, and the public mind rested for a week or so, when the matter was again taken up by the New York parties, who have been considering it ever since. But the question, it is understood by railroad men here, is settled at last for at least several months, if not forever.

Yesterday letters were received here from New York, which more than intimated that the Central folks have at last given up all notion of leasing our road at least for the present. We learn that at the New York Conference the points of objection raised by the Central men were "explained away," and the lease was considered a sure thing, when the Attorney for the Central raised one point which could not be thus disposed of. He said that he had carefully examined the Constitution of the State of Iowa, and consulted the authorities on the subject, and that he had come to the conclusion that the Legislature of the State has the power to regulate railroad tariffs within its limits. This being so, in view of the strong movement being made in Dubuque and elsewhere to secure legislative interference, there was nothing to be gained at present by leasing the Sioux City road.

This was a ghost that "would not down," and negotiations were abandoned.—*Dubuque Herald.*

Bridging the Mississippi.

We learn from the Chicago *Republican* that it is the intention of the corporators of the Illinois and St. Louis Bridge Company, chartered at the late session of the Legislature, to commence operations as soon as practicable. The bridge will be one of the grandest works of engineering on the continent. It will cost not less than five million dollars; will be built of iron after the latest and most approved designs, and will be placed at a sufficient altitude to allow the largest steamers to pass under it at high water. Mr. L. B. Boomer, of Chicago, will have supervision of the work. Several other bridges across the Mississippi were chartered by the late Legislature—among them, one at Hannibal and one at Alton—besides legalizing the company already formed to bridge the river at Quincy. Additional time was also given for the erection of the bridge at Dunleith.

Coal Carrying Water Lines in Pennsylvania.

The following statement from the *U. S. R. R. & Mining Register*, exhibits the relative coal tonnage of the six great Artificial Water Lines of Pennsylvania for the last two years:

	1865.	1866.
Monongahela Navigation	1,411,421	1,521,617
Delaware and Hudson Canal	812,094	1,391,674
Schuylkill Navigation	1,022,740	1,296,357
Lehigh Canal	888,784	1,066,303
Pennsylvania Railroad Company's Canal, main division	422,805	603,975
Wyoming Canal	329,124	463,642
Total by six lines	4,886,968	6,343,568

Some of the canals are already open; and in a few days more all the water lines leading into the state will again be in operation. Meantime, the depression in the coal trade continues. The rates for transportation are lower than the rates of last year, and the drawbacks are also greater, from which causes the profits of the carrying lines will of course be diminished. In some of the mining districts, too, the production is much below the production for corresponding time last year, whereas, on the other hand, the Delaware, Lackawana and Western Railroad exhibits an increase to date, over 1866. Altogether, the condition and the prospect of the coal market, for the spring months at least, are especially unsatisfactory.

☞ Nearly 35 miles of the Delhi (India) Railway had been completed on the 31st of December last. The total plate laying required for the main line covers 304 miles, 59 chains, and 41 links, and that for station yards and sidings 41 miles and 71 chains, forming a total of 346 miles, 50 chains, and 41 links to be constructed.

New Orleans, Opelousas and Great Western Railroad.

This road, which had been held possession of by the United States during the war, was returned to the company on the 1st February 1866. The report of the company for the year ending December 31, 1866, therefore covers only eleven months.

The gross earnings for this period compared with the gross earnings for the whole year 1860 were as follows:

	1860.	1866.
Local passenger earn'gs.	$115,601 69	$143,915 95
Local freight	221,907 44	222,164 70
Texas passengers and freight	123,412 74	43,856 61
U. S. mail service	16,000 00	4,804 15
Total gross earnings	$481,921 87	$414,741 41

The operating expenses were as follows:

Machinery department	$73,670 40	
Maintenance of way	75,263 61	
Transportation	65,767 56	
		214,701 57
Earnings less ordinary expenses		$200,039 84
Or deducting items not chargeable to current expenses		45,572 57
There remains to credit only		$154,466 27

The Texas business was for only about 4½ months, the steamship connection not having been established until about the middle of August; and the earnings have been adversely affected by the opposition steamship lines running by the river. The agreement for conveying the mails commenced only on the 26th May, and then at half rates paid in 1860 for similar service.

The miles run by passenger and freight trains in 1860 was 108,204, and in 1866, 105,960, and the gross earnings per mile were in 1860 $2.67, and in 1866 $3.91. In the passenger traffic there were carried in 1860, local passengers 44,679, and Texas 28,783, while in 1866 the respective numbers were only 38,103 and 6,831. The principal articles freighted were as follows:—sugar 2,574 hhds., molasses 4,849 bbls., cotton 7,108 bales, cotton seed 4,121 and seed cotton 2,789 sacks, moss 2,840 bales, hides 4,532, barrels 4,802, wood 2,211 cords, lumber 2,032,570 feet, beeves 14,595, yearlings 5,773 calves 11,059, sundries 18,304 barrels, &c.

The following table gives the inventories of locomotives and cars on the road July 1, 1862, when the property was seized by the United States, of February 1, 1866, when the property was returned, and on the 31 December, the close of the financial term:

	July 1, 1862.	Feb. 1, 1866.	Dec. 31, 1866.
Locomotive	12	9	10
Passenger cars	14	5	7
Baggage "	5	..	2
Express "	2	..	..
Box "	95	9	37
Platform "	76	32	55
Stock "	28	1	24
Wood "	..	..	8

Beside the above, under date Feb. 1, a considerable amount of truck-irons, &c., were returned. The whole of the rolling stock was found to be in bad order or broken, except 16 platform cars. The rolling stock at the close of 1866 is reported "all in good order."

The receipts and expenditures of the company on all accounts for the 11 months ending December 31, 1866, were as shown in the following statement:

Cash received from former Secretary.		$129 38
Stock		921 77
Gross earnings from passengers and freight		366,080 65
Gross earnings Texas business		43,866 61
Mail service		2,804 15
Gretna property		2,142 94
First mortgage construction bonds		301,600 00
Southwestern Telegraph Co.		8,000 00
Raceland station		396 10
Charges, new account		2,628 26
Bond No. 137 city of N. O		800 00
Bills payable, new series		31,014 94
G. W. R. Bayley		750 00
Texas business		43,866 61
Pay rolls		21,049 91
Total receipts		$782,174 71
The disbursements were as follows:		
Interest		$30,691 69
Discount on Construction Bonds	$37,440 40	
Interest on Construction Bonds	134,824 13	
		172,264 53
Maintenance of way		119,009 01
Expenses		36,547 06
Operating accounts		199,378 41
Bills receivable, new series		1,429 47
Bills payable		86,573 06
Sundries		1,055 57
Atchafalaya obstructions		9,022 95
Interest coupons in suspense		24,560 00
Wm. T. Steiger		4,992 00
U. S. Government		58,562 80
Balance (including $8,715 38 freight dues)		38,085 16
Total disbursements		$782,174 71

The total balance on hand as per treasurer's report of December 31, 1866, was $208,209 91

The financial condition of the company at the close of the year, as exhibited on the Balance Sheet, is shown in the following statement:

Capital stock		$4,093,425 00
First mortgage construction bonds.		1,730,600 00
Passengers	$922,986 50	
Freight	1,607,941 59	
Texas business	43,856 61	
Mail service	69,845 51	
Do., new account.	2,804 15	
Express account	5,285 37	
		2,652,719 73
Pay rolls		21,049 91
Bills payable, old account		86,573 06
" new series		31,014 94
Southwestern telegraph		8,000 00
Sundry accounts		5,410 90
Total		$8,628,793 54
Against which are charged:		
Construction 1st grand division		$2,355,884 39
" 2d 3d and 4th division.		343,512 46
Rolling stock		551,217 97
Machinery department.	$66,360 22	
Maintenance of way	797,935 90	
Depots and stations	287,902 67	
Bridges	116,490 80	
		1,268,689 59
Expenses		297,252 91
Transportation		1,066,221 66
Discount on State bonds.	$25,300 26	
" city bonds.	285,572 98	
" construction bonds	318,761 66	
		629,634 90
State of Louisiana		550,000 00
Bond account		53,000 00
Interest account		428,877 69
Interest on construction bonds		339,192 16
Interest coupons in suspense		24,560 00
Sundries (too numerous and complicated for insertion in the JOURNAL)		593,186 86
United States Government		65,183 32
Cash, incl. $54,207 63 in Conf. notes.		62,381 63
Total		$8,628,793 54

New Orleans, Jackson and Great Northern Railroad.

The earnings and expense account of this company for the year ending November 30, 1866, as shown in the annual report, just received at this office, gives the following results:

Passenger earnings		$426,760 49
Freight "		1,090,953 02
Mail " (on account)		15,329 02
Total earnings on all accounts.		$1,533,042 53
From which must be deducted—		
Maintenance of way	$510,020 35	
Conducting transp	260,473 79	
Motive power	249,815 92	
Maintenance of cars	81,247 69	
Stock damages	7,628 92	
Repairs of depots and station buildings, &c.	22,325 77	
Judgments and cost, for personal injuries.	15,262 20	
		1,146,774 64
Balance—net earnings		$386,267 89

The railroad owned by this company extends north from New Orleans to Canton, Miss., a distance of 206 miles. It was one of those southern railroads which suffered largely during the late war both on account of direct destruction and the decay incident to time and neglect. Since the close of hostilities, however, the company have steadily and persistently labored in restoring and restocking the road, and have succeeded in placing it in a satisfactory condition. The rolling stock is also much enlarged since the close of the year 1865, 11 engines, 12 passenger cars, 6 baggage cars and 164 freight cars having been added thereto, and since Jan. 1, 1866, the company have made further additions of 4 passenger and 30 flat

cars. Most of these necessary repairs and renewals have been paid for from earnings.

The receipts and expenditures on all accounts for the year named above were as follows:

Cash balance on hand Dec. 1, 1865.		$120,287 97
Capital stock—County subscriptions (cash)		30,552 93
Bills receivable for Miss. stock subscriptions	$8,789 11	
Second series mortgage bonds	241,000 00	
Proceeds of cotton sold	26,894 79	
		278,683 90
Foreign railroad balanc's.	$39,296 49	
Real estate	76,171 45	
Pay rolls	13,254 88	
		128,722 82
U. S. Government—purchases		100,150 26
Railroad earnings for year 1865–'66		1,533,042 53
Receipts from all sources		$2,191,440 41
Against which have been charged—		
Construction	$84,160 44	
Less graduation—credit.	1,907 96	
		82,254 48
Bills payable, coupons, interest, discounts, commissions, taxes, &c.		462,212 97
Current accounts		142,978 25
Engines, cars, machinery, tools, &c.		325,979 04
Operating expenses		1,146,774 64
Cash on hand, November 30, 1866		31,243 03
Total disbursements for 1865–'66		$2,191,440 41

The financial condition of the company, as exhibited on the general balance sheet, will be seen in the following statement:

Capital stock		$4,697,457 38
First mortgage bonds.	$2,741,000 00	
Bills payable	153,668 63	
Small notes payable (less $81,989 15 redeemed)	127,488 20	
Chickasaw school fund	200,000 00	
Miss. 3 per cent. fund.	20,000 00	
Second series mortgage bonds	241,000 00	
Foreign road balances, &c	42,067 35	
Due U. S. Government purchases	100,144 01	
Pay roll account	4,552 10	
		3,629,920 29
Railroad net earnings since organization		3,479,419 36
Coupons on City and State bonds collected		264,480 00
Sundry balances		18,355 80
Total		$13,387,230 03
Against which the following are charged—		
Construction		$6,184,172 12
Rolling stock and tools		1,386,874 57
Discount on city and State bonds	$456,992 62	
Discount on 1st and 2d mortgage bonds	452,307 72	
		909,300 34
Coupons and interest accounts (debt charges)		1,643,008 49
Expense, advertising, printing, commissions		283,149 11
Taxes, contingencies & law expenses		177,931 47
Slaves $8,597 10, and reduction of stock $26,093 22		34,692 32
Foreign railroad balances (old)		48,716 76
U. S. Post Office department		31,515 00
Cotton purchases		28,486 89
Confederate States' obligations		983,602 52
Sundries		31,259 75
Current accounts		315,682 41
Cash on hand, November 30, 1866		31,243 03
Total		$13,387,230 03

The following statement shows what disposition has been made of 3,000 bonds of each series named in the above account:

	1st Mortgage.	2d Mortgage.	Total.
Bonds sold and outstanding	$2,741,000	$241,000	$2,982,000
Pledged to State of Miss	200,000	.....	200,000
Canceled by sinking fund	59,000	.....	59,000
Pledged as security for notes	.....	68,000	68,000
Remaining on hand	.....	1,191,000	1,191,000
Canceled and destroyed	.....	1,500,000	1,500,000
Total accounted for	$3,000,000	$3,000,000	$6,000,000

From these accounts it appears that the total outstanding bonded debt, not including the amounts hypothecated to the State of Mississippi and as security for notes amounted on the 30th November, 1866, to $2,982,000 00

To this amount, however, must be added accrued interest on first mortgage bonds, in course of being funded in the second mortgage bonds, the sum of 1,017,160 00

Making the total bond debt	$3,999,160 00
Add floating debt (described below)	724,390 13
Total debt and liabilities	$4,723,550 13

At the date of the report $100,000 of the first mortgage bond coupons had been funded in New Orleans, and the signatures of bondholders to the amount of over $460,000 additional had been obtained for funding in London, leaving actually outstanding of the above total accrued interest the sum of $457,160, which there is no doubt of being taken up during the current year.

The floating debt of the company on the 30th November, 1866, was constituted of the following accounts against the company:

Bills payable, exclusive of interest		$153,668 63
Loans from State of Mississippi		220,000 00
Accrued interest on ditto to Oct. 1, 1866		64,000 00
Small issue (bills payable)		127,488 20
U. S. Government—balance for purchases		100,144 01
Foreign railroad balances.	$42,060 75	
Less drafts on foreign railroads	13,908 53	
		28,152 22
Pay rolls account	4,237 39	
Less amount in hands of paymaster	2,545 14	
		1,692 25
Personal accounts		29,244 82
Total floating debt Dec. 1, 1866.		$724,390 13
But since date there has been paid on account of matured bills payable, and interest on the same to date of report		28,714 61
Leaving the then outstanding floating debt		$695,675 52

The President of the company, closes his review of the condition of the company in the following remarks:

"The debt due to the State of Mississippi $220,000, and interest on the same $64,000, we hope to be able to fund or arrange in a satisfactory manner at the coming session of the Legislature of Mississippi. Nothing has as yet been done towards the settlement of the small note issue of the company $127,488 20, but we trust our receipts during this season and the next will warrant its gradual redemption.

"The total indebtedness of the company, (floating and bonded,) including all estimated interests on personal accounts and matured bills payable, cannot exceed $4,750,000, and there can be no doubt that with receipts moderately estimated at $1,500,000 per annum, we can devote a large sum towards the ultimate liquidation of the entire amount, after paying running expenses and a liberal interest on the debt, besides gradually increasing the rolling stock of the road.

"The company has a claim against the United States Government for railroad iron and other materials taken during the war, properly receipted for by the Government officers in taking possession of the same; it is hoped that the amount will be accepted by the Government in part payment of the sum—$100,141 01—due by the company to the Government, for rolling stock bought at Nashville and New Orleans since the war.

"By the above statements, it will be seen, that the monetary condition of the company is most encouraging, and that with continued watchfulness over its affairs, and economy in the expenditures of its constantly increasing receipts, the obligations of the company towards its bondholders and other creditors will certainly be met at maturity, and that, ere long, this road will become a source of profit to the States of Louisiana and Mississippi, the City of New Orleans and the other stockholders."

Patent Office Report.

The Report of the Commissioners of the Patent Office for the year 1866 state that the number of applications was 15,269; patents issued, including reissues and designs, 9,450; caveats filed, 2,723; applications for extension of patents, 67; patents extended, 58; patents expired, 1,042. Of the patents granted there were: To citizens of the United States, 9,210; subjects of Great Britain, 127; subjects of the French empire, 48; subjects of other foreign governments, 65. The receipts were: On applications for patents, re issues, &c. $460,798; for copies and recording assignments, &c., $34,867; total amount, $495,665. The amount to the credit of the fund, January, 1866 was $130,184; receipts during the year, $495,665; total, $625,850. From which deduct amount of expenditures—namely, $361,724—and there is left to the credit of the patent fund, January 1, 1867, $264,125. The surplus of receipts over expenditures during the year is $139,941.

☞ The dividend of 3½ per cent recently declared by the Morris and Essex R. R. Co., payable at their office in Newark after the 20th inst., except for amounts less than $25, will be paid in stock at par. All dividends less in amount than $25 will be paid in cash. Scrip will be issued for fractional parts of a share, which may be converted into stock by paying the difference in cash. The certificates of indebtedness issued last August in lieu of a cash dividend are also made payable in stock at par.

☞ The double track of the Delaware, Lackawanna and Western Railroad has been completed to Forks. It will be completed to the Junction at Hampton, N. J., at the earliest practicable moment.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton, Ca.	5	----	200,000	----
Acton Vale, Ca.	5	----	50,000	----
Adventure, L. S.	25	3	20,000	----
Ætna, "	25	11	20,000	3
Albany and Boston, "	50	25½	20,000	7
Algomah, "	25	3	20,000	1
Allouez, "	25	1⅛	20,000	5½
American, "	25	1	20,000	----
Amygdaloid, "	25	17	20,000	----
Anita, Cal.	----	----	20,000	----
Annapolis, Md.	10	----	50,000	----
Arcadia, L. S.	25	----	20,000	----
Arizona, Ariz. T.	100	----	100,000	----
Arnold, L. S.	25	----	20,000	----
Ascot, Ca.	20	----	20,000	----
Astor, L. S.	25	1½	20,000	----
Atlas, "	25	2	20,000	3¼
Aztec, "	25	4½	20,000	4
Balt. and N. C., N. C.	5	----	20,000	----
Bay State, L. S.	25	13⅜	20,000	7
Beaver, "	25	2	20,000	----
Bedford, Ca.	5	----	125,000	40c
Black River, "	25	2½	200,000	----
Bohemian, L. S.	25	17½	20,000	----
Bolton, Ca.	5	----	200,000	1
Boston, L. S.	25	2½	20,000	50c
Brooklyn, L. S.	25	2½	20,000	----
Brome, Ca.	5	----	100,000	----
Cabot, L. S.	25	¼	20,000	----
Caledonia, "	25	5	20,000	----
Cambridge, "	25	5	20,000	----
Canada, Vt.	4	1	100,000	52c
Carp Lake, L. S.	25	----	20,000	----
Cascade, "	25	----	20,000	----
Central, "	25	5	20,000	60
Champlain, Ca.	1	----	200,000	----
Chatham, "	2	----	200,000	----
Chesticamp, "	5	----	30,000	----
Chippewa, L. S.	25	----	20,000	----
Clifton, "	25	----	20,000	----
Collin, "	25	¼	20,000	----
Concord, "	25	4	20,000	2½
Consolidated, "	25	5	20,000	----
Copper Creek, Mo.	100	----	10,000	----
Copper Creek, Wis.	25	----	20,000	----
Copper Falls, L. S.	25	24½	20,000	22½
Copper Harbor, "	25	1	20,000	----
Copper Hill, Wis.	1	----	200,000	----
Corinth, Vt.	25	----	20,000	----
Cornwall, Vt.	2	----	100,000	----
Dacotah, L. S.	25	2⅞	20,000	----
Dana, "	25	3½	20,000	1½
Deep River, N. C.	5	----	10,000	15c
Delaware, L. S.	25	20½	20,000	----
Derby, "	25	----	20,000	----
Devon, "	25	1	20,000	----
Dorchester, "	25	1½	20,000	----
Douglas, "	25	----	20,000	----
Dover, Ca.	2	1	200,000	----
Dudley, L. S.	25	1½	20,000	----
Dunham, Ca.	2	----	200,000	----
Durham, "	5	----	200,000	----
Eagle River, L. S.	25	3½	20,000	2½
Edwards, "	25	1⅜	20,000	----
Ely, Ca.	5	----	100,000	----
Empire, L. S.	25	10	20,000	----
Eureka, "	25	----	20,000	----
Everett, "	25	1	20,000	----
Evergreen Bluff, "	25	5½	20,000	16
Flint Steel River, "	25	9½	20,000	----
Forest City, "	25	3	20,000	----
Forest Shepherd, "	25	8	20,000	----
Franconia, N. H.	5	----	60,000	----
Franklin, L. S.	25	8½	20,000	22
French Creek, Pa.	5	----	100,000	50c
Gardner City, L. S.	25	----	20,000	----
Girard, "	25	5	20,000	----
Glencoe, Ca.	1	----	200,000	----
Grand Portage, L. S.	25	2	20,000	----
Grand Trunk, Ca.	5	----	100,000	----
Great Western, L. S.	25	2	20,000	----
Green Mountain, Vt.	10	----	20,000	3½
Guilford, L. S.	25	5	20,000	31c
Hamilton, "	25	2	20,000	----
Hancock, "	25	17½	20,000	8
Hanover, "	25	1½	20,000	1½
Hartford, "	25	12½	20,000	----
Hazzard, "	25	----	20,000	----
Henwood, "	25	----	20,000	----
Highland, "	25	1	20,000	----
Hilton, "	25	2½	20,000	1
Hope, "	25	1½	20,000	----
Hudson, "	25	----	20,000	----
Hulbert, "	25	¼	20,000	----
Humboldt, "	25	5	20,000	1½
Hungarian, "	25	1	20,000	2½
Huron, "	25	19	20,000	17½
Indiana, "	25	10	20,000	4
Inverness, Ca.	25	----	200,000	----
Isle Royal, L. S.	50	33	20,000	12½
Jefferson, "	25	----	20,000	----
Keweenaw, "	25	5	20,000	----
Kickapoo, "	25	1	20,000	----
King Phillip, "	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton, L. S.	25	8	20,000	5½
Lafayette, Ca.	25	----	20,000	----
Lake, "	25	2	20,000	----
Lawrence, L. S.	25	----	20,000	----
Lennoxville, Ca.	5	----	100,000	----
Logan, "	3	----	100,000	----
Lower California, Mo.	50	----	40,000	----
Lyster, Ca.	2	----	200,000	----
Madison, L. S.	25	6	20,000	2
Malden, "	25	2	20,000	----
Mandan, "	25	4½	20,000	----
Manhattan, "	25	5½	20,000	3½
Marquette, "	25	3½	20,000	----
Maryland, Md.	5	----	----	10c
Mass, L. S.	25	4⅜	20,000	----
Massachusetts, "	25	----	20,000	----
Medora, "	25	1½	20,000	----
Medota, "	25	1½	100,000	4½
Merrimac, "	25	6½	20,000	----
Merryweather, "	25	----	20,000	----
Mesnard, "	25	8	20,000	1½
Meteor, "	25	----	20,000	----
Michigan, "	25	----	20,000	----
Middlesex, "	25	----	20,000	----
Milton, "	25	1½	20,000	----
Minnesota, L. S.	25	18½	20,000	8½
Missisquoi, Ca.	2	----	150,000	----
Morrison, L. S.	25	----	20,000	----
Nashua, "	25	----	20,000	----
National, "	25	5½	20,000	9
Native, "	25	2	20,000	2
Naumkeag, "	25	1	20,000	----
Nebraska, "	25	----	20,000	----
Nequaket, "	25	2	20,000	----
New England, L. S.	25	2	20,000	----
New Jersey cons., N. J.	10	----	100,000	----
Newton, Ca.	1	----	200,000	----
New York, L. S.	25	1	20,000	----
N. Y. & Passaic, N. J.	5	----	100,000	----
North Cliff, L. S.	25	4	20,000	1½
North State, "	25	3½	20,000	----
North Western, "	25	11⅝	20,000	2
Norwich, "	25	11	20,000	----
Ogima, "	25	7	20,000	1
Otisville, N. Y.	25	----	100,000	----
Ontonagon, L. S.	25	----	20,000	----
Ottawa, Ca.	1	----	200,000	----
Pacific, L. S.	25	----	20,000	----
Pennsylvania, "	50	50	20,000	----
Petherick, "	25	5½	20,000	2½
Pewabic, "	25	3⅞	20,000	17½
Phila. & Boston, "	25	15	20,000	----
Phœnix, "	25	15	20,000	5
Pittsburg & Boston, "	25	5½	20,000	42
Pontiac, "	25	10½	20,000	1½
Prescott, Ariz. T.	100	----	100,000	----
Providence, L. S.	25	----	20,000	----
Quincy, "	10	10	20,000	36½
Reliance, "	25	----	20,000	----
Republic, "	25	----	8,000	----
Resolute, "	25	6½	20,000	----
Ridge, "	25	8	20,000	----
Rochester, "	25	2½	200,000	----
Rockland, "	25	12	20,000	9½
Roscoe, Ca.	1	----	200,000	----
St. Clair, L. S.	25	3	20,000	6½
St. Flavien, Ca.	5	----	100,000	----
St. Louis, L. S.	25	1	20,000	8
St. Margaret, Ca.	5	----	200,000	----
St. Mary's (L. & M.), L. S.	25	5½	20,000	2
Salem, "	25	⅛	20,000	----
Seneca, "	25	1	20,000	5½
Sharon Consol, "	25	¼	20,000	----
Sheldon & Col., "	25	21	20,000	----
Silver Creek, "	25	1	20,000	----
Silver Hill, "	25	¼	20,000	----
Silver Lake, "	25	----	20,000	----
Silver Valley, "	25	----	20,000	----
Societes Francaise, "	----	----	10,000	----
South Bedford, Ca.	2	----	200,000	----
South Pewabic, L. S.	25	1	20,000	----
South Side, L. S.	25	2½	20,000	1½
Star, L. S.	25	11⅞	20,000	1½
Stark, Vt.	2	----	100,000	----
Suffolk, L. S.	25	----	20,000	----
Superior, L. S.	25	8	20,000	2½
Sussex, "	25	----	20,000	----
Sutton, Ca.	5	----	100,000	2½
Toltec, L. S.	25	21	20,000	1¼
Tremont, "	25	1⅝	20,000	25c
Union (L. & M.), "	25	8	20,000	----
Ural, Wis.	25	----	20,000	----
Vermont, Vt.	5	----	100,000	----
Victoria, L. S.	25	1½	20,000	----
Vulcan, "	25	6	20,000	----
Washington, "	25	1	20,000	3
Waterloo, Ca.	5	4	100,000	----
Waukesta, L. S.	25	----	20,000	----
Wauba Yuma, Ariz.	100	----	60,000	----
West Minnesota, L. S.	25	2½	20,000	----
Wickopee, "	5	----	100,000	----
Winona, "	25	3	20,000	----
Winthrop, "	25	4½	20,000	1
Wyandotte, "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top, Pa.	50	----	----	----
Copake, N. Y.	50	50	50,000	----
Foster, "	----	----	----	----
French Creek, Pa.	5	----	100,000	----
Garrison's, N. Y.	5	5	100,000	----
George's Creek, Md.	100	100	10,000	10½
Harewood, "	5	5	20,000	----
Lake Superior, L. S.	25	25	20,000	----
Mount Pleasant, Pa.	50	50	10,000	----
Teal Lake, L. S.	25	----	20,000	----
Tyson, Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia, N. Y.	5	----	100,000	----
Bucks County, Pa.	5	----	40,000	----
Canada, Ca.	5	----	50,000	----
Champion, N. Y.	----	----	----	----
Clute, "	5	5	110,000	----
Continental, "	2½	2½	200,000	----
Eastport, Me.	10	----	100,000	----
Erie, N. Y.	10	----	40,000	----
Gay's River, "	2	----	100,000	----
Hampton, Mass.	5	----	100,000	----
Jefferson, N. Y.	----	----	----	----
Kings Hill, "	5	----	10,000	----
Lake Superior, Mich.	5	----	200,000	----
Lancaster, Pa.	5	----	50,000	----
Lehigh, Pa.	----	----	----	47½
Macomb, N. Y.	5	----	110,000	----
Maine, Me.	10	----	50,000	----
Mineral Point, N. Y.	5	----	100,000	----
Morgan, "	5	----	100,000	----
Mount Hope, N. Y.	2½	----	80 000	----
New Hampshire, N. H.	5	----	100,000	----
New Jersey, N. J.	100	----	12,000	100
N. Y. & Boston, N. Y.	10	----	100,000	----
Oswegatchie, Ca.	5	----	100,000	25c
Phœnix, N. Y.	5	----	50,000	----
Placentia Bay, N. F.	5	----	200,000	----
Ramsay, Ca.	25	----	20,000	----
Rochester, "	2½	----	200,000	----
Rossie, N. Y.	5	----	100,000	----
Shawangunk, N. Y.	5	----	100,000	----
Sussex, N. J.	5	----	125 000	----
Union, Pa.	5	----	100,000	----
Wallkill, N. Y.	----	----	----	0.62
Warren, N. H.	----	----	----	----
White Mountain, "	----	----	----	----
Coal & Anthracite:				
American, Pa.	25	----	60,000	52½
Appleton, "	----	----	----	----
Ashburton, Pa.	50	50	50,000	24½
Atlantic & G. C., Md.	----	----	----	----
Baltimore, "	100	100	----	----
Bear Valley, "	12½	----	40,000	----
Beaver Meadow, Pa.	50	50	100,000	----
Belmont, "	50	50	10,000	----
Big Mountain, Pa.	----	----	----	----
Boston & Pictou, N. S.	5	----	100,000	----
Bridgeport, Pa.	10	10	30,000	----
Broad Mountain, "	10	10	30,000	----
British American, N. S.	----	----	----	----
Cape Briton, N. S.	2½	2½	200,000	----
Cameron, Pa.	50	----	50,000	----
Central, "	100	100	20,000	45
Coal Brook, "	50	50	20,000	----
Columbian, "	----	----	----	----
Consolidation, Md.	----	----	----	----
Continental, Va.	50	----	10,000	----
Cumberland, Md.	100	100	50,000	34
East Mahanoy, Pa.	----	----	----	----
Everhart, "	25	----	20,000	----
Franklin, "	100	----	5,000	----
Fulton, "	5	5	60,000	----
Gilberton, "	50	50	5,000	----
Hamp. & Balt., Md.	10	10	50,000	----
Hazleton, Pa.	50	50	32,300	----
International, N. S.	50	50	20,000	----
Lackawanna, Pa.	50	50	----	----
Lawrence, "	100	100	2,000	----
Locust Dale, "	50	----	----	----
Lehigh & Susq., "	50	50	----	----
Lorberry, "	100	100	4,000	----
Mahanoy, "	20	----	10,000	----
Mammoth Vein, "	----	----	----	----
Maryland Anth., Md.	20	20	25,000	----
Metropolitan, Pa.	100	100	----	----
Mt. Pleasant, Pa.	----	----	----	----
Narragansett, R. I.	10	10	8,000	----
N. Y. & M. C. F'ds, Pa.	----	----	----	----
North Carbondale, "	----	----	----	----
Pennsylvania, "	50	50	64,000	150
Potomac, Md.	10	----	40,000	----
Schuylkill, Pa.	10	10	20,000	----
Short Mountain, "	50	50	16,000	11½
Shamokin, "	----	----	----	----
Somerset I. & C., "	----	----	----	----
Spring Mountain, "	50	----	----	----
Spruce Hill, "	10	----	100,000	----
St. Nicholas, Pa.	----	----	----	1½
Shawmut, "	20	----	40,000	----
West Virginia, W. Va.	----	----	----	----
Wilkesbarre, Pa.	100	100	21,750	36½
Wolf Creek, "	----	----	----	----
Wyoming Valley, "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia, N. S.	3	----	100,000	----
Ada Elmore, Idaho.	10	----	100,000	----
Albion, "	3	----	100,000	----
Altona, Col.	5	----	100,000	----
American, Col.	100	----	50,000	----
American Flag, Col.	10	----	60,000	0.50
Ascot, Can.	100	----	50,000	----
Atl. & Pac., Nev.	50	----	100,000	2.75
Baltic, Col.	----	----	----	----
Bates & Baxter, "	----	----	----	----
Benton, "	5	----	----	1.55
Black Hawk, "	100	----	50,000	----
Bob Tail, "	10	----	100,000	----
Briggs, Col.	100	----	10,000	----
Burroughs, "	10	----	100,000	----
Bullion, Mtna.	5	----	200,000	----
Bullion Consol., Col.	1	----	300,000	----
Chebucto, N. S.	5	----	100,000	----
Central, Col.	5	----	200,000	----
Central Gold, "	5	----	20,000	----
Chaudiere, Can.	5	----	100,000	----
Jobden, Idaho.	10	----	100,000	----
Columbia, Nev.	100	----	300 000	2.90
Consol Gregory, Col.	100	----	50,000	12
Copalinsche, "	50	----	250,000	----
Corydon, "	25	----	100,000	4.00
Continental, "	100	----	20,000	----
Denver, "	20	----	50,000	----
Downieville, "	1	----	300,000	----
Eagle, "	10	----	100,000	----
East Bannock, Mtna.	2	----	100,000	----
El Dorado, Col.	5	----	500,000	----
Empire, "	20	----	250,000	----
Excelsior, "	10	----	30,000	----
Garrison's, "	50	----	100,000	----
Gem, "	50	----	25,000	----
Golconda, "	20	----	250,000	----
Gold Mountain, Col.	10	----	600,000	----
Gold Mining, "	100	----	50,000	----
Gunnell, "	10	----	200,000	5.00
Gunnell Central, "	50	----	20,000	----
Gregory, "	50	----	20,000	----
Great Western, "	10	----	60,000	----
Hope, "	25	----	80,000	0.04
Holman, "	2	----	150,000	----
Idaho, Nebra.	----	----	100,000	----
Isaac's Harbor, N. S.	5	----	100,000	----
Kansas-Colorado, Col.	10	----	100,000	----
Kip & Buel, "	2	----	100,000	0.60
La Crosse, "	10	----	100,000	0.40
Liebig, "	5	----	200,000	----
Lake Major, N. S.	50	----	12,000	----
Mariposa, Cal.	100	100	50,976	⅝
Do. preferred, "	100	100	57,744	20⅛
Mammoth, Col.	10	----	100,000	----
Manhattan, "	10	----	100,000	----
Massachusetts, "	5	----	250,000	----
Mount Vernon, Nev.	10	----	200,000	----
Montana, Col.	4	----	100,000	----
National, "	10	----	300,000	----
New York City, Nev.	100	----	50,000	----
New York, Col.	10	----	100,000	1.05
N. Y. & Nevada, Nev.	10	----	100,000	----
N. Y. & N. Sco., N. S.	10	----	100,000	----
North Clear Creek, Col.	10	----	100,000	----
Pacific, "	100	----	40,000	----
Peoples', Col.	50	----	100,000	1.25
Prescott, Ariz.	10	----	100,000	----
Quartz Hill, Col.	25	----	40,000	3.65
Republic, Nev.	100	----	15,000	----
Rocky Mountain, Col.	10	----	50,000	1.00
Sherbrooke, Can.	10	----	100,000	----
Smith & Parmalee, Col.	20	----	125,000	6.10
Standard, "	10	----	50,000	----
Steptoe, Nev.	100	----	20.000	----
Taecher, Can.	10	----	100,000	----
Texas, Col.	10	----	50,000	----
Union, "	50	----	200,000	----
United States, "	20	----	75,000	----
Waddingham, Idaho.	25	----	24,000	----
Silver:				
Arizona, Ariz.	100	----	100,000	----
Columbia, Nev.	100	----	30,000	2.90
Empire, G. & S., "	100	----	100,000	----
El Dorado, "	25	----	500,000	----
Essex & Diadem, "	20	----	125,000	----
L. California, L. Cal.	50	----	40,000	----
Madison, Nev.	100	----	30,000	----
Morning Star, Idaho.	1000	----	5,000	----
Mount Vernon, Nev.	10	----	500,000	----
New York City, "	100	----	50,000	----
N. Y. District, "	100	----	50,000	----
Tolyabee, "	100	----	50,000	----
Washington, "	100	----	22,500	----
Quicksilver:				
Pacific, Cal.	100	100	40,000	----
Panoche Grande, "	50	----	100,000	----
Quicksilver, "	100	100	100,000	37
Santa Clara, "	100	----	30,000	----
Miscellaneous:				
American Tin, N. H.	----	----	----	----
Rutland Marble, Vt.	25	25	40,000	12
Saginaw Salt, Mich.	25	25	100,000	----
Sunapee Plumba, N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid. capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6⅔	....	41½
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,263	7	....	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	95
30 Nov.'66	2.50	—	35	6	—	Lowell (Horse)	49,536	46,000	—	—	20,359	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,539	200,000	50,000	50,052	164,742	5,253	—	....	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	53
30 Nov.'66	6.23	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	55
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,333	71,600	58,400	55,000	34,256	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	—	....
30 Sep.'65	17.50	—	—	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep.'65	10.73	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,632	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150.634	34.102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,585,290	1,200,000	211,000	50,000	298,714	80,382	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251.559	133,400	160,000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	.....	139,604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	operby	T. & L.	R. R.	—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	160,000	.....	30,752	loss.	—	—	....
30 Sep.'65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	....
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	599.414	281,550	300,000	20,950	105 358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	.....	.....	.....	40	10	48
31 Oct.'65	5 50	—	122	21	8	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34.877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	43
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	30
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	....	28½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122.866	36,832	4	50	27
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9.000	6.726	3.562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75.131	153 813	39,179	—	50	13⅞
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11½
31 Oct.'65	....	....	....	....	....	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct.'65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	—	41,737	6,903	—	50	13
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	263,757	137,300	—	437 562	158,830	10	50	79
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120 000	—	—	51,683	9,187	—	50	15
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Phil. & Gr'sF.)	249,411	217,697	15,000	19,000	84,900	20,545	4½	50	20⅝
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	67½
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	20½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527,185	291,475	80,000	263,128	266,593	5,800	—	50	40½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309.261	81.335	10	50	75
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	100,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranticd	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	..	.....	.....	..
Maldan & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1860	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	24,000	6	J. & D.	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt, st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	..

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Feb 1.					
Loan of Jan. 28, 1847 ..... registered	$7,066,500	6	Jan. & July.	1867	105
Loan of March 31, 1848 ..... registered	8,712,542	6	" "	1868	128
" " " ..... coupon		6	" "	1868	129
Texas Indemnity, of Sep. 9, 1850 ..... coupon	334,000	---	" "	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	103
" " " ..... coupon		5	" "	1874	103½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	109
" " " ..... coupon		5	" "	1871	111
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ..... registered	265,333,250	6	" "	1881	109½
" " " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ..... registered	295,249,000	6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " " " ..... coupon		5	" "	1904	97½
Pacific R. R. Bonds of (currency) ..... registered	12,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 30, '64 & Mar. 3, '65 1st series	663,686,100	7.3	Feb. & Aug.	1868	106
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.3	Jan. & July.		105½
Matured Debt not presented	15,240,104	6	At maturity.	.....	.....
Gold Certificates of Deposit	19,992,980	---	.....	3 yrs	.....
Compound Interest Notes of 1864	143,064,640	6	At maturity.	.....	.....
United States Notes (greenbacks)	381,427,090	---	.....	.....	.....
Fractional currency	28,743,734	---	.....	.....	.....
Navy Pension Fund	12,500,000	---	.....	.....	.....
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1876	.....
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	.....
" — " " ..... "	688,000	6	" "	.....	.....
" —Funded Interest Bonds	.....	.....	.....	1868	.....
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in defanlt.)	77-'80	.....
California—Civil bonds of 1857 & '60	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds ..... "	1 548,000	7	" "	'72-'90	.....
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan & July.	1892	101
" — " (free.) ..... "		6	" "	1889	.....
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	.....
" — " " ..... "	2,271,750	6	" "	'72-'86	69
" — " " ..... "	434,000	7	" "	.....	.....
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	99½
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	.....
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	.....
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	102
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	.....
" — War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	92
" — " ..... "	2,058,173	2½	" "	1866	.....
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	.....
—War Loan Bonds ..... coupon	300,000	7	" "	1877	.....
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	.....
Kentucky—State bonds ..... coupon	417,000	5	" "	'66-'73	.....
" — " " ..... "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons ..... "	.....	6	.....	.....	.....
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	102
" — " " ..... coupon	3,192,763	6	"	1890	102
" — " " ..... inscribed		6	"	1890	.....
" — " (sterling) ..... coupon	6,401,000	5	"	var.	.....
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	.....
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	125½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	.....
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1863	.....
" — " " ..... "	1,750,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1878	.....
" —Renewal Loan ..... "	216,000	6	" "	1878	96
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	.....
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	.....
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	.....
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	96
" — " (H. & St. J. R. R.) "	3,000,000	6	" "	'72-'85	81
" — " (Pac. R. R.) ... "	7,000.000	6	" "	'72-'87	98½
" —New Sinking Fund Bonds	.....	7	" "	1896	.....
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,306,000	8	var.	var.	.....
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	101
" —War Loan ..... coupon	731,000	6	" "	'71-'72	101
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	101
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	1.64
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	---
" — " ..... canal fund	702,000	6	"	1866	---
" — " ..... general fund	500,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	97½
" — " " ..... "	909,607	5	"	pleas.	.....
" — " ..... canal fund	192,585	5	"	1866	.....
" — " ..... "	1,163,000	5	"	1868	.....
" — " ..... general fund	442,960	5	"	1868	.....
" — " ..... canal fund	167,000	5	"	1871	.....
" — " ..... "	4,500,000	5	"	1874	94
" — " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	.....
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	65½
" — " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	49
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	.....
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	.....
" — " " ..... "	2,183,532	6	" "	1870	99½
" — " " ..... "	1,600,000	6	" "	1875	101
" — " " ..... "	4,095,309	6	" "	1881	102½
" — " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	.....
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	97½
" — " " ..... coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	.....
" — " ..... inscribed	1,708,000	6	" "	'68-'90	.....
" — " ..... coupon	1,499,000	6	" "	'77-'90	.....
" — " (new) ... "	.....	6	" "	.....	.....
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'75-'90	.....
" — " " ..... "	239,167	5½	" "	'72-'79	.....
" —Railroad Loans ..... "	1,708,000	6	" "	'82-'89	.....
" —Funded Interest ..... "	24,382,882	6	" "	long.	90
Vermont—State Bonds	872,813	6	" "	1892	64½
" —War Loan ..... coupon	175,000	6	Various.	'67-'83	.....
Virginia—State Bonds ..... registered	1,650,000	6	June & Dec.	'71-'78	100
" — " ..... coupon	21,888,398	6	Jan. & July.	'84-'95	28
" (sterling) ..... "	11,108,000	6	" "	'86-'96	37½
" —Funded Interest ..... registered	1,865,000	5	" "	1872	.....
" — " " ..... coupon	.....	6	" "	'76-'96	.....
West Virginia—State Bonds ..... coupon	.....	6	" "	'76-'96	.....
Wisconsin—State Bonds ..... coupon	.....	6	.....	.....	.....
" — " (war) ..... "	200,000	6	April & Oct.	'67-'68	.....
" — " (") certificates ...	641,800	6	Jan. & July.	'77-'88	.....
CITY SECURITIES.	700,000	6	April & Oct.	'82-'98	.....
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	.....
Baltimore—City Bonds		5	quarterly.	1870	.....
" — " "		6	"	1870	97½
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	99
" — " "		6	Jan. & July.	1886	98½
" — " "		6	quarterly.	1890	99½
" — " ..... coupon		6	"	1890	.....
Boston—Municipal Scrip	983,205	4	April & Oct.	'78-'79	.....
" — " "		5	Various.	'66-'70	129½
" — " "		5	"	'71-'75	125
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	100
" — " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	.....
" — " "	305,000	5	Jan. & July.	'77-'78	106
" — " (sterling)	1,949,711	4½	" "	'72-'73	.....
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	92
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94½
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	.....
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	.....
" " — " "	4,714,000	6	" "	'76-'78	.....
" " — " "	1,800,000	6	" "	1883	100
" " — " "	5,149,271	6	" "	1887	100
" " — " "	275,000	6	" "	1893	.....
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	.....
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	.....
" " — " "	3,125,200	5	" "	1870	94
" " — " "	319,000	5	" "	1873	.....
" " — " "	1,000,000	5	" "	1874	.....
" " — " "	334,700	5	" "	1875	.....
" " — " "	2,016,000	6	" "	1876	.....
" " — " "	2,375,000	6	" "	'79-'80	88
" " — " "	900,000	6	" "	1890	.....
" " — " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " " (new)	739,222	5	" "	'67-'82	83
" — " " (old)	2,232,500	6	" "	'66-'93	97½
" — " " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	.....
Portland—Municipal Bonds	956,326	6	Various.	'66-'83	97½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	97
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	.....
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan ..... "	484,000	6	" "	'71-'83	80
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	79½
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds ..... coupon	1,352,000	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	.....
" —City and County B'ds. "	1,133,500	6	" "	1888	.....
" — " " " "	2,200,000	6	" "	'77-'84	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,493
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,564	541,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,398	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,097
1866	226,158	222,241	290,111	269,249	329,851	371,644	321,597	387,269	322,638	360,223	323,080	271,247	3,695,163
1867	240,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,931
1867	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	231.334	296,169	473,188	551,122	435,945	407 683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702.681	767,508	946,707	921,886	749,191	646,609	7,958,980
1866	523,566	405,634	523,744	518,736	735.082	922,892	776,990	778,284	989,068	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528 364
1864	47,393	56.665	67,822	61,812	59,182	58,178	53,518	85,458	87,037	97,876	94.543	76,111	850,495
1865	77,878	77,342	83,450	78,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	77,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,296	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,223
1867	...including Buffalo Division ... 906,795	917,639	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,548	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,329,447
1865	571,536	528,972	616,605	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	456,626	578,253	571,348	661,971	588,219	504,066	6,616,741
1867	660,488	554,201	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	98,078	93,546	96,908	95,453	1,068,166
1865	96,672	87,791	98,763	78,607	76,248	107.525	104,608	113,184	125,252	116,495	116,146	105,767	1,224,055
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115.135	88,221	140,418	186,747	212,209	139.547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	226,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,554	98,787	1,983,900
1867	143,000	85,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	322,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,393	409,427	426,493	392.641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1867	302,714	302,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	[illegible]5,663	329,105	413,501	460,881	490,694	447,670	328,960	4,504,549
1866	282,438	265,796	337,158	348,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,536,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	185,815	276,416	466,359	328,589	129,287	2,538,800
1867	146,800	130,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,684	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227.113	1,187,595	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	248,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,920	505,517	464,809	461,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170 241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,058	608,305	116,215	923,282	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,110,301	966,341	1,252,356	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277.380	307,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,809	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129.466
1865	640,144	678,504	857,583	733,866	687,186	646 995	5[illegible]4,523	712 495	795,938	858,501	712,363	560,964	8,459 082
1866	559,982	480,986	662,163	599,806	662,510	633,667	552,378	64[illegible],201	654,926	757,441	679,936	555,242	7,467,217
1867	559,982	522,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,226	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,736	207,301	162,694	2,240,744
1866	178,120	165,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,842	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,821	91,971	103,058	132,111	134,272	152,585	105,554	116,379	150,595	151,062	134,563	111,339	1,439,7[illegible]
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	24[illegible],840	221,570	220,209	265,154	2,060,322
1865	144,084	139,171	166,763	144,001	138,738	194,525	271,799	374,024	377,981	375,524	361,910	247,023	2.924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
1867	237,674	200,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,820	669,353
1866	46.102	36.005	39,301	42,332	86,913	102,915	85,276	60,698	84,462	100,313	75,248	64,468	814,034
1867	39,078	27,667	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1888	3,000,000	5	Ja Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850	628,500	6	Jan. & July.	"	1880	97
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do.)	693,000	6	Feb. & Aug.		1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	336,000	6	" "	Boston.	1889	94
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £400,800	1,937,452	6	Semi-annual.	London.	1890	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	100
" " $800,000	354,100	6	"	"	1870	91
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	88½
" " $2,500,000	867,000	6	"	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,420,400	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	88
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	856,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Fr'nkfort & M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	25
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	59
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	81
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	6	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	97
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,031,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1868	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,280	7				
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	80
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	" "	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	1,223,000					
Endorsed by State of Tennessee	139,430					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	6			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'72-'78	81
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	109
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'80-'87	
Maine Central:						
Loan $1,100,000	1,092,800	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	90
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	87½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mortgage) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	91
" " ["]B & N. F.	77,000	6	" "	" "	1883	87
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	86
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1853, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	88½
Buffalo Branch	188,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,552			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	94½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'75	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	82½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	95,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	590,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99½
2d Mortgage (new stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	98½
Construction Main Line	1,500,000	7	" "	" "		94½
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	691,000	6	April & Oct.	Boston.	'74-'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1850-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	108,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,625,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	413,500	6	" "	"	1886	104½
1866, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	85
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1872	
Racine and Mississippi						
2st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (Western Division)	757,000	8	" "	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred and Potomac:						
Sterling (£67,000)	324,000	6			1360	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond and Petersburg:						
Mortgage bonds	319,000				'70-'75	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	122½
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16,000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	288,500	6	Jan. & July		'72-'74	
Domestic Bonds	642,500	7	April & Oct		'69-'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	286,111	5	Jan. & July	London.	1886	
Southern Mississippi:						
1st Mortgage	600,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubens and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	"
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" Income (series E)	1,700,000	7	" "	"	1894	75
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	600,000	7	Feb. & Aug.	New York.	1865	89½
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'56-'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	"	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July	London.	1863	
Sterling, issued in 1858	144,500	6			1908	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Years of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	502,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	...
28 Feb. '59	30 3	—	----	53.1	2	2	19	*Alabama and Mississippi*	468,595	30,921	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	...
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	...
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	...
31 Dec. '65	469.3	18.5	----	49.4	21	20	262	*Mobile and Ohio*	2,253,002	2,189,562	—	3,615,400	7,561,831	1,541,391	17,922,359	482.5	.....	1,324,847	612,499	—	...
10 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,266	100,000	1,419,789	922,622	25,579	2,582,505	116.9	.....	605,156	280,269	6	...
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	...
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	52,985	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	...
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	.....	3,927,000	75.2	.....	1,591,804	633,483	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,776	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	...
31 Dec. '65	57.0	—	2.0	—	8	11	185	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,990	.....	.....	62.0	.....	67,143	loss.	—	...
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,855	loss.	—	...
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140.785	8,061,181	117.4	629,209	1,982,213	549,884	9	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	...
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	...
								FLORIDA.													
-- -- '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	...
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	100.0	3.9	10.0	153 6	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 700	36,500	22,721	1,296,547	86.7	.....	415,411	84,649	4	...
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	...	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	...
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	...
30 Nov. '60	191.0	—	...	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	...
31 Mar. '60	171.0	61.0	...	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	...
30 Nov. '60	102.5	—	...	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 616	212,676	19	...
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	...
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	...
31 July '66	106.1	100.8	15.2	—	22	20	230	South Western	3,350,606	411,373	24,175	3,205,400	43 ,500	12,532	4,808,553	228.8	264,524	856,845	343,802	12	...
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,543	454,541	—	...
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,696,153	1,484,616	8	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10,193,010	5,754,406	294.207	17,518,440	400.0	2,083,580	3,175,553	2,799,435	31	18
31 May, '65	242.0	688 0	....	—	154	94	3,145	Chicago and North western	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,442	830.0	.....	6,820,760	1,802,272	—	85
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	.....	10,315,764	228.4	1,234,851	3,154 236	1,412,781	10	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	...
31 Dec. '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.8	3 633,862	6 546,741	2,175,447	10	115
31 Dec. '66	118.0	—	....	112	15	6	234	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970.981	111.0	224,563	580,333	250,189	—	...
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	34
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,728,187	132.0	246,145	559,128	246,720	—	...
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	...
31 Dec. '58	89.8	20.2	....	—	23	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,364,284	140,689	3.458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Clevoland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771.768	307,632	—	...
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2.175,223	198.0	312,859	527.868	268,156	—	...
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132 0	.....	315.172	117,941	6	100
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	28
30 Nov. '65	78.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	216,000	2,955,428	73 0	411,278	1,248,726	598,671	12	154
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7.717	3.451.713	75.5	125.325	466,745	181,417	—	...
31 Dec. '66	142 5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,048	*	172,100	3,962,123	960,000	653,955	5,429,203	156 5	319.880	805,371	237,861	—	...
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok,. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	...
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouart	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	.....	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,995	111.8	.....	426,408	227,534	—	...
30 Jun. '66	29.0	—	3.1	—	} 14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—	}			} Louisville and Frankfort	1,405,910	126,785	142,613	1,109,694	319,519	20,497	1,675,255	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,346	354 0	959,947	3,143,189	1,502,056	8	...
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,465	4,093,425	1,730 600	2,504,768	8,628 793	80.0	105,960	414,741	200,220	—	...
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,069,633	206.0	.....	1,583,042	386,268	—	...
31 Aug '66	58.7	—	.....	136.8	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,538,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	...
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,003,369	188.0	.....	340,898	.....	—	...
31 May '66	284.8	—	28.4	—	97	74	1,568	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	108
31 Mar. '66	246.0	277.8	.....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	75
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
20 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,936,022	756,292	—	2,000,961	2,554,732	895,992	6,381,899	236.0	.....	584,342	328,092	—	...
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	...
31 Dec. '55	88.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	88.2	.....	250,047	121,659	—	...
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	879,324	1,047,567	420,026	—	81
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,593	815,063	266,715	2,469,540	4,400,000	103,235	8,026,361	182.0	.....	1,020,069	267,804	—	...
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	...
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,184	283.0	831,433	1,794,356	400,826	—	...
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,800,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	...
30 Sep '64	66.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	860,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	280,189	899,291	329	—	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,960	39,688,113	266.8	3,493,376	8,577,692	5,307,183	10	116½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,162	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	281.0	1,642,915	3,315,510	1,328,793	8	45
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	621,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	117
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	582,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132
30 Nov. '66	47.0	7.0	46.0	—	30	53	230	Boston and Providence	3,152,660	207,400	557,051	3,360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,642	10	134
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	169,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	103
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,800	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	276,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	661	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,307	509,790	7	97
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,463,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	293,180	701,147	188,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	33,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,278	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	8.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	99.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,880,000	551,650	—	3,584,321	77.3	158,121	436,965	140,648	8½	55
30 Nov. '66	156.1	17.3	144.4	—	85	72	1,389	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	139
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	154,871	—	57½
30 Nov. '65	53.6	—	8.0	—	18	16	246	Cheshire	2,787,442	*	180,307	2,085,925	677,400	—	2,937,749	76.6	417,001	629,622	101,259	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	826,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	114
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.6	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,973	9	107
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,425,078	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	—
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,368	*	4,815,144	6,842,200	10,169,472	175,000	.....	124 2	.....	6,274,657	1,702,359	10	132½
31 Dec. '65	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,885,941	*	—	1,062,743	1,034,775	143,352	2,240,871	60.2	.....	283,638	94,067	—	9
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,685,940	1,509,000	838,636	13,561,735	86.0	1,187,978	3,036,390	1,287,956	10	117½
31 Dec. '65	53.0	—	—	45.5	24	43	274	Morris and Essex	6,687,292	*	146,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,670	7	80
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	3,890,329	817,568	1,804,556	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,016	10	185
31 Dec. '65	21 3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,521	483,321	21.2	103,815	185,982	26,874	—	.....
31 Dec. '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	loss.	—	65
31 Dec. '65	13 2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	38.5	—	—	47.	—	—	—	West Jersey	1,558,483	*	—	588,400	400,000	388,000	1,376,400	—	—	255,593	56,593	—	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	58,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,350,000	Leased	to Erie	Ra	ilway	Co.	233,100	18½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,287,838	510,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 8.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	307.0	6,839,028	15,434,775	5,066,511	4	58½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	138
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,666	8	64
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	105½
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,096	164.0	1,592,080	2,609,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	358	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	63
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,050	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	69,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	898	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,608,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rense	elae	r and S	aratoga	R. R	6	.....
30 Sept. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	361,675	64,644	—	311,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	26,783	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,803	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,831	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	582,289	9	88½
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	100
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	6,403,911	3,380,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	81½
31 May '66	109.:	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,250	114,996	8,360,819	188.6	994,554	2,388,868	1,035,717	13	119½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,77:	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,802	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,998,354	595 400	391,992	3,382,168	1,218,972	109,813	4,972,748	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,320	2,228,824	125.0	241,240	382,807	166,133	—	.....
Dec '64	142.4	—	—	—	48	15	469	Toledo & Wabash	9,080 918	*	—	3,427,050	6 053,868	—	10,243,015	250.0	1,244,858	2,050,822	945,492	8½	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Invidends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,205	13,441,150	30,000,000	1,766,588	48,060,780	420.0	2,647,709	5,811,233	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	14
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	190,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,220	58,671	15	144½
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	13.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,336,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10	60½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	(ope	r. by Re	ading	R. R.)	3	32
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	")	8	57
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,851,447	45,850,796	339.2	6,604,300	17 459 169	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristn	1,139,079	268,499	—	1,476,300	183,000	—	1,659,300	24.0	311,091	666,739	236,376	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(ope	r. by Pe	nn. R.R.	Co.)	—	29
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,032	Philadelphia and Reading	22,280 948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608 075	471 3	3,688,309	11,142,519	4,812,271	10	50½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	345,891	10	130
31 Oct. '65	96.0	—	83.6	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	616,000	452,896	10,669,742	197.0	981,465	3,884,609	1,046 804	10	55
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,778	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 861	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,697,620	26,545,693	483.3	4,623,078	8,489 062	3,288,547	10	97
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn	Cen.	144,006	316,498	116,006	4	40
31 Oct. '65	26.4	—	3.3	—	8	13	11	Westchester & Philadelphia	1,331,640	143,557	—	684,036	982,300	130,840	1,777,176	26.4	138,578	347,240	200,598	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	68
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,422,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,495	9,827,975	242.0	.....	1,612,738	387,352	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	514,000	69,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	344,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,807	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,965	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,061,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90.273	34,258	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.h.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	48,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	7½
30 Sep. '66	140.5	2.7	12.0	—	24	16	240	Richmond and Danville	6,392,659	*	2,318,432	2,000,000	1,655,500	775,142	8,711,091	191.7	.....	183,136	81,892	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,094	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	250,926	3,353,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,904,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	179.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902 982	*	7,605,382	10,983,950	5,229,000	—	18,508,374	275 0	996,727	2,538,800	34,103	—	35½
31 Dec. '66	200.0	35.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	63
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,468,589	*	15,811	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	24,210,345	*	—	15,128,480	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154.855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	*	—	4,653,706	—	—	—	106 0	—	148,389	55,777	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 545	26,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 63	5.			—	11	22	120	Panama	8,000,000	*	684	5,000,000	75,000	—	10,783,723	48.7	.....	1 317,438	1,328,924	20	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	30½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	56
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	65½
Cochecho (preferred)	177,750	6	—	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	42
Erie (preferred)	8,535,700	7	7	73
Hannibal & St. Joseph (preferred)	5,253,856	7	—	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	55
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	6½
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908 422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,580	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1875	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,223,595	----	----
Delaware Division	100	1,633,350	—	56
Delaware and Hudson	100	10,000,000	10	145½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,021,700	10	58½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22
" " (preferred)	50	2,888,983	—	32
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	55

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 50 @	45 —
Pig, American, No. 1		— @	44 —
Bar, Refined, English		90 @	97 50
Bar, Swedes, assorted sizes (in gold)		95 @	100 —
		Store Prices.	
Bar, Swedes, assorted sizes		160 — @	— —
Bar, English & American, Refined		110 — @	115 —
Bar, English & American, common		100 — @	105 —
Scroll, English		140 — @	190 —
Ovals and Half-round		135 — @	145 —
Band, English		140 — @	— —
Horse Shoe		135 — @	— —
Rods, English		115 — @	172 50
Hoop, English		145 — @	205 —
Nail Rod	per lb.	— 9 @	— 10½
Sheet, Russia	per lb.	— 14 @	— 15
Sheet, English, Single, Double and Treble		— 5½ @	— 8
Rails, English (gold)	per ton	53 — @	54 —
Rails, American		82 50 @	85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18 @	— 23
English Spring (1st & 2d qlty.)		— 10½ @	— 12½
English Blister (1st & 2d qlty.)		— 11½ @	— 20
English Machinery		— 13½ @	— 16
German		— 14 @	— 16
American, Blister		— 11½ @	— 17
American, Cast, Hammered		— 19 @	— —
American, Cast, Rolled		— 12 @	— 15
American Spring		— 15 @	— —
American Machinery		— 13 @	— 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 36 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— 37 @	— 38
Sheathing, Yellow		— 26 @	— 27
Pig, Chile		— @	— —
Bolts		— @	— 38
Braziers'		— 37 @	— 38
American Ingot (cash)		— 24½ @	— 25½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		6 50 @	6 62½
German Refined		6 50 @	6 62½
English		6 50 @	6 87½
Bar	per lb.	— @	10 —
Pipe and Sheet		— @	10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.	— @	— 24
Straits (gold)		— @	— 21½
English (gold)		— 21½ @	— 22
	Gold.		Currency.
Plates, I.C. Charcoal, p. box	9 12½ @	9 50	12 50 @ 13 —
Plates, I. C. Coke	8 — @	8 75	10 75 @ 11 75
Plates, Coke Terne	6 75 @	7 —	9 25 @ 9 50
Plates, Charcoal Terne	8 87½ @	9 —	12 — @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	6 25 @	6 50
Clinch (cash)		7 75 @	8 —
Copper		— @	48
Ausable Horse, Norway Iron, Forged		26 @	28
Zinc Nails (6 mos.)		— @	20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— @	— 16
Refined, free L. S. to White		40 @	— —
Refi'd, in bond, prime L. S. to White		— @	— 26
Refi'd, in bond, Standard White		— 26½ @	— 27
Naptha, Refined (60@63 gravity)		— 21 @	— —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th. 14	F. 15	Sat. 16.	M. 18.	Tu. 19	W. 20
Atlantic M. S. S. Co	84½	84½	83	----	----	83
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	118	119	----	----
Canton Co.	51	50	47½	48	48½	46½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	107½	----	108	108½	108½
" " pref.	----	109	----	----	----	109
" " 1 M.	----	100	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	91	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	131	131½	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	35½	35½	35	35½	36½	36½
" " pref.	63	63½	63	63½	64½	65½
" " 1st M.	----	86	----	----	87	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	95	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	96	96	96	97	98	98
" " 1st M. '70	----	----	----	----	----	101
Clev., Col. and Cin.	----	----	----	100	----	100
Clev. and Pittsburg	82½	82½	82½	82½	83	82½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	124	118½	118½	119½	119½	119½
" " S. F. 7 p.c.	101	----	----	----	----	----
Cumberland Coal, pref	38½	35½	34½	34	----	----
Del. & Hudson Canal	143	145½	----	----	----	145½
Del., Lack. & West.	----	----	----	----	----	----
" 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	58½	60½	59	59½	60½	59½
" pref.	71	----	----	----	73	----
" 1 M. 7 p.c. '67	----	----	102	----	----	102½
" 2 M. 7 p.c. '79	----	101	----	----	----	----
" 3 M. 7 p.c. '83	----	97	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	136	136½	137	----	138½	140
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115	115½	115½	115½	116	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	109½	109	109	----	----	----
Marietta & Cin. 1st pref.	25	----	----	----	25½	25
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8½	----	----	9	----	9½
Michigan Central	107½	----	----	108½	----	----
" S F. 8 p.c. '82	----	----	----	----	----	110½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	74½	74½	71½	77½	78½	76½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	99	----	99½
" " 2 M.	93	93	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	35½	----	----	----
" " pref.	56½	----	----	56	----	55
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	82	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98	97½	97½	97½	97½	97
" 1ss. to H. & St. J. R.	----	----	81	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	103	103½	102½	104½	106	106½
Real Estate	----	----	----	----	----	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	48½	49½	48½	50	50	50½
" new	----	----	----	----	49	49½
Ohio & Miss. cer.	20	29½	26	27½	26½	27½
" " pref.	----	----	----	----	70	70
Pacific Mail S. S. Co.	125	124½	125	124½	122	122½
Panama	----	----	268	----	----	----
Phila. and Reading	102	102½	101½	102	102½	101½
Pitts. Ft. W. & Chicago	96	96½	96½	96	97½	97½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	94½	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	36½	36½	37	37
St. L., Alton & T. H.	----	----	----	34	----	----
" " pref.	----	----	----	64	----	64½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	80	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	86	----	----	----
" ex-coupon.	65½	66½	66	66½	----	66½
" new	64½	64½	64½	64½	64½	64½
Tol. Wab. & Western	39	39	38½	----	39	39½
" Pref.	----	----	----	----	----	65
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th.14.	F.15	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	97⅜	----	98	----	----	----
U. S. 5s, 10-40s, reg.	97⅜	----	97⅞	----	----	97⅛
U. S. 6s, 1881, reg.	109¼	109¼	----	----	----	----
U. S. 6s, 1881, cou.	109⅛	109⅛	----	109⅛	109⅛	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	105	105	----	105	105⅛	105⅛
U. S. 6s, 1867, reg.	----	----	----	----	131⅛	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	109⅛	----	109⅛	109¼	----	109¼
U. S. 6s, 5-20s, c. 1864	107⅛	107⅛	107⅛	107⅛	107⅛	----
U. S. 6s, 5-20s, c. 1865	107⅛	107⅛	----	107⅛	108	----
U. S. 6s, " reg.	107⅛	----	107	----	----	----
7.30 Notes, 1st series.	105⅛	105⅛	106	106	----	----
" " 2d series.	105⅛	105⅛	105⅛	105⅛	105⅛	105⅛
" " 3d series.	105⅛	105⅛	105⅛	105⅛	105⅛	105⅛
American Gold	----	----	----	----	----	132

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

	W.13	Th.14	F.15.	Sat.16.	M.18.	Tu.19
Cattawissa	----	----	----	----	----	----
" preferred	29⅛	----	----	----	30⅛	30⅛
Camden & Amboy	131⅛	131⅛	132	----	132	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	91
" " 6s, '83	----	----	89	88¼	----	88⅛
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	95⅛
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	56	56	----	----	56⅛	56
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.. 96	----	----	----	----	----	----
Lehigh Navigation	54	53⅜	53⅜	53¼	53⅛	53¼
" " 6s, '84	----	91	91	----	90⅛	91
Lehigh Valley R. R.	61¼	61¼	61¼	61¼	----	----
" " 6s	----	----	----	95⅛	----	----
Little Schuylkill R. R.	32	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	57	----	----	----	----
Morris Canal	----	----	75	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	35	----
" " 6s	----	----	90	----	----	----
" " 10s	118	----	----	----	----	----
Northern Central	----	----	----	----	45	45
Pennsylvania R. R.	56⅜	56⅜	56¼	56⅜	56⅛	56⅛
" 1st m.	99⅛	99⅛	----	99⅛	----	----
" 2d m.	----	----	----	----	98	----
Penn. State, 5s	----	----	99¼	----	----	----
" " 5s, coupon.	94⅛	----	94⅛	95⅛	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	97⅛	97⅛	98	97⅛	97⅛	97⅛
" " new.	101⅛	101⅛	102	102	102	101⅛
" " munc.	----	----	----	----	----	102
Philad., Germ. & Nor.	61	----	62	62	62	----
Phila. & Reading	50⅛	51	51	50⅛	50⅛	51
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28⅜	24⅛	28⅛	----	29	----
" " 6s. 92	91⅜	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	22	22	----
" " pref.	32	32	----	----	----	----
" " 6s '82	78⅛	----	78⅛	----	----	78
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	15	----	----	----
" " 6s '78	65⅜	----	----	----	64	----
Union Canal, pref.	----	4⅛	----	----	----	4
" " 6s '83	22⅛	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14⅜	14⅛	14	14	14	13⅞
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	79⅛
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

	W.13	Th.14	F.15.	Sat.16.	M 18.	Tu.19
Baltimore City 6s, 1875	99	99	----	99	98	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	97⅛	----	98	98
Balt. and Ohio	116⅛	----	----	----	----	116⅛
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	97⅛	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	99⅛	99	----	----	----	----
Northern Central	45⅛	----	----	----	----	----
" " b'ds, 1885	82⅛	82⅛	----	----	----	----
" " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th. 14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	132	----	----	----	132
Boston and Providence	----	134	----	----	----	----
Boston and Worcest.	143	144	143	143	----	143
Cheshire, pref.	56⅜	----	56⅛	56	56	56
Concord	----	----	68	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	109	109	109	109	108¼	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	120¼	----	120	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	107	----
Old Colony & Newport.	97⅛	97⅛	97	----	97	----
Ph., Wil. & Baltimore	54⅜	54⅜	54⅜	54⅜	54⅜	54⅛
Portl'd, Saco & Ports.	101	----	----	----	----	----
Vermont & Canada	100	100	----	----	----	----
Vermont & Mass.	----	----	55⅛	----	56	55
Western	138½	138½	138⅛	138⅛	139	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	95	----	----	----	95
Metropolitan "	52⅛	----	52	----	53	53
Middlesex "	35	----	----	34	----	35
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	23	24	23⅛	22	22⅛
Franklin "	----	----	25	----	23	22
Huron "	18⅛	18	18	16	14	17⅛
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	8⅛	----
Pewabic "	20	----	20	18	----	17⅛
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	36⅛	----	----	----
Rockland "	9⅛	9⅛	9⅛	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of Feb., and 1st of Mar.

	Closing Prices. Feb. 22.	Mar. 1.
U. S. 5-20 yrs, 1882, 6 per cent	73⅝@ 73⅞	73¼@ 73⅜
Virginia State 6 per cent	48 @ 52	48 @ 52
Do., 6 per cent	40 @ 42	39 @ 41
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1881	45 @ 50x	45 @ 50x
Do. Penn., 1st mort., 1877	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1882	46 @ 50x	45 @ 50x
Do., consolid. mort bonds, 1890	— @ —	23⅛@ 24⅛
Erie shares, $100 (all paid) 8 p. c	38 @ 38⅛	36 @ 37
Do., convertible bonds, 6 p. c.	70 @ 72	68 @ 70
Do., 3d mort., 1883, 7 p. c	69 @ 71	69 @ 69
Illinois Central, 6 p. c., 1875	83 @ 85	84 @ 86
Do., 7 p. c., 1875	72 @ 74	73 @ 75
Do., $100 shares (all paid)	78⅜@ 78½	77 @ 77
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	— @ —	66 @ 68
Do., S. F. 1st mort., 8 p. c., 1882	— @ —	68 @ 70
New York Central $100 shares	— @ —	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	103 @106	100 @103
Penn. R. R. bonds, 2d mort. con. 6 p c.	89 @ 91	90 @ 92
Do. $50 shares	— @ —	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	— @ —	79 @ 81
Do. with option to be paid in Phil.	— @ —	79 @ 81

American Railroad Journal.

Saturday, March 23, 1867.

Stock Exchange and Money Market.

The Money Market has been devoid of any features of novel interest, since our last. The supply of capital, especially with private lenders, has been steadily gaining on the demand for accommodation; though the city banks have been losing currency chiefly through the temporary withdrawal of country bank balances, preparatory to the making up of the required official exhibit of the condition of the latter institutions; and have been losing specie mainly through the customs drain. Not only have the city banks had this experience, but similar influences have been operating on the currency reserve of the Philadelphia, and we believe, of the Boston Banks. The loss, however, is likely to be repaired in the course of the next few weeks, and the local banks feel confident that, in the meantime, there can be no serious, indeed no perceptible disturbance of the prevailing ease in money, which is available in round sums on call to the Government houses at five, and to the leading Stock Exchange firms at six per cent. Prime short date commercial paper has been less freely offered through the discount brokers, and has met with more favor at bank and through private channels, at 6½@7 per cent. per annum. The Government has been disbursing currency pretty freely through the week, partly in redemption of the outstanding Seven-thirty notes of the first, or August issue, which will mature in less than five months, and which the Treasury officials are sturdily withdrawing, either by direct purchase, or more generally, by the conversion process; to which most of the Government banking houses throughout the country are now giving every possible aid. The changes in the city bank statement as compared with the preceding exhibit have been as follows: Increase of loans, $931,514; decrease of specie, $899,460; increase of circulation, $80,875; decrease of deposits, $2,234,723; decrease of legal tender notes, $1,710,401. The specie reserve of the banks is now $9,968,722, against $15,015,242, same time last year. The city bank deposits are now $197,958,804, against $185,438,707 week ending March 17, 1866. The legal tender reserve amounts to $62,813,099, against $68,402,764 same time last year. The circulation now stands at $33,490,686, against $23,303,051 same time last year. The loans are now $263,072,976, against $232,517,378 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,423,135 a day, against a daily average of $90,695,542 the preceding week, and $77,689,080 the week ending with March 2d. The current week's exchanges average about $78,569,372 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, $1,313,169; decrease of legal tender reserve, $569,062; decrease of deposits, $2,488,671; increase of specie, $25,867; and increase of circulation, $8,853.

National Bank notes to the amount of $283,150 were issued last week, making the total issue to 1,663 banks thus far $302,176,150, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,272,437, leaving, with the existing 1,648 banks, an actual circulation at this date, of $298,903,784. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,532,450; and for the public deposits, $39,911,450—making a total of $379,543,900. The Treasury Department, last week, redeemed and destroyed over $380,000 of worn and mutilated fractional currency, and issued $819,411 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 16, were $16,772,354, including $2,877,563 from customs duties; payments, $17,346,144; balance at the close of the week, $111,661,266, against $112,235,056 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $7,147,843, and payments, $7,152,781; on Tuesday, receipts, $2,777,742; payments, $2,357,915. The balance at the close of business on Tuesday stood at $111,576,156, against $113,969,371 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March

16, was $10,864,991—$9,195,281 of which was in coin—showing a decrease of $166,760 as compared with the close of the previous week. The amount received for customs during the week was $347,000.

Government revenues were on a somewhat contracted scale, last week. The excises, last week, yielded over $2,316,436, against $4,190,628, the preceding week; customs at the port of New York, $2,877,563, and at the outports, about $950,000 (in coin) more, making the grand total income for the week equal about $7,484,000 in currency, against disbursements of $4,608,284 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $210,000,000.

The internal revenue of the Government in each of the last two years was as follows:

	1865.	1866.
Manufactures and productions	$104,379,609 56	$178,366,691 37
Slaught'd animals	1,261,357 09	1,291,570 51
Various gross receipts	8 891,874 14	10,092,707 59
Sales	4,062,243 54	4,002,282 91
Licenses	12,613,478 67	18,038,097 71
Income	20,740,451 33	61,071,932 25
Legacies and Successions	546,703 01	1,170,978 85
Carriages, plate, etc	780,266 58	1,693,122 73
Passports, etc.	29,538 29	31,759 00
Special income tax	28,929,312 02	.....
Penalties	517,627 41	932,618 82
Banks, railroad companies, etc.	14,385,606 63	13,279,142 46
Salaries	2,826,333 37	3,717,394 69
Stamps	11,162,392 14	15,044,373 18
U. S. Marshals	2,735 29	210,234 38
Spec'l Treas. Agts.	.....	1,974,101 72

The gold movement of the week has been a very sluggish one, as a rule. The speculative demand has been, by no means, confident. The customs inquiry has been fair, but much less urgent. There has been no export call of moment. The extreme rates of the week have been 133¾@134¾, showing a remarkably steady market. At the ruling figures, each day's business in the Gold Room has been unusually limited. The closing prices on Wednesday was 134¼@134⅜, on a comparatively firm, though inactive market. Wednesday's specie exports from this port were confined to $4,536 by the *Cuba*. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $370,093. The customs demand for Gold last week, averaged $479,594 a day; thus far, this week, it has been equal to $125,443 a day, or equal to a weekly aggregate of $2,552,658. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $77,854, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $90,978,093, against $96,448,614 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $30,458,213, against $20,645,630 same time last year, showing an increase this year, of $9,812,583. The exports of specie from this port, last week, were $244,888. The total outflow of specie from the port, thus far in the current fiscal year has been $22,765,131, against $17,282,431 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $177,700, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,133,340, against $31,763,058 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 10, 1867, reached $5,160,000, against $4,210,090 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 16th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s	$285,440	$178,790	$106,740
100s	4,922,600	3,261,300	1,661,300
500s	653,500	259,000	394,500
1,000s	23,424,000	19,656,000	3,768,000
1,500s	144,875,000	121,605,000	13,270,000
10,000s	5,000,000	5,000,000	.....
Total	$179,160,540	$159,960,000	$19,200,540

There has been rather more movement in the foreign exchange, on an increase call from importers, and rates have been quite firm, and inclined to buoyancy. Bankers' 60 day bills on London closed on Wednesday at 108¾@109, and on Paris to 5.18¾@5.15; sight bills on London to 109½@109¾; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been quite extensive since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,315,398, making the total value of exports since July 1, 1866, $123,201,757, against $157,669,853 same time in the preceding fiscal year.

Government securities have held their own, as to price quite tenaciously, through the week, despite the general dullness in the stock business, and the adverse influence of the depression and inactivity in gold. The demand has been, chiefly from home investors, especially for the later, or 1865 issues of the Five-Twenty six per cent. coin-bearing bonds, which have been on the advance. The Seven-Thirty Notes have also been buoyant in price, having been favorably by the steady progress of the retirement of the first series, through conversions into the consolidated Five-Twenties. U. S. sixes of 1867 closed here on Wednesday at 130; U. S. sixes of 1868, at 128½; U. S. sixes of 1881, 109@109¼; U. S. Five-twenties of 1862 at 109@109¼; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1865, consolidated, 107@107⅛; U. S. Ten-forties at 97¾@98, ex-coupon, and U. S. Seven-thirties at 105½@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@⅛ of 1 per cent. on these figures:

June, 1864 117¾	May, 1865 112¼
July, 1864 117¼	August, 1865 111¼
August, 1864 116¾	September, 1865 110¾
October, 1864 114¾	October, 1865 110½
December, 1864 113¾	

The railway and miscellaneous Stock Market has been fitfully active through the week, but the aggregate business has been by no means heavy, and prices have been quite variable for all the speculative favorites. Toward the close, though transactions in most of the share properties were on a comparatively moderate scale, the market exhibited some symptoms of firmness and buoyancy, favored as it was by the remarkably even and easy movement in money.

General business has been moderately active. Domestic produce opened very buoyantly in price, on a decidedly livelier inquiry, partly from regular home and export buyers, and partly from speculative sources, stimulated by more favorable foreign news; but at the close, transactions diminished in volume, and prices became irregular and less firm. Middling grades of cotton left off less buoyantly at 31½@33 cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 2,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 453,000 bales, against exports of 251,628 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,423,000 bales against 1,545,830 bales same time last year; exports, 803,225 bales, against 913,835 bales same time last year; estimated stock at latest dates, 610,000 bales, against 523,000 bales same time last year. In foreign merchandise, the main business was transacted in dry goods and groceries, which, as a whole, were pretty freely offered on terms more advantageous to purchasers. An unusually active marketing movement was reported in the foreign dry goods line. The total imports of foreign dry goods, last week, were $2,272,278, and the total amount marketed $4,972,344. The value of foreign merchandise imported last week, was $2,329,422—making the grand total specie value of last week's imports of dry goods and merchandise, $4,601,700, and since July 1, 1866, $183,477,333, against $209,564,883 same time in the preceding fiscal year. The ocean freight market has been less active, with 448 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 5½@6d. per bushel; cotton at $\frac{5}{16}$@$\frac{11}{16}$d. per lb.; and heavy goods at 17s.6d.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 5.	March 13.	March 20.
Consols	91	90¾	91
U. S. 5-20's of 1862	73¾	74¼	74½
U. S. 5-20's of 1865	72	72½	72¾
Erie	36	39¾	40¼
Ill. Central	76½	78	78½

The New York exports, exclusive of specie, for the week ending March 19, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$5,091,287	$4,835,398
Prev. reported	45,700,430	37,279,964
Since January 1	$50,791,717	$41,595,362

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,183,369	$2,272,278
Gen. merchandise	2,226,509	2,329,422
Total for the week	$5,809,878	$4,601,700
Previously reported	61,670,807	47,942,601
Since January 1	$67,480,685	$52,544,301

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$209,564,883	$183,477,333
Exports produce	157,669,853	123,201,757
Exports specie	17,282,431	22,765,131

The balance in the Sub-Treasury on Wednesday was $112,409,069 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, ex-coupon, 41¼; Connecticut 6s, 101; Kentucky 6s, 98⅛; Minnesota 8s, 102; N. Y. State 7s, Bounty Loan, coupon, 106¾; do., reg., 106¼; do., 6s, 1874, 99⅝; Georgia 6s, ex-coupon, 69; Rhode Island 6s, 100; Chicago, Rock Island and Pacific 7s, 90; Hudson River R. R. bonds 1867, 100¼; Morris and Essex 1st mort., 96; do., 2dmort., 86; Cleveland and Toledo 7s, new, 97; Indianapolis and Cincinnati ex-div., 85; N. Y. and New Haven R. R., 120; do., bonds, 94¼; Cincinnati, Hamilton and Dayton, 88½; N. J. Central, 117¼; Brooklyn 6s, Water Loan, 95; Jersey City Water Loan, 94½; Boston Water Power Co., 25½; U. S. Coal, 35¾; American Coal, 52½; Ashburton Coal, 24¼; Central Coal, 45; Pennsylvania Coal, 150; Wilkesbarre Coal, 36½; Mariposa pref., 23½; Rutland Marble, 12; Wells, Fargo & Co., Express, 58; U. S. Express, 57¾; Adams' Exp., 58¼; American Exp., 58; Western Union Telegraph, 41⅜; Merchants' Bank, 116; Bank of Commonwealth 107; Fourth National Bank, 104¼; Ocean Bank, 103; Bank of Commerce, 115; Bank of New York, 118; U. S. Trust Co., 58; Metropolitan Bank, 124; Oriental Bank, 130; Union Trust Co., 160; Alamada Silver, 7.40; Atlantic and Pacific Gold, 2.75; American Flag, 0.80; Benton Gold, 1.55; Corydon, 4.00; Columbian G. & S., 2.90; Consol. Colorado, 0.08; Charter Oak Copper, 1.57; Consol. Gregory Gold, 12.00; Des Moines, 0.25; Davidson Copper, 1.45; Gunnell Gold, 5.00; Hope Gold, 0.04; Keystone Silver, 0.04; Kipp and Buell, 0.60; Liberty Gold, 0.07; La Crosse Gold, 0.60; New York Gold, 1.05; People's G. & S., 1.25; Quartz Hill, 3.65; Reynolds Gold, 0.06; Rocky Mt. Gold, 1.00; Russell File, 3.25; Smith and Parmalee, 6.10; Tudor Lead, 2.90; Walkill Lead, 0.62; Bennehoff Run Pet., 2.75; Bennehoff Mutual, 0.70.

Philadelphia.—Philadelphia and Trenton R. R., 130; do., 6s, 99; Warren and Franklin 7s, 81; Steubenville and Indiana mort. 6s, 81; Sunbury and Erie 7s, 99; Reading mort., 6s, 91; Allegheny County coupon 5s, 76; Pittsburg 5s, 75; Germantown Passenger R. R., 28½; West Philadelphia R. R., 72½; 13th and 15th streets, R. R., 20½; Camden and Amboy scrip, 74; Lehigh Coal and Nav. scrip, 61; Susq. Canal scrip., 64; Lehigh R. R. scrip, 16; Phila., Wil. and Balt. R. R., 55; New Creek Coal, ¼; St. Nicholas Coal, 1.44; Ocean Oil, 2⅜; Maple Shade, 1½; Farmers' and Mechanics' Bank, 136⅛; Commercial Bank, 56¼; Pennsylvania National Bank, 58¼; Consolidation Bank, 45; Manufacturers' Bank, 32½; Philadelphia Bank, 153; Southwark Bank, 100; Mechanics' Bank, 33. The latest quotations are: City 6s, 97¾@98¼; do., free of tax, 101⅝@101¾; State 5s, 99@99¼; do., coupon, 95@95½; do., 6s, W. L., 103@103¼; Phila., Wil. and Balt., 55; Reading 50⅛@51; do., 6s, 1870, 95@97; do., bonds, 90⅞@91; do., con., 103@103; Camden and Amboy, 132¾@133; Penn. R. R., 56⅝@56¾; do., 1st mort., 99½@99¾; do., 2d mort., 97¾@98¼; Little Schuylkill R. R., 30@33; Morris Canal, 75@80; do., pref., 120⅛@121; do., bonds, 93½@94; Wyoming Valley Canal, 56@60; do., 6s, 85@86; Susquehanna Canal, 14⅝@15; do., 6s, 64¾@65½; Sch. Nav., 21½@22⅛; do., pref., 31¾@32¼; do., 6s, 1882, 78@78; Union Canal bonds, 21@22½; Delaware Div. Canal, 56@57; do., bonds, 85@87; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95@96; do., 5s, 64½@67; Lehigh Coal and Navigation, 53⅞@53½; do., bonds, 1884, 90½@91½; North Pennsylvania, 34@34¾; do., 6s, 89@90; Philadelphia and Erie, 28⅝@29; do., 6s, 91½@92; Minehill, 57¼@58; Catawissa, 13@20; do., pref., 30¼@30½; Lehigh Valley, 60⅜@60⅝; do. bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78¾@79; West Philadelphia, 72@73; Spruce and Pine, 30@30; Green and Coates, 30@32; Chestnut and Walnut, 47@48; Thirteenth and Fifteenth, 20@21; Girard College, 27@30; Tenth and Eleventh, 65@68; Union, 40½@41½; Hestonville, 14@14⅛.

Boston.—Vermont Central, old, 1¾; do., 1st mort., consolidated, 67½; New Bedford and Taunton 6s, 1881, 97½; Western R. R. 6s, 1875, 99; Burlington and Missouri River 7s, 1893, 80; Old Colony and Fall River 5s, 1867, 98½; do., 6s, 1876, 96¾; Rutland and Burlington 1st mort., endorsed, 122½; Ogdensburg and Lake Champlain R. R., 63; Boston, Hartford and Erie, 12¼; do., 7s, 46; Ogdensburg R. R., 75c.; Indianapolis and Cincinnati ex-div., 43; Union R. R., 88; Boston Water Power Co., 25; Cary Imp., 8¾; Boston and Roxbury Mill, 41¼; Short Mt. Coal, 11½; New Hampshire 6s, 1868, 99¾; Massachusetts 5s, 1893@1898, gold, 99¼; Rhode Island 6s, 1882, 99; Cook Co., Ills., 7s, 95¼; Boston 5s, 1868, gold, 129½; Boston 6s, 1874, currency, 100; Chicago 7s, municipal, 99; do., sewerage, 99¾; do., 6s, 1870, 96; Hartford 6s, 1879, W. L., 98¼; do., 1881, 97½; Brooklyn 6s, W. L., 1896, 94½; do., 1897, 94¼; Portland 6s, 1871, 97; do., 1877, 93½; St. Louis County 7s, 1885, 80¾; do., 6s, 1879, 77½; Boston Gas Light, 770; Union National Bank, 124; Merchants' National Bank, 111½; Second National Bank, Granite, 138¾; National Bank of Commerce, 119¾; Freeman's National Bank, 130; Everett National Bank, 102; Bunker Hill National Bank, Charlestown, 117¾; Tremont National Bank, 119¾; Shawmut National Bank, 115¼; Eliot National Bank, 108⅛; First National Bank, Chelsea, 90; Allouez Mining Co., 5½; Bay State, 7; Canada, 52c.; Concord, 2½; Dana, 1⅜; Eagle River, 2⅜; Hancock, 8; Humbolt, 1⅝; Native, 2; Petherick, 2¼; Phœnix, 5; Superior, 2½; St. Clair, 5½; South Side, 1⅝; Winthrop, 1.

Baltimore.—Virginia 6s, reg., 29½; Marietta and Cincinnati 1st mort., 82; N. W. Va. R.R., 18; Liberty Copper, 0.85; Gardner Hill, 0.50; Balt. Balt. and Cuba S. and M. Co., 60; Canton Co., 47; Citizens' Bank, 14; Mechanics' Bank, 9⅝; Union Bank, 60⅞; Farmers' and Planters' Bank, 30; National Exchange Bank, 97; Third National Bank, 102. The latest quotations are: Balt. and Ohio, 116½@116¾; do., 6s, 1867, 98@100⅜; do., 1875, 97½@97¾; do., 1880, 97@97½; do., 1885, 99@99½; Northern Central, 45¼@46½; do., bonds, 1885, 82@86; N. W. Va., 18@18; do., 1st mort., 1873, 93@93½; do., 2d mort., 90@93½; do., 3d mort., 89@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 81¾@82¾; Central Ohio, 24@26; do., 1st mort., 89@90; Western Md. bonds, 64@68; do., guar., 93½@96; Maryland 6s, coupon, 1870, 100@102½; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 97@97¼; do., 1873, 96@99; do., 1875, 98½@98¾; do., 1886, 98@98¼; do., 1890, 97½@98; do., coupon, 100@100; do., Park, 98½@99; do., 1892, 95@95; do., 5s, 1838, -'70,83@83; City Passenger R. R., 17½@18; Canton Co., 46@48; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 5@7¼; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.20@0.25; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.10@0.40; Baltimore Coal, 160@175.

Missouri State Debt.

We give elsewhere a copy of the act recently passed by the Legislature of Missouri to provide for the payment of the interest upon the State Debt. After reserving for certain specified purposes, $2,000,000 of the money appropriated by Congress to reimburse the State for war expenses, the remainder, $4,000,000, and upwards, is appropriated to the payment of overdue outstanding coupons in the order of their maturity. The overdue coupons not thus provided for will be taken up, and six per cent. interest bearing bonds given therefor. Six hundred thousand dollars is appropriated to pay the interest falling due on the 1st of July, 1867, and a tax of four mills on the dollar levied to meet the semi-annually accruing interest thereafter. Provision is made that in case the money should not be in the Treasury to meet this interest as it falls due, temporary loans to raise the money may be effected therefor by the interest fund commissioners. Thus it will be seen that every possible means for the restoration of the State's credit has been employed and incorporated in the bill.

Genesee Valley Canal.

The Mc Kean *Miner*, published in the heart of Mc Kean County, Penn., and in the mining region, says that "if New York will make the Genesee Valley canal what it should be then private Pennsylvania enterprise would extend this great improvement into the heart of Mc Kean, Elk, and Cameron Counties, and during the canal season, despite all the railroads, the Valley canal would become the carrier of the coal of that region of Central and Western New York, the lakes and Canada. It argues that the transportation from that region of lumber and iron is greatly to increase, and that the Valley Canal would undoubtedly be one of the chief means of conveyance."

☞ The time for building the Philadelphia and Baltimore Central Railroad has been extended by the Maryland Legislature to 1873. The bill requires the road to be commenced at Stemmer's Run within a year, and six miles to be built each year thereafter. The road is to pass not more than one mile from Belair, and to cross the Susquehanna river at or near the former mouth of Deer Creek.

☞ The following gentlemen have been elected directors of the Pittsburg and Connellsville Railroad for the ensuing year: President, John A. Wright; Directors, Thomas A. Scott, Josiah Bacon, John M. L. Kennedy, Wistar Morris, Edw. C. Knight, J. L. Russell, G. W. Cass, D. R. Davidson, D. C. Small, John D. Reddy, Ashbel Green, A. K. M'Clure.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 2d, 1867, were $128,901 00
Corresponding week of previous year. 126,026 00

Increase $2,875 00

The earnings of the Detroit and Milwaukee Railroad for the second in week March, 1867, were $30,071 00
Corresponding week of 1866..... 27,250 00

Increase..... $2,821 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in March, 1867, were $57,865 00
Corresponding week of previous year.. 58,400 00

Decrease $535 00

The earnings of the Western Union Railroad for the week ending March 14, 1867. . $8,146 80
Corresponding week previous year.... 9,661 34

Decrease..... $1,514 54

The earnings of the Chicago and Northwestern Railroad for 2d week in Mar., 1867 .. $167,140 48
Corresponding week previous year .. 142,821 11

Increase..... $24,319 37

The earnings of the Michigan Central Railroad for the 2d week in Mar., 1867, were... $93,633 00
Corresponding week of previous year.. 76,889 00

Increase..... $16,744 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Mar. 1867, were..... $86,895 00
Corresponding week of 1866 ..... 89,390 00

Decrease $2,495 00

The earnings of the Marietta and Cincinnat Railroad the 1st week in Mar., 1867... $19,918 00
Corresponding week previous year.... 19,073 00

Increase..... $845 00

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER WHERE GOODS PASS OVER SEVERAL ROUTES.

The case of McDonald *vs.* Western Railroad Company, lately decided in the Court of Appeals of this State, will be found of great interest as holding that where goods are shipped and must pass through the hands of several intermediate carriers before arriving at the place of their destination, the duty of each intermediate carrier is to transport the goods safely to the end of his route, and deliver them to the next carrier on the route beyond.

The case also decides that an intermediate carrier, in such case does not relieve himself from liability by simply unloading the goods at the end of his route, and storing them in his warehouse, without delivery or notice to, or any attempt to deliver to the next carrier.

The facts of the case appear in the opinion of the Court by

HUNT, J.—On the 20th day of June, 1861, the plaintiff's assignor shipped two boxes of marble monument, from a station on the Harlem Railroad directed to "Elijah W. Brigham, Binghamton, New York, Harlem Railroad to Albany, Erie and Chenango Canal to Binghamton." The plaintiff did not accompany the stone, and gave no other directions than those mentioned upon the boxes. The goods were received by the defendants' from the Harlem Railroad, transported to East Albany, which is the terminus of the defendants road, and deposited in their warehouse. This was on the 22d of June, 1861, and on the 5th of July, 1861, the defendants' warehouse, with a large amount of property contained in it, the property in question among the rest, was destroyed by fire. The plaintiff sues the defendants for the value of the marble thus destroyed, claiming that the liability of a common carrier remained upon them at the time of the loss. The defendants, on the other hand, contend that the carrier's liability had ceased, and they were under no greater liability than that of warehouseman, which is that of care and diligence merely.

In receiving the goods in question from the Harlem road, in transporting them upon their road to East Albany, and into their warehouse in that place, all agree that the defendants acted as common carriers, and were subject to the responsibilities of bailees of that character. When or by what act was their character as such ended, and that of warehousemen or forwarders substituted? Was it when the property was removed from the cars and placed in safe deposit in their warehouse? The cases of Thomas *vs.* Boston Railroad Co., (10 Metc., 472,) and Norway Plains Co. *vs.* Boston and Maine Railroad Co., (1 Gray, 268,) afford apparent countenance to this idea. In both of these cases, however, this important fact existed, that the place of delivery was at the termination of the carrier's road. The goods were to be delivered in Boston, and Boston was the termination of the carrying road. What would have been the duty of the carrier if the goods had required further transportaion, was therefore not in question, and not alluded to by the Court in either of those cases.

That the removal from the cars and deposit in their own warehouse did not, of itself, change the character of the defendants' liability, is established by the cases of Goold *vs.* Chapin, (20 N.Y., 259,) and Van Santvoord *vs.* St. John, (6 Hill, 167.)

Those cases hold that the carrier must perform some act, distinctly indicating his intention, to end his liability as carrier, and calculated to accomplish that result before he can cease to be a carrier, and become a forwarder or warehouseman. In the last case referred to, the defendants received the box of goods addressed to "J. Petrie, Little Falls, Herkimer Co.," with no other direction, transported it by their barges to Albany, and thence shipped it by a responsible line of canal boats on the Erie Canal, to be delivered to the consignee at Little Falls. Before reaching that place, the box was rifled of its contents. The Court held that it was not the duty of the defendants themselves to transport the property to Little Falls; that a compliance with their custom to deliver the same on board of a boat going to that place, was a performance of their duty as carriers.

In the case of Goold *vs.* Chapin, the goods were also received at New York by the defendants, a barge company, and to be transported to a place on the Erie Canal, West of Albany. The direction was to the plaintiffs, "to the care of Field & Co., Brockport, N. Y., per Atlantic line." The goods arrived at Albany on the morning of the 14th of August, 1848, and during the day following were discharged into a float belonging to the defendants, and which was used as a place for storing and delivering goods to the canal boats going West. The defendants had at the time two warehouses at Albany, one on the dock, another on the pier. On Tuesday the 15th, the defendants gave notice to the agent of the Atlantic line, requesting him to take them away. This notice was repeated on Wednesday morning and on Thursday morning. On the afternoon of Thursday, the goods were consumed while on board the float, by a fire which commenced on shore and spread among the shipping. This Court held that the defendants were liable as carriers; that the notice to the Atlantic line, and their unreasonable neglect to take the goods, did not exempt them; that to exempt themselves, the carriers must store the goods in a warehouse, or in some other way clearly indicate a renunciation of the relation of carrier. The Court held that, as there was neither a deposit in a warehouse, which would have indicated clearly a renunciation of the carrier's liability, or a delivery to the carrier by canal, which would have fulfilled the duty of the first carrier, the defendants were liable.

The defendants in the present case did no act indicating that they had renounced the liability of a carrier. They simply unloaded and deposited the goods in their warehouse. Had this deposit been made in the warehouse of a company engaged in canal transportation westwardly, it would have been an act of great significance. But here the fact is expressly found that it was the custom of the further carrier to take the goods from the defendants' depot. The liability of the further carrier did not commence until he removed the goods from the defendants' warehouse. The deposit, therefore, by the defendants, in their own warehouse, did not afford any evidence of a renunciation of the carrier's liability. The case of Ladue *vs.* Griffiths, (25 N. Y., 364,) is somewhat similar. There the defendant was a warehouseman of Buffalo, and a carrier on the Erie Canal, and used to receive freight from the West and forward it to the East by the first boat going, whether his own or that of other carriers. He received goods from Detroit, addressed to his care at Buffalo, and marked to go from "Buffalo to East Albany, at 30 cts. per 100 lbs." The presumption, the Court say, from these facts alone is, that the goods came to his possession as carrier, and having been burned while in his warehouse awaiting transportation, he is liable for their value. The goods might have gone by some other line, in which case, Griffiths would never have been a carrier at all. But they might, at his pleasure, have been placed upon his own boats, and hence he was held as a carrier. In the present case, the goods came to, and remained in the defendants' warehouse by their own act, awaiting transportation, and as a part of the contract of carriage. The goods were placed in the defendants' warehouse for their own convenience, for the purpose of, and until they should be delivered to the further carrier for transportation by canal. (Aug. on carriers, § § 131, 140; Story on railroads, 536; cited in Ladue *vs.* Griffiths, Supra.) I think the deposit in the defendants' warehouse was a mere accessory to the defendants' carriage, in which case the carrier's liability still remains. (Blossom *vs.* Griffin, 3 Kern., 569, 572,) East Albany is upon the left bank of the Hudson River,

a stream flowing down from many miles above Albany, and continues one hundred and fifty miles farther down. It was a boundary, impassible to the railroad, as no bridge then existed, and when reached, goods, whether they were to be at once shipped to the West, or whether that was their final destination, must necessarily have been unloaded in the warehouse, and left there until a barge or a canal boat should come to receive them, or they should be demanded by the owners. The defendants' liability as carrier was unbroken.

No claim is made by the defendants upon the argument and their liability is discharged by notice to the further carrier that the goods were ready for his transportation. There was no sufficient notice in the present case, and in Goold *vs.* Chapin (Supra,) the notice repeatedly given and unreasonably neglected by the further carrier was held to constitute no defense.

I am for affirmance of the judgment.

Judgment affirmed.

The Cincinnati, Hamilton and Dayton and Dayton and Eastern Railroads.

We learn from the Cincinnati *Gazette* that a contract ordered by the directors of these two companies has been executed, and needs but the assent of their stockholders to perfect it. The latter is the corporation recently organized to build what is known as the Short Line road to Dayton, and has a perpetual lease of the Sandusky and Cincinnati (formerly the Mad River and Lake Erie) Railroad. By this contract, the former company grants to the latter the perpetual right to the use of the narrow gauge tracks of the former, including side tracks, switches, water and wood stations, and depots at Dayton, Middletown and Hamilton, for as many trains, both passengers and freight, as may be necessary for the convenient transaction of its business, between Dayton and a southern terminus in Cincinnati, not further east than 600 feet east of the point of connection with the Marietta and Cincinnati Railroad, near Millcreek—the Cincinnati, Dayton and Eastern providing its own depot grounds and depot—for which an annual compensation is to be paid of $130,000, to be increased to a maximum of $150,000, in the event of a contemplated increase of business from connecting roads, and also a certain proportion of the cost of repairs of the tracks, bridges and structures used in common, according to the wheelage and mileage of each company. The use of the tracks granted to the Dayton and Eastern Railroad Company, is limited and restricted by certain conditions, of which the following are the most material:

1. The passage fare from Cincinnati to Dayton, and *vice versa*, is to be fixed by mutual agreement, and to be the same on all trains. The local fare to and from intermediate points to be fixed by the Cincinnati, Hamilton and Dayton Co. The Dayton and Eastern Company not to receive passengers at any local points, except Hamilton and Middletown, and then only upon two daily trains each way, and any local fares otherwise collected to pay over in full, and not to sell any commutation tickets to any local stations.

2. The Dayton and Eastern Company are prohibited from carrying to or receiving from, any point between Cincinnati and Dayton, any freights, but may deliver freights to such intermediate points brought from beyond Dayton, upon a pro rata division according to distance, with an allowance for mileage.

3. Each party is prohibited from competing with the other, to points local to them respectively, or reached over other roads with which they have established connections, and the rates of freight from Cincinnati or Dayton to Toledo and Sandusky, and *vice versa*, to be the same.

4. The trains of the Dayton and Eastern Company to run on such time as it may fix, subject to a limited variation by the Cincinnati, Hamilton and Dayton Company for general safety, and the speed to be limited to the usual rate on first-class roads. A Train Dispatcher, jointly appointed, directs their movements, on the prescribed regulations.

5. The Dayton and Eastern Company have the right to carry express and mail matter brought from or over the Sandusky road to all points between Dayton and Cincinnati.

6. The Cincinnati, Hamilton and Dayton Company furnishes fuel and water at actual cost.

7. The salaries of all joint employes to be paid jointly, in the same proportion, as repairs.

8. Each party to be responsible to third persons for damages occasioned by or on its own trains, and to each other, for the neglect or default of its own employes, but not for the neglect or default of joint employes.

9. The second track of the Cincinnati, Hamilton and Dayton Company, when extended, to be done of its own cost

Provision is made for a forfeiture of the right to run trains, in the event of non-payment of rent or repairs, which are payable monthly, and for a reference to arbitration of all questions that may arise under the contract or in reference to its construction.

The Dayton and Eastern Company binds itself not to construct or operate any railroad between Cincinnati and Dayton, and the Sandusky and Cincinnati Company are to become a party to its provisions. The contract takes effect upon its due ratification by the stockholders of the respective companies, and the rents to begin to accrue on January 1, 1868, or from the date when the use of the tracks contemplated shall commence, if it sooner commences.

This contract, we are advised, has been executed upon the unanimous approval of the directors of the two companies, and will doubtless receive the like assent of both bodies of stockholders. Its importance to their interests cannot be over estimated, as it must be regarded as mutually beneficial. It secures two great objects: 1st, To the Sandusky road and its connections, now or hereafter formed, the benefits of an independent entrance to Cincinnati, with all the advantages that secures for it a through line to the North and East, free to compete with all its rivals for public favor without the enormous and unremunerating outlay that would be required to construct a separate road from Dayton to Cincinnati. 2d. To the Cincinnati, Hamilton and Dayton Railroad Company, a more full and active employment of its capital, fixed in its road bed and structures, with a handsome return for its use, amounting to about seven per cent. per annum upon one-half of the cost of its construction, exclusive of the Broad Gauge track, not used by the Cincinnati, Dayton and Eastern Company, and a full and complete protection in its purely local business.

The only disappointment to be expected at this consummation, which has any appearance of being legitimate, will be on the part of those residing on the line of the proposed route, which by this arrangement is abandoned, principally the inhabitants of Middletown, Franklin, and others, east of the Miam iriver. But it is evident that the public interests do not demand the accommodation of a second road between Dayton and Cincinnati. When they do, the capital to meet the demand will be attracted by the certainty of remuneration. Any experiment in that direction now might promote certain local interests, but it would be at the expense of those who invested in a road that could pay no dividend, with great injury to the interests of others in existing investments, that might and would be greatly injured by the unnecessary competition.

The Cincinnati, Dayton and Eastern Railroad Co., to facilitate their business over the Cincinnati, Hamilton and Dayton Railroad, has contracted with the Indianapolis and Cincinnati Railroad Co. for the use of the depot and depot grounds of the latter company, in Cincinnati, at an annual rent of $85,000.

Railroad over the Hoosac Mountains.

The Hampshire *Gazette* says that the survey of the proposed road over the mountains from Williamsburg to Adams has been completed. "The highest grade is not over 70 feet per mile. The route runs up the reservoir valley toward Ashfield, then turns toward Goshen, and runs through Cummington and Savoy. The grade on each side of the mountain is about the same. It thus appears that a railroad over this route is perfectly feasible, and it needs but little discernment to see that it would be a money-making operation for the Commonwealth to relinquish the tunnel project even. and build this road. It could be done in one or two years, at about the cost of the expenses on the tunnel during that time. The subject is well worthy the serious consideration of the Legislature."

New Railroad Project.

A meeting of the citizens of Albany, Greene and Schoharie counties was held at Rensselaerville on the 15th inst., to take into consideration the building of a railroad from Catskill through the counties mentioned to Central Bridge, on the Albany and Susquehanna Railroad. It was stated that the citizens and capitalists of Catskill had pledged themselves to raise $500,000 in that village toward the construction of the proposed road, and that the other towns in Greene county would do equally well. The necessity of taking immediate steps towards locating and building a road was strongly urged, and a committee appointed to solicit subscriptions to the capital stock. The meeting adjourned to meet ot Oak Hill, Greene Co., on the 25th of April to elect officers and organize a company.

Interest and Dividends.

The Chicago, Rock Island and Pacific Railroad Company have declared a dividend of five per cent. and the U. S. Government Tax on the same, payable on the 10th day of April next.

The Cleveland and Pittsburg Railroad Company has declared a cash dividend of four per cent, payable on the 20th of April.

The Philadelphia, Germantown and Norristown Railroad Company will pay a semi-annual dividend of 5 per cent. on the first day of April next, free of tax.

☞ The Central Pacific Railroad Company of California has filed in the office of the Secretary of State an article extending the road from Sacramento to Goat Island. The surveying will commence immediately.

Commerce of Boston.

The following is a detailed statement of the Values of Imports and Exports at the Port of Boston for each month of the year 1866, together with a comparative statement of the monthly totals with those of the two preceding years:

IMPORTS.

	Dutiable—Entered for consumption.	Dutiable—Warehoused.	Free goods.	Specie and Bullion.
Jan	$1,107,517	$807,705	$313,631	.....
Feb	2,437,706	1,366,424	245,205	$10,424
March	2,146,181	1,909,460	348,508	3,770
April	1,752,957	2,640,573	370,908	28,501
May	2,065,533	2,612,146	306,140	7,389
June	1,491,240	2,219,512	284,012	3,535
July	1,868,257	1,722,424	239,198	5,110
August	2,162,670	1,952,852	436,188	.....
Sept	2,166,208	1,439,958	175,482	873,196
October	2,193,749	1,271,576	221,452	105,611
Nov	1,638,785	1,278,017	184,483	256,407
Dec	1,383,306	1,721,877	158,159	.....
Total	$22,414,109	$20,932,524	$3,283,366	$1,393,943

TOTAL IMPORTS.

	1866.	1865.	1864.
January	$2,228,853	$1,192,653	$1,711,733
February	4,059,769	1,412,471	1,867,001
March	4,407,919	1,490,803	3,156,284
April	4,792,939	1,850,635	4,163,761
May	4,991,203	2,090,231	3,622,483
June	3,998,297	2,212,431	2,216,160
July	3,834,989	2,487,273	2,752,542
August	4,551,710	3,192,982	3,188,941
September	4,644,844	3,557,911	2,468,275
October	3,792,388	2,635,826	7,980,393
November	3,357,692	4,441,903	2,378,618
December	3,263,342	2,865,492	1,108,464
Total	$47,923,940	$29,439,617	$31,615,096

EXPORTS.

	Domestic merchandise.	Foreign dutiable.	Foreign free.	Specie and Bullion.
January	$1,360,923	$48,180	$9 690	$9,740
February	1,193,581	74,723	10,964	2,000
March	1,648,549	29,415	8,350	.....
April	1,349,102	69,689	16,506	62,000
May	1,670,720	98,093	16,995	1,939,000
June	774,685	43,706	13,751	1,539,000
July	1,054,858	118,592	26,920	218,487
August	1,229,764	52,455	.....	19,572
September	1,915,613	90,954	19,323	.....
October	1,601,863	156,209	1,401	.....
November	1,459,830	99,377	5,479	.....
December	809,536	231,260	4,293	.....
Total	$16 069,024	$1,112,653	$133,672	$3,789,799

TOTAL EXPORTS.

	1866.	1865.	1864.
January	$1,428,533	$1,991,971	$1,453,383
February	1,281,268	1,567,637	1,026,232
March	1,686,314	1,604,649	1,293,031
April	1,697,297	1,049,658	1,518,799
May	3,724,808	1,738,601	1,561,481
June	2,371,525	1,293,151	2,486,966
July	1,418,857	805,936	1,974,937
August	1,301,791	1,144,747	1,479,609
September	2,025,890	1,381,362	1,915,282
October	1,759,473	1,209,613	1,965,059
November	1,564,686	1,511,589	1,913,845
December	1,045,089	1,231,414	1,829,086
Total	$21,305,531	$16,530,328	$20,417,710

MERCHANDISE WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1866.	1865.	1864.
January	$972,855	$1,157,397	$625,182
February	910,486	700,506	541,347
March	905,191	874,920	890,766
April	1,546,430	1,083,382	1,437,130
May	1,563,963	1,402,403	157,454
June	1,575,080	1,102,065	235,317
July	2,180,773	1,095,904	659,001
August	1,562,448	1,500,156	887,946
September	1,487,552	1,363,347	826,165
October	1,401,577	877,722	939,419
November	1,379,133	718,441	1,012,230
December	977,932	614,594	1,173,113
Total	$16,463,420	$12,490,837	$9,421,070

The value of merchandise thrown upon the market in 1866, exclusive of free goods, was $38,877,529, or an increase over 1865 of $11,696,059, and over 1864 of $15,679,482.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$4,598,265	$1,970,917
" cotton	2,198,078	1,295,533
" silk	2,736,828	1,234,789
" flax	1,576,342	968,212
Miscellaneous dry goods	870,405	655,716
Total entered for consump.	$11,979,918	$6,125,167

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$1,242,016	$2,428,223
" cotton	884,663	1,563,097
" silk	573,041	866,032
" flax	434,865	1,889,906
Miscellaneous dry goods	104,315	261,216
Total withdrawn from warehouse	$3,238,900	$7,009,274
Add entered for consump.	11,979,919	6,125,167
Tot. thrown on the market.	$15,218,818	$13,134,441

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$2,146,996	$1,490,109
" cotton	813,148	888,175
" silk	960,916	774,526
" flax	651,039	329,285
Miscellaneous dry goods	149,561	179,353
Total entered for wareh'g.	$4,721,660	$3,661,448
Add entered for consump.	11,979,918	6,125,167
Total entered at the port.	$16,701,578	$9,786,615

The imports of foreign dry goods at New York for two months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$8,338,729	$3,651,100
" cotton	4,379,529	2,921,890
" silk	4,914,641	2,178,138
" flax	3,374,732	1,923,059
Miscellaneous dry goods.	1,710,317	1,287,950
Total ent. for consump.	$22,717,948	$11,961,637

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$2,655,519	$3,718,058
" cotton	1,845,556	2,127,998
" silk	1,227,180	1,260,968
" flax	1,040,267	2,605,300
Miscellaneous dry goods.	245,990	857,923
Total withdrawn from warehouse	$7,014,512	$10,070,247
Add ent. for consump.	22,717,948	11,961,637
Total thrown on the market	$29,732,460	$22,031,884

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$4,460,856	$3,672,249
" cotton	1,921,796	2,608,554
" silk	1,788,751	1,763,006
" flax	1,299,388	1,247,149
Miscellaneous dry goods	281,930	462,892
Total entered warehouse.	$9,752,721	$9,753,850
Add ent. for consumpt'n.	12,717,948	11,961,637
Total entered at the port.	$32,470,669	$21,715,487

☞ The Boston *Journal* says that the Agricultural Branch Railroad, has bought the lease of their road from Northboro' to Farmingham of the Worcester Railroad Company, and will soon assume the management of the entire line to Fitchburg.

Commerce of New York.

The foreign imports at New York for the month of February are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$17,389,505	$13,864,912
Entered for warehous'ng	11,626,677	11,211,014
Free goods	1,504,253	918,364
Specie and bullion	172,122	136,491
Total entered at port	$30,692,557	$25,630,781
Withdrawn fr. warehouse	7,666,543	11,794,156

The foreign imports at New York for two months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$35,946,231	$24,411,768
Do. for warehousing	21,868,253	20,298,716
Free goods	2,743,010	1,636,174
Specie and bullion	244,893	263,210
Total entered at port	$60,802,387	$46,609,868
Withdrawn fr. wareh'se.	15,090,928	21,174,640

The foreign imports at New York for eight months of the fiscal year, have been:

	1866.	1867.
Six months	$142,730,367	$143,210,153
January	30,109,830	20,979,087
February	30,692,557	25,630,781
Total for 8 months	$203,532,754	$189,820,021

The duties received at New York for eight months ending February 28, were:

	1866.	1867.
Six months	$65,077,328 87	$60,531,571 82
January	12,437,474 16	9,472,248 48
February	12,008,273 74	11,466,418 42
Total 8 months	$89,523,076 77	$81,470,238 72

The exports from New York to foreign ports in the month of February, were:

	1866.	1867.
Domestic produce	$16,768,120	$14,615,040
Foreign free goods.	26,605	36,803
Do. dutiable	400,782	800,663
Specie and bullion	2,807,030	2,124,461
Total exports	$19,002,537	$17,576,967
Do. exclusive of specie	17,195,507	15,452,506

The exports from New York to foreign ports for two months from January 1st, were:

	1866.	1867.
Domestic produce.	$36,553,117	$27,526,729
Foreign mdse., free	64,906	151,010
Do. dutiable	685,691	1,223,414
Specie and bullion	4,513,366	4,675,812
Total exports	$41,817,080	$33,576,965
Do. exclusive of specie.	37,303,714	28,901,153

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1866.	1867.
Six months	$107,699,914	$84,590,637
January	20,108,297	13,448,647
February	17,195,507	15,452,506
Total exports 8 mos.	$145,003,623	$113,491,790

Western Maryland R. R.

We learn from the Hagerstown *Mail* that the grading on the section of this road from Union Bridge to the Monocacy, a distance of eight miles has been progressing satisfactorily. About three-fourths of the work of this distance, including difficult cuts of rocky material, has been done, at a cost of nearly one hundred thousand dollars, which amount less the percentage reserved under the contract by the company, has been paid to the contractors.

☞ It is expected that the Pennsylvania canal will be opened about the 15th of April.

Missouri State Debt.

The following is a copy of the "Act to Provide for the Payment of the Interest upon the State Debt," as it finally passed the Legislature on the 13th inst.:

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. That in pursuance of the requirements of the sixth section of the ordinance of the Convention, adopted April 8, 1865, there is hereby levied, and shall be assessed and collected for the years 1867 and 1868, a tax of four-tenths of one per cent. on the assessed value of all the real and other property subject to taxation in this State, and when so collected shall be paid into the State Treasury, and placed to the credit of the "State Interest Fund," to be applied to the payment of the interest on the State debt.

SEC. 2. That all moneys that may be received by the State of Missouri from the United States Government under the provisions of the act of Congress entitled, "An Act to reimburse the State of Missouri for moneys expended for the United States in enrolling, equipping and provisioning the militia forces to aid in suppressing the rebellion," approved April 17, 1866, after deducting $2,000,000 to be reserved for the State school fund, the seminary fund, and to pay outstanding Union military bonds, shall, by order of the Governor, be placed, as fast as received from the United States, on deposit in the National Bank of Commerce, in New York, to the credit of the State of Missouri, and the Commissioners of the State Interest Fund shall direct said money to be paid out by said bank upon the overdue coupons of the bonds issued or guaranteed by the State in aid of railroads (the Hannibal and St. Joseph Railroad excepted,) as fast as received, which coupons shall be paid in the order in which they matured, commencing with those that matured on the 1st day of July, 1861; but whenever there is money enough received from the source aforesaid, to pay more than one series of coupons, then payment shall be made of other coupons in the order in which they matured, to the extent of the money so received.

SEC. 3. After all the money to be applied to the payment of the overdue coupons has been received from the United States, and has been paid out for that purpose, the Commissioners of the State Interest Fund shall report to the Governor the amount of outstanding over-due coupons unprovided for, and the Governor shall cause bonds of the State to be prepared to an amount equal to the amount of said outstanding overdue coupons. Said bonds shall be signed by the Governor and attested by the Secretary of State, with the seal of the State attached, and shall be numbered and registered by the Secretary of State, and delivered to the Auditor, who shall also register the same. The bonds shall be each for the sum of $1,000, and the coupons on the same shall be numbered to correspond with the bonds, and shall have upon their face the engraved signature of the Treasurer. The bonds shall bear date the first day of January, 1868, and shall be payable at the National Bank of Commerce, in New York, in twenty years after date, with six per cent. interest, payable semi-annually, at the same place, on presentation of the interest coupon. Said bonds, when executed and registered, shall be placed by the Commissioners of the "State interest fund" in the National Bank of Commerce, in New York, and said bank, as agent of the State, may issue said bonds in exchange for such unpaid coupons, when presented in sums of $1,000, but for no other purpose; and no bond shall be deemed issued or binding on the State unless there is written or stamped on the face of such bond the words "issued by the National Bank of Commerce in New York, as agent of the State of Missouri, in liquidation of overdue coupons," and signed by the Cashier or President of said bank. A quarterly report shall be made by said bank to the Commissioners of the State Interest Fund, of the number of bonds so issued, and the coupons redeemed shall be delivered to said Commissioners to be stamped, as hereinafter provided.

SEC. 4. There is hereby appropriated out of any money in the Treasury not otherwise appropriated, the sum of $600,000 to the credit of the State Interest Fund, to be applied to the payment of the interest maturing on the first day of July, 1867, upon the outstanding State and guaranteed bonds issued or guaranteed in aid of the railroads; which money shall be deposited by the Commissioners of the State interest fund in the National Bank of Commerce, in New York, for that purpose, at least thirty days before said coupons mature; and the interest due on said bonds on the first day of July, 1867, shall be paid out of the same, according to the provisions of the law applicable to the case.

SEC. 5. That out of the "State Interest Fund," arising from the taxes herein ordered to be levied and assessed, and from other sources heretofore or hereinafter provided by law, the Commissioners of the State Interest Fund shall pay the interest coupons upon all the State or guaranteed bonds of this State, which coupons become due and payable on the 1st day of January, 1868, and shall continue to pay from said funds, and such other as may be provided by law, the accruing semi-annual interest upon the State and guaranteed bonds, as such interest becomes due. Said interest shall be paid in New York, at the bank where the funds above named are deposited.

SEC. 6. If not enough money shall have been received from the tax provided in the first section of this act to meet the semi-annual interest which will become due on the State bonds, on the 1st day of January, 1868, then any other money in the Treasury, not otherwise appropriated, may be transferred to the "State Interest Fund," and used in the payment of said interest; or the Commissioners of the State Interest Fund may make a temporary loan, upon the faith and credit of the State, and upon such terms as they see fit, sufficient to supply the sum necessary to meet said interest, said loan to be repaid out of the first money received by the State into said interest fund.

SEC. 7. The Commissioners of the "State Interest Fund," shall keep as full and true accounts of all money that may be received from the United States under the provisions of the act of Congress mentioned in the second section of this act, and of the condition of the same, and how invested, and all payments out of the same, as are required to be kept of the "State Interest Fund," by the provisions of the 14th chapter, title 6, of the General Statutes of 1865, and the provisions of said chapter shall apply, as far as practicable, to all payments of interest and other proceedings under this act; and all interest coupons paid by the State shall be forthwith registered by the Auditor and stamped upon the face with the words "Paid by the State."

SEC. 8. This act shall be in force and take effect from and after its passage.

Monongahela Navigation Co.

The quantity of coal carried by this Company during the past two years has been as follows:

	1865.	1866.
Coal in Boats	33,012,702	34,716,500
Coal in Flats	6,507,090	7,888,800
Total Bushels	30,519,722	42,605,300
Net Tolls on Coal	$69,608.48	$77,811.26
Coal in tons	1,411,421	1,521,617

The coal tonnage of this Company in 1866 was surpassed by only two companies in the State—the Lehigh Valley, and Philadelphia and Reading Railroad Companies. The total receipts of this Company for 1866 were $206,122.30. The company was organized February 10, 1837. The charter requires the completion of the navigation to the Virginia State line, seven miles above the present terminus of the improvement. The time of completion, by an act of the Legislature approved April 8, 1857, was made to depend upon the extension of navigation from the State line to Morgantown. Efforts are now making at Morgantown to secure the construction of the necessary works for that purpose, and if successful, it will be incumbent on this company to construct lock and dam No. 7, which will complete the navigation to the State line.

Pork Packing in Cincinnati.

The following statement, compiled from an article under the above heading in the Cincinnati *Price Current*, will show the number of hogs packed in that city, the average weight in pounds, the yield of lard, and the average price per cental net for each of the last eight seasons:

	Number of hogs.	Average weight.	Yield of lard.	Price per cental.
1859–'60	434,499	189	23	6 21⅓
1860–'61	433,799	221 5-35	28 9-16	5 97
1861–'62	474,467	224 23-34	29 5-18	3 28 2-5
1862–'63	608,457	209	25 21-23	4 35
1863–'64	370,623	188 11-12	23 1-8	7 00½
1864–'65	350,600	201 1-8	24 1-5	14 62½
1865–'66	354,079	238 18-31	82 13-25	11 96⅝
1866–'67	462,610	232 2-7	30 1-12	7 52⅔

Powerful Locomotive.

The largest and most powerful locomotive yet owned by the Camden and Amboy railroad is now being built at the company's machine works in Bordentown. It is a ten-wheel engine, having six drivers four and a half feet in diameter, with a stroke of twenty-four inches. It will be finished in a short time. It is intended that it shall have sufficient strength to draw one hundred cars laden with coal in one train.

☞ At a meeting of the stockholders of the Kennebec and Wiscasset Railroad Company, held at Wiscasset, Me., on the 2d inst., it was voted to commence the construction of the road as soon as the available subscriptions amounted to ninety per cent. of the estimated cost. The amount then on the books, and subscriptions since added, render it certain that operations will be commenced as soon as the Spring opens. The Western terminus of this road, on the Kennebec, will be at Bowdoinham or Richmond.

☞ The Wisconsin Legislature having refused to grant permission for the construction of a bridge across the Mississippi at Winona, the Legislature of Minnesota has retaliated by refusing to grant permission for the construction of a bridge across the river at La Crosse.

☞ The Rutland and Washington Railroad Company have reorganized under the name of the Salem and Rutland Company, with the following board of officers:—President, George F. Edmunds; Vice-President, Peter Butler; Treasurer, Thomas H. Canfield; Clerk, R. S. Peabody.

☞ The Susquehanna and Tide Water Canal will be ready for navigation between the 25th inst., and the 1st of next month.

Dismal Swamp Canal.

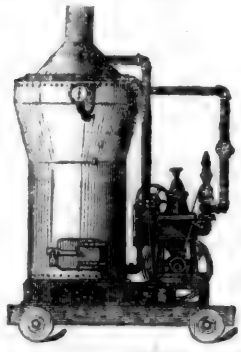
It is stated that the Dismal Swamp canal, which penetrates and passes through the inmost recesses of the great Dismal Swamp and connects the harbors of Norfolk and Portsmouth, Va., with the sounds and inland waters of North Carolina, is in the process of great improvements. Colonel Walton the engineer, with a number of assistants, is engaged in surveying the canal and staking out the line. The whole course of the canal is to be

dredged and deepened, and the width is to be increased twenty feet, making the canal sixty feet broad. The locks are also to be removed and extended twenty-five feet. The excavation will commence next month, and when finished will place the canal in a condition to accommodate ten times the amount of business it is capable of doing at present.

Portable Trunk Engines,

ROOT'S PATENT,

Of 5, 10, 20, and 40 Horse-power.



Larger Sizes when Ordered.

Of the most Compact and Approved Construction, at low prices, for sale by the

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GUEST & CO.	RHYMNEY CO.
EBBW VALE CO.	ABERDARE CO.

BAILEY, BROS. & CO.

Weighing 45, 50, 52, 54, 56, & 60 lbs. per lineal yard, Erie patterns, in port and to arrive, for cash, or a satisfactory credit.

If desired, parcels of Rails can be rolled to any required pattern, and shipped direct from England to any port in this country, at prices f. o. b., or ex-ship on arrival.

M. K. JESUP & COMP'Y,
84 Broadway.

TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
Chief Engineer

4t11

WATER & SEWERAGE PIPES,

KNIGHT-BAILEY PATENTS.

The Water Pipes are made of Wrought Iron, lined and coated with Hydraulic Cement, with Socket Joints, and connections for service pipes already inserted. Entirely free from oxidation they are absolutely indestructible. They can be laid and guaranteed for much less than cast iron Pipes.

The Sewerage Pipes are made of Hydraulic Cement. They stand the most severe tests of acids, increase in strength with age, are perfect in interior finish, and cheaper than any other pipes made.

We will contract for the water supply and drainage of cities and villages.

AMERICAN WATER & GAS PIPE CO.,
N. W. cor. Green & Bay Streets,
JERSEY CITY, N. J.

DIRECTORS.

J. R. HALLADAY, President. G. H. BAILEY, Engineer.
WILLIAM KEENEY. STEPHEN MORGAN,
JAMES CRAWFORD. GARWOOD FERRIS, Secretary.

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Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

April 1.—NEW YORK, Capt. Maury, connecting with CONSTITUTION, Capt. Lapidge

April 11—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Sutton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

F. R. BABY, Agent.

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PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited at the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
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Board of Public Works.

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American Railroad Journal.

New York, Saturday, March 30, 1867.

Maryland and Delaware Railroad.

We have received a copy of the report of this company for the fiscal year ending December 12, 1866. From this we learn that the road was completed and formally opened for travel from the junction of the Delaware Railroad to Greensborough, a distance of 24 miles on the 3d of December. The various parts of the road were opened as follows: to Slaughter's, 10 miles, on the 23d of April, 1866; to Halltown, 14 miles, on the 9th of July; to Goldsborough, 19 miles, on the 15th of October; and to Greensborough, its present terminus, 24 miles, on the 3d of December. During the year, 18½ miles of track were laid and ballasted; four depots erected, an engine house and water tank. Side lines had been put in at every station 1,000 feet long. A new depot had been established, and a building was soon to be erected at Henderson, a point on the line between Halltown and Goldsborough, and where a side line had been built by private subscription. Granaries to be used for storing grain had been erected at Halltown and other places on the line. A turn-table had been put in at Clayton, and a Y constructed at Greensborough. The work had been done in a substantial manner, and the track was in good line and well surfaced up.

Iron and fastenings sufficient to lay the track to a point six miles below Greensborough had been received, and arrangements made for the speedy delivery of the cross ties necessary to its completion. Arrangements had also been made for completing the bridging and grading from Greensborough to Hillsborough, of which but little remained to be done preparatory to the laying of the track, as soon as the means were provided for the prosecution of the work. The weather permitting, it was in contemplation to have the track put down to Hillsborough, a further distance of 8⅓ miles, by early spring, preparatory to a vigorous prosecution of the work into Talbot Co. during the coming season.

The receipts into the Treasury, on account of stock and loans, during the year (including $1,247 97 from the previous year,) were $194,893 23; and the expenditures (including $174,066 23 paid to contractors,) $183,383 99—leaving a balance in the Treasury of $11,509 24; to which add stock in retained percentage, $10,946 26—making the total balance $22,455 50.

Upwards of 87,500 bushels of grain had been carried during the year; 75,375 feet of lumber, 36,000 brick, 51,604 bushels of lime, 500,000 lbs. general merchandise, and 2,192 passengers.

No statement is given of the earnings and operating expenses of the road, as by the terms of the contract, each section of the road is to be operated by the contractor until its completion to Hillsborough and Oxford respectively. On reaching these points it is to be delivered over to the company, previous to which time the expenses of every kind are borne by the contractor, including repairs, rolling stock, interest on bonds, and salary of Superintendent. These obligations have thus far been complied with in a manner satisfactory to the board.

Attention is called to the fact that the revenues of the road had mostly been derived from the first 14 miles. At the date of the report, however, it was running nearly twice that distance, and had just reached a point which has long been one of the largest grain markets on the Peninsula. The business of the road will thus be greatly increased, and also the distance over which it is carried. From the present terminus of the track at Greensborough to the final terminus of the road at Oxford, a distance of 30 miles, there is a steady improvement in the productiveness of the country. The combined effect produced by the increase of business and distance will therefore continue to the end of the road, where there will be an accession of business from the Chesapeake Bay which may afford a revenue as large as that from the entire local business of the road. "When," says the Report, "it is considered that the net revenue from local business alone on the Delaware Railroad, with which this road connects, has paid the interest on its entire cost; that the local revenue of this road has proved considerably larger per mile than that of the Delaware road at the same period; and that the accession to its resources from through business will probably commence before the payment of the November interest on the bonds, we feel warranted in asserting that it will be able to continue from its revenues alone the present prompt payment of interest on its bonds, and also presents an encouraging prospect for the payment of dividends on its stock."

Besides the materials acquired for the construction of the road to Hillsborough, as stated above, the means required to use them had also been provided, with the exception of $20,000, which was being raised by the citizens of that neighborhood, and which, when raised, would ensure the early completion of the road to that point.

The additional amount required by the contract for the portion of the road lying in Talbot County is $50,000, a sum less than the annual benefit to be derived by the county from the road. The report alludes to the limited subscriptions in Talbot County, and says that the amount to be expended upon the part of the road lying within that county will be more than the entire amount subscribed by its citizens. It then adds: "We have thus far referred entirely to the means required by the contract on the part of the company. The stockholders are aware that these constitute a very small part of the cost of a railroad, and the greatest difficulty to be overcome in all such undertakings is, to raise the large sums which are to be provided by those who take the bonds of the company, and to do this before the bonds acquire a

market value. We are authorized by the gentleman who now occupies the position of the contractor, and whose standing among the railroad men of the country is a sufficient guaranty of success, to say, that the arrangements for this purpose have all been matured; and that, as soon as the company is prepared to comply with its engagements on the second section of the road, the work will be prosecuted from both ends, and pushed through to a speedy completion. The parties in New York with whom these engagements have been made, are personally known to the Board, who are thus enabled to vouch for their responsibility. This assurance constitutes an additional reason for providing for our own share of the requirements, before the occurrence of a financial crisis, or some other national calamity, which may again postpone indefinitely the completion of our work."

The Adams Express Co. had already established several stations on the line of the finished portion, which was soon to be followed by the establishment of a mail route, and the construction of a telegraph line.

The report, in conclusion, alludes to the defectiveness of the connection by railroad with Baltimore as compared with that with Philadelphia. By the construction of 15 miles of new road from the station at Middletown on the Delaware Railroad to the station at Elkton on the Philadelphia, Wilmington and Baltimore Railroad, a saving in distance will be effected of 30 miles over the present traveled route *via* New Castle and Wilmington. It is hoped that the latter company, or the citizens of Baltimore will take early action in the premises.

☞ The Luzerne *Union* says that the work upon the Lehigh Valley Railroad is now being pushed forward most energetically, and that the cars will be running through to that place in June next, and within the next year over the entire length of the projected extension to the New York State line.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1865 and 1866, were:

	1865.	1866.
From passengers	$1,604,188 01	$1,246,295 88
" freight	2,155,151 85	2,309,498 59
" express	47,378 36	79,516 93
" U. S. mail	27,763 16	35,475 00
" miscellaneous	5,510 44	24,366 46
	$3,840,091 82	$3,695,152 86
And the expenses were:		
Repairs of road	$488,981 31	$602,919 00
" bridges	39,453 47	44,020 67
" buildings	52,533 77	38,866 08
" fences	16,563 18	12,177 83
" locomotives	194,608 06	198,466 34
" cars	216,962 67	232,265 78
Locomotive wages, fuel, etc.	441,264 73	428,471 78
Station agents, etc.	174,100 29	183,353 00
Conductors, etc	73,376 81	92,855 61
Station and train supplies	80,676 74	72,700 24
Loss and damage	44,308 88	35,237 95
Salaries of officers, etc	51,710 28	54,246 84
Taxes	38,516 08	76,675 11
Rent paid	13,137 63	8,482 52
Gov. tax on earnings		64,052 19
All other expenses	70,380 64	65,745 29
	$2,006,574 57	$2,210,536 23
Net earnings	$1,833,517 25	$1,484,616 68
Disbursed as follows, viz:		
Dividend March 1, and tax	$221,505 26	
Payments to first mortgage sinking fund	36,000 00	
Gov. tax on same	6,137 85	
Interest on bonds	280,700 00	
Dividend Sept. 1, and tax	331,936 84	
Rent paid Joliet and Chicago R R. Co., including $15,000 paid on J. & C. R.R. sinking fund	168,311 82	
Rent paid Alton and St. Louis R. R. Co	11,760 11	
Cost of improvements in 1866	189,893 64	
Loss on timber lands, saw mill, barges, teams, etc., purchased in 1863	31,813 86	
		1,278,059 38
Surplus		$206,557 25
Add surplus from previous year		1,291,397 87
Total surplus January 1, 1867		$1,497,955 12
This surplus is represented by—		
Alton and St. Louis R. R. Co. stock		$675,000 00
Bonds held by trustees on renewal account		50,000 00
Joliet and Chicago R. R. Co.'s bonds		7,000 00
Chicago and Mississippi R. R. Co.'s bonds		2,500 00
St. L., J. & C. R. R. Co.'s bonds		15,800 00
Interest in Union Stock depot		50,000 00
Sums due to the company		165,477 46
Cash on hand, general fund		439,455 41
Supplies on hand		436,139 29
		$1,840,872 16
Less sums due to others		342,917 04
Total, as above		$1,497,955 12

During the past year there have been expended for renewals and improvements, $241,021 16; and for maintenance of way, works and buildings, $698,846 23. The report says:

Important improvements have been made in the condition of the railway and its equipments, the cost of which is embraced in the account of operating expenses. This account amounts to 59.8 per cent. of gross earnings, and includes the cost of new engines and cars built to take the place of those worn out, or otherwise rendered unfit for service, and also one new engine charged in that account to compensate for any general depreciation in engines, not otherwise provided for.

The amount of gross earnings is less than during the preceding year by $144,938 96, or 3¾ per cent. This is due to the reduction in passenger traffic, the earnings from that source being less than in 1865 by $357,892 13, or 22.3 per cent.

This reduction may be ascribed, in part, to the prevalence of cholera in St. Louis and Chicago, which, for a considerable period, diminished largely both the passenger and freight traffic of the line, but is mainly in consequence of the absence of military traffic and travel incident to army operations, which increased the passenger traffic of the preceding year.

The aggregate tonnage of freight transported shows an increase of nearly 25 per cent.; but the increase in the amount of earnings from that source is only equal to about 7½ per cent. This difference between the ratio of increased traffic and cash receipts, is due mainly to a reduction of rates and the development of our coal traffic, which has increased largely during the year, and is likely to increase rapidly until it becomes a very important source of revenue, but, in proportion to tonnage, it does not command rates of freight corresponding with many other articles transported.

Additional rolling stock, depot buildings, depot grounds, and side tracks have been built, or otherwise acquired, during the year, at a cost of $339,217 82, which has been charged to the special fund provided for that purpose by the sale of stock in February last. The remainder of that fund, unexpended at the close of the year, is $158,082 68. Of the special fund derived from the same source for the purchase of the Alton and St. Louis Road, the remainder unexpended is $135,614 50, which is invested in U. S. 7 3-10 bonds. That road is represented by $800,000 capital stock, of which this company now owns $675,000—leaving $125,000 of stock to be purchased in order to vest the title to the road in this company. It is believed that the remainder of the fund will be more than will be required to accomplish that object.

During the year six important bridges have been re-built in a permanent manner.

Six new station buildings, including a large and substantial freight building at Chicago, have been constructed.

Sixty-one and one-half miles of track have been re-laid with new and re-rolled rails, and forty-nine miles with repaired rails; also, a corresponding number of new cross-ties. From this it will appear that about 40 per cent. of the track upon the entire line has been rebuilt with new and repaired rail during the year.

Two hundred and eighty-seven cars have been built in shops of the company during the year, fifty six of which have been designated to take the place of those worn out, and the remainder (231) have been added to the number on hand at the close of the preceding year.

The whole number of cars owned by this company, at the close of the year, is 1,359, as follows: Passenger cars, 37; baggage and express cars, 15; house freight cars, 723; stock cars, 238; platform cars, 344; wrecking and tool cars, 2; freight cars, of all descriptions, 1,305.

The company now has 67 locomotives, which have been maintained in an efficient condition during the year, and at its close nearly all of them are in good condition for service.

The large expenditures heretofore made have rendered the condition of your road and its equipment such as to compare favorably with the best Western Railways; but a proper regard for economy will render it necessary to make still further improvements and additions, which, in the opinion of the Directors should be continued by annual appropriations, moderate in amount, until your road shall not only have been rendered complete in all its necessary appointments to meet the demands of its traffic, but shall be in such condition as to render it possible to reduce its operating expenses to the lowest practicable limit.

The St. Louis, Jacksonville and Chicago Railroad, which was completed to a connection with your line at a point about thirty miles from St. Louis, on the 1st day of January, 1866, is developing a large traffic; but the principal advantage to be derived by this company from traffic originating on that line, will be through its northern connection, which will be much further from the terminus of your line, at Chicago, than the present connection is from St. Louis. The traffic of that line is now almost exclusively with St. Louis, and passes but a short distance over your road; but, with the northern connection made, the traffic will be mainly with Chicago, and will be a source of much greater profit to your company, by reason of the greater distance which it will pass over your line.

The construction of that line is now in progress, and it is confidently expected that the connection referred to will be made during the present year.

The Union Stock Depot at Chicago, is now the largest stock market in the country, and has the effect of increasing the transportation of live stock over your line, by inducing shipments to that market, which, under other circumstances, would be made by other lines to Eastern markets. The results have fully realized the anticipations of its projectors.

The number of miles run by locomotives during the year was as follows: With passenger trains, 445,612; with freight trains, 839,985; with wood

trains, 80,048; with construction trains, 110,524; switching trains, 215,946—total 1,634,115.

The number of passengers carried was 516,543, of which 259,767 went North, and 256,776, South of the whole number carried, 477,578 were way, and 38,965 through passengers.

Tons of freight moved North, 265,489; do., South, 370,870—total, 636,359.

GENERAL BALANCES, Dec. 31st, 1866.

Cost of road and equipments	$10,118,521 82
Bonds and Stocks issued Trustees.	37,813 39
Alton and St. Louis R. R. Co. shares	675,000 00
Joliet and Chicago R. R. Co. bonds	7,000 00
Chicago and Mississippi R. R. Co. bonds	2,500 00
U. S. 7 3-10 Treasury Notes, cost..	135,614 50
Bonds held by trustees on renewal account	50,000 00
St. Louis, Jacksonville and Chicago R. R. Co. bonds	15,300 00
T. B. Blackstone, trustee interest in stock depot	50,000 00
Due from other railroad companies	36,338 54
Due from stations	75,970 98
Due from General P. O. Depart.	21,237 50
Due from U. S. Gov. for Military Transp.	4,928 02
Due from Insurance companies for fire losses	12,489 94
Balances due from sundry persons.	14,113 11
Trustees of sinking fund, balance in their hands	399 37
Supplies on hand	436,139 29
Cash on hand	597,538 09
	$12,290,904 55
Capital stock, preferred	$2,425,400 00
Capital stock, common	3,886,500 00
Bonds seven per cent. sinking fund	483,000 00
Bonds seven per cent. first mort...	2,400,000 00
Bonds seven per cent. income	1,100,000 00
Sinking fund, bonds canceled	117,000 00
Sundry bonds and stocks, unissued	37,813 39
Convertible scrip outstanding	319 00
Supplies purchased, payable in Jan.	98,660 45
Unclaimed coupons, including $84,000 due Jan. 1, 1867	87,151 22
Unclaimed wages, including Dec. pay rolls	96,117 56
Balances due other companies	36,070 46
Due U. S. Government for tax on earnings, coupons, &c	10,117 16
Balances due sundry persons	14,800 19
Income account, surplus, Dec. 31, 1866	1,497,955 12
	$12,290,904 55

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, A. Havemeyer, John B. Drake, John Crerar, Geo. T. Olyphant, John J. Mitchell, Wm. F. Weld, John A. Stewart, Peyton R. Chandler.

Secretary and Treasurer.—W. M. LARRABEE.

Gen'l Superintendent.—ROBERT HALE.

New Orleans, Mobile and Chattanooga R. R.

We learn from the Mobile papers that the last of the many difficulties experienced in securing the right of way and location along the entire route of this road has been successfully overcome. A contract has been closed for the purchase of the Wills Valley Railroad, a line eighty-four miles in length, having its present terminus at Gadsden, and forming a necessary link in the direct and great trunk road from Mobile to Chattanooga. This road will be put in hand at once for reconstruction, and it is designed to complete it by the first of July, 1868. This purchase avoids a difficulty interposed by the Governor of Georgia, in refusing right of way through a small corner of, the Georgia Territory to Chattanooga. All the legislative, judicial and titular difficulties being now conquered it is the purpose of the company to go vigorously on with the work. Ground was to have been broken on the New Orleans connection during the past week.

Boston and Providence Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 25th inst. to consider a communication from the directors respecting the through business of the road, and to take such action as might be deemed expedient in the premises. The President of the company, Hon. Chas. H. Warren, presented a communication from the directors of which the following is an abstract:

When the Providence road was originally built, it was with primary reference to business between Boston and New York, and during most of its history, the profits of the business has been an important element in its success. Recently this branch of its business has been gradually but rapidly diminishing, and is threatened with final extinction. About two years ago, in connection with the Bristol road, a contract was entered into with certain parties to establish a New York line *via* Bristol, those parties agreeing to furnish boats. The two corporations have complied with their part of the contract, but the other parties have unfortunately been unable to go on with the enterprise, and been obliged to part with their property. The parties purchasing this property, having no wish to deprive the corporation of the advantage to be derived from their use, have refused flattering offerings from other parties, believing that a Bristol line to New York would be more productive and popular than any which could be established, and are desirous, if possible, to carry out the original plan. But the expenditures have been exceedingly large, and without wishing to increase their capital stock, or part with their property, they desire to borrow money to a limited amount and for a limited time, and ask the Providence road to assist them, not by the loan of money, but by the aid of its credit. Upon full and anxious consideration the directors are unanimously of opinion that it could be done without in the slightest degree exposing the corporation to loss, as security is offered which is abundantly ample to protect them against any eventual liability; and that by doing it the road can secure to itself a vast and lucrative business, which may otherwise go into the hands of competing corporations, and carry with it the slight remains of our New York business.

The communication concludes with the following recommendation of the directors:

Voted, That the directors are hereby authorised to enter into arrangements with the Bristol road and the boats to run to Bristol for the establishment of a line to run between Boston and New York *via* Bristol, and, if it be necessary in order to secure that object, they are authorized on behalf of this corporation to guaranty the bonds of the owners of the boats referred to.

Provided, That no such guarantee shall be given unless such security is given for the payment of such bonds as will, in the opinion of the Directors, be amply sufficient to protect the corporation, in any event, against pecuniary loss, and provided further that the Bristol road assume their share of any engagements which this corporation may enter into.

Gov. Burnside, of Rhode Island, explained the position of the Bristol road. He said it was a well built and well managed road, and its financial condition was, in his opinion, perfectly satisfactory, and the directors were prepared to lay out $150,000 in improving their depot and grounds for the proposed connection. He considered the proposed measure would be of great benefit to the Bristol road, as well as to the general business of Rhode Island, and of course would tend to benefit the business of the Boston and Providence road.

On motion of Mr. Grinnell the proposition of the Directors was amended so as to provide that the whole amount shall not exceed $750,000.

A stock vote was then taken on the communication of the directors, which resulted in its acceptance by a vote of 10,176 against 5,547.

Louisville and Cincinnati Branch R. R.

The work of construction upon the Cincinnati branch of the Louisville and Frankfort Railroad was to have been commenced this week at the Cincinnati end of the line. The new road will branch off from the main line at Lagrange, a point about 27 miles northeast from Louisville, and run thence through Campbellsburg down Mill creek to the Kentucky river, across that and thence up along the north bank of Eagle creek, thence up Ten Mile creek to Verona, and thence through Sparta and Walton, and down Bank Lick creek, and thence to Covington—passing through Oldham, Henry, Carroll, Gallatin, Boone and Kenton counties—eighty miles of new road. There will be a great deal of heavy grading on this road, as it includes five tunnels and many deep cuts. Four of these tunnels are between Lagrange and Verona, and the fifth is between Verona and Covington.

Memphis and Little Rock and El Paso R. R.

We learn from the Memphis *Post* that the El Paso and Pacific Railroad, of which General Fremont is President, has been consolidated with the Memphis and Little Rock Railroad. The former line runs from Little Rock, Ark, to Fulton, and thence through Northern Texas to El Paso, on the Rio Grande. As some time since announced, the Little Rock and Fort Smith Railroad will cooperate with the Memphis and Little Rock Railroad. Arrangements have also been perfected to obtain money and iron for the completion of the Little Rock Railroad. General Forrest is pushing the work through on his section with the greatest rapidity. He has about ten miles of the road from St. Francis river to the Lainguille ready for the track, and that portion of the road has been considered the very worst and most difficult to work.

Colebrookdale Railroad.

There is but little doubt that this important railroad, which is to run from Pottstown to Boyertown, Penn., and thence beyond so as to connect ultimately with the East Pennsylvania Railroad, will be built at an early day. A movement is now being made by parties interested in the project, which will insure its success. Additional surveys are being made preparatory to the commencement of the work. The road will run through a rich and populous country, and the trade from the iron mines along the route will alone be a source of heavy revenue to the line. The road will probably be put under contract this summer. Joseph L. Bailey, of Douglass Township, Berks County, Penn., is President of the company.

☞ At a meeting held at Bennington, Vt., on the 20th inst., a committee previously appointed reported that they had obtained subscriptions to the amount of $500,000 for the proposed new road from Bennington to Chatham, a distance of 54 miles, and title to the work already accomplished.

Foreign Trade of the United States.

The Directors of the new Bureau of Statistics has prepared the following returns of the Foreign Trade of the United States for the first half of the current Fiscal Year:

IMPORTS (GOLD VALUES) INTO UNITED STATES.

	Dutiable Direct.	Dutiable Bonded.	Total of Dutiable.
July..	$19,459,528 61	$15,685,107 06	$35,344,635 67
Aug..	20,450,087 76	12,489,275 45	32,939,363 21
Sept..	19,080,681 73	11,158 384 43	30,239,066 16
Oct..	20,415,181 29	19,920,576 81	31,335,758 10
Nov..	16,893,408 00	13,599,748 00	30,493,156 00
Dec..	11,630,337 00	12,848,228 00	24,478,565 00
Tot.	$107,929,224 39	$76,701,319 75	$184,630,544 14

	Specie.	Free Goods	Total of all Imports.
July..	$1,161,325 42	$1,432,226 91	37,738,188 00
Aug..	1,423,047 97	1,730,181 19	36,092,592 37
Sept..	7,245,154 51	1,512,862 32	38,997,082 99
Oct...	2,406,490 66	1,940,570 80	35,682,819 56
Nov..	1,808,573 00	1,507,538 00	33,809,267 00
Dec..	995,719 00	1,439,848 00	26,914,132 00
Tot.	$15,040,310 56	$9,563,227 22	$209,234,081 92

	Dutiable Withdrawn from Bond.	Total marketed Dutiable and Free.	Marketed in N. Y. alone.
July..	$13,069,819 72	$33,961,575 24	$24,288,194 00
Aug..	13,967,472 50	36,147,741 45	26,022,610 00
Sept..	14,419,434 92	35,012,976 97	25,159,165 00
Oct...	11,483,164 84	33,838,916 93	24,073,989 00
Nov...	8,763,240 00	27,164,186 00	17,748,787 00
Dec...	5,575,720 00	18,645,905 00	13,959,999 00
Total..	$67,278,851 98	184,771,303 59	$131,252,744 00
Total of all imports as above			$209,234,081 92
Less gold and silver			15,040,310 56
Total dry goods and general merchandise			$194,193,771 36
Entered in bond	$76,701,319 75		
Withdrawn from bond	67,278,851 98	—	9,422,467 77
Total marketed as above			$184,771,303 59
Customs, first quarter, official			$50,843,774 00
Customs, second quarter, estimated			*36,182,175 00
Total			$87,025,949 00

* Not from the Bureau, but nearly exact

EXPORTS (GOLD AND CURRENCY VALUES) FROM THE UNITED STATES.

	Merchandise		
	Foreign Dutiable.	Foreign Free.	Domestic.
July	$654,007 00	$73,176 00	$23,617 869 33
Aug	707,785 88	168,853 00	23,504,559 30
Sept	636,582 00	92,348 00	21,471,276 08
Oct	465,184 09	33.962 00	23,828,957 19
Nov	940,885 00	96,972 00	23,516,861 00
Dec	1,700,643 00	81,938 00	34,226,332 00
Total	5,105,086 97	546,949 00	150,166,874 90

	Specie and Bullion.	Total.
July	$7,244,528 60	$31,590,600 33
Aug	2,454,011 50	26,835,209 68
Sept	2,687,274 00	24,887,480 08
Oct	1,862,619 00	26,190,722 28
Nov	5 526,886 00	30,081,604 00
Dec	4,821,765 00	40,830,378 00
Total	24,597,083 50	$180,415,994 37

Jefferson Railroad.

The people of Honesdale and Hawley, Penna., appear to be near a realization of their project, so long talked of, of being more closely connected by means of a railroad between the two places. The Jefferson Railroad, when completed, will greatly benefit the business interests of both. The managers of the company are now prepared to receive sealed proposals for laying their track, &c., at their office in Honesdale.

☞ The Pennsylvania Legislature has refused to restore to the Pittsburg and Connellsville Railroad Company the right to complete its line from Pittsburg into Maryland.

Pork and Beef Packing at Milwaukee.

The following from the Milwaukee *Sentinel* will show the number of hogs and cattle packed in that city during the season of 1866–'67, in comparison with other years:

	Number of hogs.	Av. Weight. net.	Average lbs. Lard per hog.	Cattle head.
1866–'67	133,370	218 3–5	31 1/2	7,044
1865–'66	87,853	232 1/2	32 3–5	10,716
1864–'65	107,229	196 7/8	23 5/8	18,978
1863–'64	141,019	202	27 1/8	18,224
1862–'63	182,465	219	33	12,876

The product manufactured was as follows:

	1866–'67.	1865–'66.
Clear pork, brls	4,304	1,350
Mess pork, brls	49,125	37,893
Prime mess, brls	9,003	1,170
Extra prime, brls	14,723	5,348
Rumps	628	198
Sweet pickled hams, brls.	1,605	1,205
Sweet pickled hams, tcs.	12,360	8,128
D. S. shoulders, lbs	1,356,673	2,049,622
Cumb. middles, bxs	1,231	1,516
S. R. middles, bxs	392	363
Long cut hams, bxs	533	.....
Lard, lbs	4,203,423	2,868,878

The stock of pork now held there is estimated at 3,429 brls., and of lard 2,420,543 lbs.

This stock includes all kinds of barrel pork. The stock of lard is equal to 8,068 tierces of 300 lbs. each.

The number of hogs packed in Milwaukee, Chicago and Cincinnati for eight seasons have been as follows:

	Milwaukee.	Chicago.	Cincinnati.
1859–'60	51,687	167,918	434,499
1860–'61	60,129	231,335	483,799
1861–'62	99,461	544,118	474,167
1862–'63	182,364	970,264	608,457
1863–'64	141,091	904,658	370,623
1864–'65	107,229	750,147	350,600
1865–'66	87,853	501,462	354,079
1866–'67	133,370	635,732	462,610

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways, as far as reported for the month of February, 1867:

	1867.	1866.	Miles in operation.
Great Western	$263,426	$251,131	345
Grand Trunk	427,287	441,409	1,377
London & Port Stanley	2,417	1,820	25
Northern	32,856	29,751	94
Welland	3,546	1,485	25
Port Hope, Lindsay & Beaverton*	6,024	7,831	56
Port Hope and Peterborough	.....	.....	.....
Brockville and Ottawa	6,703	5,429	86
Prescott and Ottawa	7,781	6,539	54
Total	$750,040	$745,385	2,062

* The Port Hope L. B. and the Port Hope and Peterboro' Railroads are now united.

☞ The New Orleans, Jackson and Great Northern Railroad Company will receive proposals until the 1st of April for the lease (for a term not exceeding thirty years) of that part of this road north of Canton, Miss., to the Tennessee river, a distance of 203 miles, including all the surveys, grading, masonry and other work already done; with all the unpaid subscriptions of stock on that portion of the road. The contractors or lessees to build, equip and run the same in conformity with the regulations and tariff of the New Orleans, Jackson and Great Northern Railroad.

Port Jervis and Rondout Railroad.

The prospect of this road is more encouraging than ever. Already ten per cent. of the capital stock has been subscribed, and ten per cent. of that paid in. In the Assembly a bill has been introduced which provides that the Delaware and Hudson Canal Company may construct, own and maintain railroads within this State, or contract with any company for the use of their road for the transportation of coal; also, to subscribe for and take stock or bonds of any railroad subject to the rights, restrictions, &c., as other stockholders and bondholders. This looks very much like business, and if the canal company will push this matter (and, under the present status of the road, no doubt they will,) we shall have this thoroughfare within a year and a half.—*Port Jervis Union.*

Washington County Railroad.

The Hagerstown *Herald* states that the president and directors of the Washington County Railroad, having purchased the iron for the entire line, will commence with the opening of the spring, laying the track on the line as far as Keedysville, and it is supposed that the road to that point will be in running order by the first of July next, and the balance by the first of September, so that the entire line to Hagerstown will be completed by the first of September next.

☞ A convention of the friends of the Belfast and Moosehead Lake Railroad was held at Belfast, Me., on the 23d inst. Delegates were in attendance from nearly all the towns upon the route. Great enthusiasm prevailed, and there was a unanimous expression in favor of loaning the credit of each town. The proposed railroad will open communication with a portion of Maine larger in area than the State of Massachusetts, rich in mineral wealth and timber. There is no doubt but that the road will be built at once.

☞ The following gentlemen have been elected directors of the Central Ohio Railroad Company, under the new Baltimore and Ohio Railroad management: Hugh J. Jewett, Jos. R. Swan, William Dennison, Walter B. Brooks, John H. Heaton, Daniel Applegate, John King, Jr., Joseph H. Rieman, Joseph W. Jenkins, Jas. Harvey, Simon Gebhart, William H. Clement and Joseph B. Ford.

☞ The Memphis *Bulletin* advocates a project of a new railroad starting from New Orleans and passing through Selma northward. It thinks that, apart from the commercial advantages, the construction of this road will have a good effect upon politics. Among those who are pushing the project are Generals Joseph E. Johnston and Hardee.

☞ The Clearfield Extension of the Tyrone and Clearfield Railroad is under contract to Messrs. Thomas Collins & Brother. The Extension is 16 miles long.

☞ There is to be a new railroad from Forrester, on the Illinois Central Railroad, to Aurora, on the Chicago, Burlington and Quincy Railroad, a distance of sixty-five miles.

☞ The Governor has signed the bill appropriating $250,000 in aid of the Whitehall and Plattsburgh Railroad.

☞ The number of hogs packed in Cleveland during the season of 1866–'67, which is now closed, was 35,085.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145	---- ----	---- ----
Alex., Loud & Hampsh...100	1,403,018	---- ----	---- ----
Allegheny Valley ---- ---- 50	1,498,100	---- ----	---- ----
Alton & St Louis ---- ---100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point . 100	1,282,200	---- ----	---- ----
Atlantic & N. Carolina ...100	5,745,225	---- ----	---- ----
Atlantic & Gt. Western .. 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'67 2
Augusta and Savannah...100	765,700	---- ----	---- ----
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct.'66 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct.'66 5
Bellefontaine Line ---- ---100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware ---- ---100	997,112	---- ----	---- ----
Berkshire* ---- ---- ---100	600,000	J.A.J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,400	---- ----	---- ----
Do., do. pref..100	1,340,400	---- ----	---- ----
Boston and Lowell. ---- ---100	183,000	J. & J.	Jan. 67 4
Boston and Maine ---- ---100	4,076,974	J. & J.	Jan.'67 5
Boston and Providence...100	3,360,000	J. & J.	Jan.'67 5
Boston and Worcester ---100	4,500,000	J. & J.	Jan.'67 5
Broadway (Boston) ---- ---100	325,000	---- ----	---- ----
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan.'67 5
Brooklyn City ---- ---- ---10	1,000,000	F. & A.	F. '67 2½
Brooklyn City & Newt'n.100	366,000	---- ----	---- ----
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'67 5
Cambridge Horse (Bost'n)100	747,800	---- ----	---- ----
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'67 5
Camden and Atlantic 50	622,350	---- ----	---- ----
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod ---- ---- ---- 60	721,926	J. & J.	Jan.'67 5
Catawissa. ---- ---- ---- 50	1,150,000	---- ----	---- ----
Catawissa, pref.---- ---- 50	2,200,000	F. & A.	---- ----
Cayuga & Susquehanna.* 50	589,110	---- ----	'65 3
Central of Georgia.....100	4,666,300	---- ----	---- ----
Central of New Jersey...100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio.....100	2,600,000	---- ----	---- ----
Central Ohio, pref.---- ---100	400,000	Annual.	Apr.'67 6
Cen Park, N. & E. River.100	955,900	---- ----	---- ----
Cen. Pacific of California.100	---- ----	---- ----	---- ----
Charlotte & S. Carolina....100	1,201,000	---- ----	---- ----
Chemung*. ---- ---- ---- 50	330,000	J.A.J&O	Apr.'67 2
Cheshire, preferred ---- ---100	2,017,825	Annual.	J'n'67 2
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..100	19,198,010	M. & N.	Nov.'67 5
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jul. '66 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	15,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	---- ----	---- ----
Cin. & Indianap. Junction.100	1,600,000	---- ----	---- ----
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*... 50	2,014,600	M. & N.	Nov.'66 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo 50	4,841,600	A. & O.	Oct.'66 6
Col. & Indianapolis (Con...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'67 3
Concord ---- ---- ---- ---10	1,500,000	M. & N.	Nov.'61 4
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'66 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan.'67 3
Connecticut River.....100	1,650,000	J. & J.	Jan.'67 4
Covington and Lexington..100	1,783,183	---- ----	---- ----
Cumberland Valley. ---- 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,384,941	---- ----	---- ----
Delaware. ---- ---- ---- 50	466,132	J. & J.	Jan.'67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan.'67 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.....100	452,359	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat.100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7
Eastern (Mass.) ---- ---190	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.) ---- ---100	492,500	J. & J.	Jan. '67 4
East Pennsylvania ---- ---50	604,400	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Cannad*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	600,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	M. & N.	N. '66 2½
Erie Railway ---- ---- ---100	18,570,100	F. & A.	Feb.'66 4
Do. pref.---- ---- ---100	8,536,700	Annual.	Jan. '67 7
Erie & Northern Ras *.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	3,142,884	---- ----	---- ----
Fitchburg ---- ---- ---- 100	4,540,000	J. & J.	Jan.'67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'67 3
Florida ---- ---- ---- ---100	---- ----	---- ----	---- ----
Flor., Atl. & Gulf Central.100	---- ----	---- ----	---- ----
Forty-Sec. St. & G. St.F'y.100	750,000	---- ----	---- ----
Georgia ---- ---- ---- ---100	3,156,000	A. & O.	O. '66 3½
Grand Trunk (Ca) ---- ----	15,123,480	---- ----	---- ----
Great Western (Ca.) ----	16,802,746	---- ----	---14
Greenville and Columbia..100	1,429,008	---- ----	---- ----
Hartford and New Haven.100	3,000,000	J.A J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$2,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Housatonic---- ---- ---100	820,000	---- ----	---- ----
" pref ---- ---- ---100	1,180,000	M. & N.	Nov.'66 4
Hudson River ---- ---100	6,967,971	A. & O.	Oct. '66 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jan. '67
Illinois Central ---- ---100	23,386,450	F. & A.	Feb.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Indian.100	2,000,000	J. & J.	Jan. '67 -
Joliet and Chicago*.....100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1,825,000	---- ----	---- ----
Lehigh and Mahanoy.---- 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N	Nov.'66 5
Lehigh Valley ---- ---- 50	10,734,100	J.A.J&O	J'n'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'65 5
Little Miami.---- ---- ---50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*.---- ---50	2,646,100	J. & J.	Jan.'67 2
Long Island---- ---- ---50	3,000,000	F.M.A.N.	Feb.'67 2
Louisville and Frankfort. 50	1,109,694	J. & J.	Jan.'67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	J. & J.	Jan.'67 5
Macon and Western.....100	1,500,000	J. & J.	Jan.'67 5
McGregor Western* ---- ---100	---- ----	---- ----	---- ----
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central.---- ---- ---100	1,600,860	---- ----	---- ----
Manassas Gap---- ---- ---100	2,969,861	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N	Nov.'66 4
Marietta & Cincinnati.... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 2
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memp.,Clarksv. & Louisv..100	238,721	---- ----	---- ----
Memphis and Ohio ---- ---100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	---- ----	---- ----
Michigan Central ---- ---100	7,502,866	J. & J.	Jan.'67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 5
" " " 2d pref..100	1,014 000	Annual.	Feb. '67 7
Milw. & St. Paul.---- ---100	3,627,000	J. & J.	---- ----
" " " pref.---- 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,100	J. & J.	Jan. '67 4
Minnesota Central.---- ---100	---- ----	---- ----	---- ----
Mississippi Central.---- ---100	2,090,361	---- ----	---- ----
Mobile and Ohio ---- ---100	3,585,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex ---- ---50	3,500,000	F. & A.	F. '67 3½
Muscogee ---- ---- ---100	669,950	---- ----	---- ----
Nashua and Lowell.....100	600,000	M. & N	Nov.'66 4
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Nashville & N. Western....	---- ----	---- ----	---- ----
Nangatuck---- ---- ---100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'67 5
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'67 3
New Jersey---- ---- ---100	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	895 000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	---- ----	---- ----
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '67 4
" " pref. 50	1,500,000	J. & J.	Jan.'67 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Ja '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan.'67 5
Ninth Avenue---- ---- ---100	795,360	---- ----	---- ----
North Carolina---- ---- ---100	4,000,000	---- ----	---- ----
Northern (Ca.)---- ---- ---100	1,500,000	---- ----	---- ----
Northern Central ---- ---50	4,518,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'66 4
Northern of N. Jersey ...100	158,800	---- ----	---- ----
North Missouri ---- ---100	2,369,207	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	---- ----
Norwich & Worcester ...100	2,363,600	J. & J.	Jan.'67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	356,400	A. & O.	Oct. '66 4
Ohio and Mississippi.....100	20,222,047	---- ----	---- ----
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan.'67 3
Orange and Alexandria ...100	2,063,655	---- ----	---- ----
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,300	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,581,000	---- ----	---- ----
Panama---- ---- ---- ---100	7,000,000	J.A.J&O	Apr.'67 6
Pennsylvania ---- ---- 50	20,000,000	M. & N	Nov.'66 4
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '66 5
Petersburg & Lynchburg.100	1,365,600	---- ----	---- ----
Phila. & Balt. Central.---- 50	518,100	---- ----	---- ----
Philadelphia and Erie*... 50	5,069,450	---- ----	---- ----
Philadelphia and Reading 50	22,742,867	J. & J.	Apr.'67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Oct. '66 5
Phila. and Trenton*.....1 0	999,200	J. & J.	Jan. '57 5
Phila., Wil. & Balt.---- 50	9,019,300	J.A.J&O	Jan.'67 5
Pittsburg & Connellsville. 50	1,791,628	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	9,240,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.---- 100	---- ----	---- ----	---- ----
Portland and Kennebec...100	1,000,000	---- ----	---- ----
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 5
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Raritan and Del. Bay 100	2,520,700	---- ----	---- ----
Reading and Columbia 50	605,019	---- ----	---- ----

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500 000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g.100	847,000	---- ----	---- ----
Rich., Fred. and Potomac 100	1,041,800	---- ----	---- ----
Rome, Watert. and Og'nb. 100	2,385,500	J. & J	Jan. '67 5
Rutland and Burlington...100	2,233,376	---- ----	---- ----
Sacramento Valley.---- ---100	793,750	---- ----	---- ----
St. L., Alt and T. Haute.100	2,800 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
St. Paul and Pacific ---- 100	---- ----	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	393,073	M. & N	Nov.'66 3
Sand. Mansf. and Newark 100	900,000	---- ----	---- ----
San Fran. and San Jose...100	---- ----	---- ----	---- ----
Saratoga and Hudson R...100	1 020,000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Oct. '66 3
Savan'h, Albany and Gulf.100	1,275,991	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Schuylkill Valley* ---- 50	576,650	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200	---- ----	---- ----
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Potts'v* 50	869,450	J. & A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	---- ----
South Carolina ---- ---100	2,819,275	---- ----	---- ----
South Shore ---- ---- ---100	259,685	---- ----	---- ----
South Western Pacific ...100	---- ----	---- ----	---- ----
South Western, Georgia...100	3,263,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Springfield and Columbus.100	---- ----	---- ----	---- ----
Staten Island.---- ---- ---100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130	---- ----	---- ----
Tennessee and Alabama ...100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Tol., Peoria and Warsaw..100	1,650 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West... 50	5,400 000	---- ----	---- ----
" " pref. 50	1,000 000	M & N	N. '66 3½
Troy and Boston.---- ---100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.).100	200 000	---- ----	---- ----
Union Pacific.---- ---- ---100	---- ----	---- ----	---- ----
Union Pacific (E. D.) 100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.)..100	---- ----	---- ----	---- ----
Utica and Black River.....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D	Dec. '66 4
Vermont Central.---- ---100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.---- ---100	516,164	---- ----	---- ----
Virginia Central ---- ---100	2,253,679	---- ----	---- ----
Virginia and Tennessee...100	3,452,815	---- ----	---- ----
Western (Mass.).---- ---100	6,710,800	J. & J.	Jan. '67 5
Western Union ---- ---- 100	2,687,287	---- ----	---- ----
Wilm. and Manchester...100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,213	---- ----	---- ----
Wilm., Charl. and Rutht'd.100	---- ----	---- ----	---- ----
Winona and St. Peter 100	---- ----	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS			
Chesapeake and Delaware 25	1,575,963	J. & D.	Dec. '66 3
Chesapeake and Ohio 25	8,228,695	---- ----	---- ----
Delaware Division.---- ---50	1,633,550	F. & A	Feb.'67 3
Delaware and Hudson....100	10 000,000	F. & A.	Feb.'67 5
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania.---- 50	64,000	---- ----	---- ----
Illinois and Michigan 100	---- ----	---- ----	---- ----
James R. and Kanawha 100	---- ----	---- ----	---- ----
Lehigh Coal and Navigat.. 50	6,137.000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	728 100	J. & J	Jan. '67 5
Morris (consolidated 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---- ---100	1 175,000	F. & A.	Feb.'67 5
North Branch.---- ---- 100	---- ----	---- ----	---- ----
Sault Ste Marie ---- ---100	---- ----	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,052,08[illegible]	---- ----	---- ----
Union---- ---- ---- ---50	2,907,85[illegible]	---- ----	---- ----
" preferred ---- ---50	[illegible]	---- ----	---- ----
W. Branch and Susq.---- 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---- ---50	800,000	M.J.S&D.	Sep. '66 4
MISCELLANEOUS			
Atlantic Mail Steamship..100	4,000,000	---- ----	---- ----
Pacific Mail Steamsh p....100	20,000,000	M.J.S&D.	Mar. '67 3
Union Navigation ---- ---100	4,000,000	M.J.S&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '67 2
American Coal.---- ---- 25	1,500,000	M. & S.	M. '67 3½
Ashburton ---- ---- ---- 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal.---- ---- ---- 25	500 000	---- ----	---- ----
Central Coal ---- ---- ---100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb. '67 6
Spring Mountain Coal.---- 50	1,250 000	J. & J.	Jan. '67 5
Spruce Hill Coal.---- ---10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---- ---100	3,400,000	A. & O	---- ----
Wyoming Valley Coal ...100	1,250,000	F. & A	Aug. '67
Rut and Marble.---- ---- 25	1,000 000	M. & N.	Nov.'66 5
Adams Express.---- ---- 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	M.J.S&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	300,000	----
Acton Vale..... Ca	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	6
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4¼	20,000	4
Balt. and N. C..... N. C.	5	----	20,000	----
Bay State..... L. S.	25	13¾	20,000	6¾
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn..... L. S.	25	2½	20,000	----
Brome ..... Ca	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia..... "	25	5	20,000	----
Cambridge..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	51c
Carp Lake..... L. S.	25	----	20,000	----
Cascade..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton..... "	25	----	20,000	----
Collin..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	2
Consolidated..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek .... Wis.	25	----	20,000	----
Copper Falls .... L. S.	25	24¼	20,000	23
Copper Harbor.... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah..... L. S	25	2½	20,000	----
Dana ..... "	25	3¾	20,000	1¾
Deep River..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1¼	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¼	20,000	----
Dunham..... Ca.	2	----	200,000	----
Durham..... "	5	----	200,000	----
Eagle River..... L. S.	25	3¼	20,000	3
Edwards..... "	25	1¼	20,000	----
Ely ..... Ca	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff.. "	25	5¼	20,000	16
Flint Steel River . "	25	2¼	20,000	----
Forest City..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8¼	20,000	22
French Creek..... Pa.	5	----	100,000	50c
Gardner City .... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk..... Ca.	5	----	100,000	----
Great Western... L. S.	25	2	20,000	----
Green Mountain.... Vt.	10	----	20,000	2¼
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	6¼
Hanover ..... "	25	1½	20,000	1¼
Hartford ..... "	25	12¾	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2¼	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt..... "	25	5	20,000	1¼
Hungarian ..... "	25	1	20,000	2¾
Huron ..... "	25	19	20,000	13
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal..... L. S.	50	33	20,000	8
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California.. Mo.	50	----	40,000	----
Lyster..... Ca.	2	----	200,000	----
Madison..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	------	10c
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts..... "	25	----	20,000	----
Medora ..... "	25	1¾	20,000	----
Mendota ..... "	25	1¼	100,000	4¼
Merrimac ..... "	25	6¼	20,000	----
Merryweather..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1¼
Meteor ..... "	25	----	20,000	----
Michigan..... "	25	----	20,000	----
Middlesex..... "	25	----	20,000	----
Milton ..... "	25	1¼	20,000	----
Minnesota..... L. S.	25	18¾	20,000	¾
Mississquoi..... Ca.	2	----	150,000	----
Morrison..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5¼	20,000	9
Native ..... "	25	2	20,000	2
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons..N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic...N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1¼
North State ..... "	25	3¾	20,000	----
North Western..... "	25	11	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5¼	20,000	2¼
Pewabic ..... "	25	3¾	20,000	10¾
Phila. & Boston... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	5¼	20,000	42
Pontiac ..... "	25	10¾	20,000	1¼
Prescott ..... Ariz. T.	100	----	100,000	----
Providence..... L. S.	25	----	20,000	----
Quincy..... "	10	10	20,000	31
Reliance ..... "	25	----	20,000	----
Republic..... "	25	----	8,000	----
Resolute ..... "	25	6¼	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2¼	200,000	----
Rockland ..... "	25	12	20,000	30
Roscoe ..... Ca	1	----	200,000	----
St. Clair..... L. S.	25	3	20,000	4¼
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L.S.	25	5¼	20,000	2
Salem..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	5¼
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford .... Ca.	2	----	200,000	----
South Pewabic ....L. S.	25	1	20,000	----
South Side..... L. S.	25	2	20,000	1¼
Star..... L. S.	25	11¾	20,000	1¼
Stark..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2¼
Sussex ..... "	25	----	20,000	----
Sutton..... Ca.	5	----	100,000	2¾
Toltec..... L. S.	25	21	20,000	1¼
Tremont ..... "	25	1¾	20,000	25c
Union (L. & M.) .. "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria..... L. S.	25	1¼	20,000	----
Vulcan..... "	25	6	20,000	----
Washington..... "	25	1	20,000	3
Waterloo..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ....Ariz.	100	----	60,000	----
West Minnesota...L. S.	25	2¼	20,000	----
Wickopee..... "	5	----	100,000	----
Winona..... "	25	3	20,000	----
Winthrop ..... "	25	4¼	20,000	1
Wyandotte..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top..... Pa	50	----	------	----
Copake..... N. Y.	50	50	50,000	----
Foster..... "	----	----	------	----
French Creek..... Pa.	5	----	100,000	----
Garrison's..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior..... L. S.	25	25	20,000	----
Mount Pleasant..... Pa.	50	50	10,000	----
Teal Lake..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	--	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion..... N. Y	----	----	------	----
Clute ..... "	5	5	110,000	----
Continental..... "	5	2½	200,000	----
Eastport..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River.....	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson..... N. Y	----	----	------	----
Kings Hill.....	5	----	10,000	----
Lake Superior...Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	------	40
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N.Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N.Y.	2½	----	80,000	----
New Hampshire..N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston..N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester.....	2½	----	200,000	----
Rossie..... N. Y.	5	----	100,000	----
Shawangunk .... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	------	0.60
Warren ..... N. H.	----	----	------	----
White Mountain.. "	----	----	------	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	50
Appleton ..... "	----	----	------	----
Ashburton ..... Pa.	50	50	50,000	24½
Atlantic & G. C ..Md.	----	----	------	----
Baltimore ..... "	100	100	------	----
Bear Valley ..... "	124	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	------	----
Boston & Pictou..N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American..N.S.	----	----	------	----
Cape Briton..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central..... "	100	100	20,000	45
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	------	----
Consolidation ..... Md.	----	----	------	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	34½
East Mahanoy..... Pa.	----	----	------	----
Everhart ..... "	25	----	20,000	----
Franklin..... "	100	----	5,090	----
Fulton..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ....N. S.	50	50	20,000	----
Lackawanna..... Pa.	50	50	------	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	------	----
Lehigh & Susq .... "	50	50	------	----
Lorberry ..... "	100	100	4,000	----
Mahanoy..... "	20	----	10,000	----
Mammoth Vein.....	----	----	------	----
Maryland Anth ....Md.	20	20	25,000	7¼
Metropolitan ..... "	100	100	------	----
Mt. Pleasant ..... Pa.	----	----	------	----
Narragansett .... R. I.	10	10	8,000	----
N. Y. & M. C. Fds. Pa.	----	----	------	3¾
North Carbondale.. "	----	----	------	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain.... "	50	50	16,000	11½
Shamokin ..... "	----	----	------	----
Somerset I. & C.... "	----	----	------	----
Spring Mountain .. "	50	----	------	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas..... Pa.	----	----	------	1¼
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	------	----
Wilkesbarre..... Pa.	100	100	21,750	36½
Wolf Creek..... "	----	----	------	----
Wyoming Valley.. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore.... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona..... Col.	5	----	100,000	----
American..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	0.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	2.25
Baltic..... Col.	----	----	------	----
Bates & Baxter... "	----	----	------	----
Benton ..... "	5	----	100,000	1.10
Black Hawk..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Minn.	5	----	200,000	----
Bullion Consol.... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere..... Can.	5	----	100,000	----
Cobden. ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	3.10
Consol Gregory ... Col.	100	----	50,000	10¼
Copalinsche ..... "	50	----	250,000	----
Corydon..... "	25	----	100,000	4.60
Continental ..... "	100	----	20,000	----
Denver..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock...Minn.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire..... "	20	----	250,000	----
Excelsior..... "	10	----	30,000	----
Garrison's..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain.... Col.	10	----	600,000	----
Gold Mining..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	4.80
Gunnell Central.. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	0.15
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	----
La Crosse ..... "	10	----	100,000	0.50
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	8¾
Do. preferred.. "	100	100	57,744	22¼
Mammoth ..... Col.	10	----	100,000	----
Manhattan..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon.... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	----
National ..... "	10	----	300,000	----
New York City... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	1.95
N. Y. & Nevada.. Nev.	10	----	100,000	----
N. Y. & N Sco ..N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.50
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill..... Col.	25	----	40,000	3.65
Republic..... Nev.	100	----	16,000	----
Rocky Mountain ..Col.	10	----	50,000	----
Sherbrooke..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	----
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Wadd'ngham...Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	3.10
Empire, G. & S. ... "	100	----	100,000	----
El Dorado..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California..... L. Cal.	50	----	40,000	----
Madison..... Nev.	100	----	80,000	----
Morning Star... Idaho.	1000	----	5,000	----
Mount Vernon ...Nev.	10	----	500,000	----
New York City.... "	100	----	50,000	----
N. Y. District..... "	100	----	50,000	----
Tolyabee..... "	100	----	50,000	----
Washington..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande.. "	50	----	100,000	----
Quicksilver..... "	100	100	100,000	32
Santa Clara..... "	100	----	80,000	----
Miscellaneous:				
American Tin ...N.H.	----	----	------	----
Rutland Marble ...Vt.	25	25	40,000	12
Saginaw Salt.... Mich.	25	25	100,000	----
Sunapee plumba.N H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. in single trk.	Length. In progress or projected.	Equipment. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,525	6½	....	41½
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	95
30 Nov.'66	2.57	—	85	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	25	....
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	25	....
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	113,472	—	....	52½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	36½
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,028	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	115,607	341,247	10,110	5	....	89
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	100	....
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,866	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	22[illegible],286	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	3.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34.102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,559	.....	.....	—	—	—	—	....
30 Sep.'65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	operby	T. & L. R. R.	—	—	—	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep.'65	1 50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,290	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec.'65	17.00	—	150	22	—	Orange and Newark	699,414	281,550	300,000	20,950	105 358	29,459	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	46
31 Oct.'65	5.50	—	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34.877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,861	91,545	—	50	43
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8,227	—	—	....
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	30
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	....	28½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,366	36,832	4	50	27
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3 562	—	25	....
31 Oct.'65	19.00	—	328	56	—	Hestonv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	24
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	14½
31 Oct.'65	—	—	—	—	—	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	—	—	—	—	....
31 Oct.'65	3.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,385	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67.040	14,278	14	50	....
31 Oct.'65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,781	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	65,300	—	41,757	6,903	—	50	13
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	79
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51.683	9,187	—	50	15
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (Ph.il. & Gr'sF.)	249.411	217,697	15.000	10,000	84,900	20,545	4½	50	29½
31 Oct.'65	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	210,143	87,810	9	50	66
31 Oct.'65	6.25	—	143	23	—	13th & 15th st. (Phila.)	.....	.....	—	—	143,038	38,435	5	50	19½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263.128	206,598	5,800	—	50	40
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249.100	100,000	10,000	309.261	81,335	10	50	75
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31 549	239 059	21,058	—	....	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J & J	1871	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S	71-'72	91½
Malden and Melrose: 1st Mortgage gua antied	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	90
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	24,000	6	J. & D	1868	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb 1.					
Loan of Jan. 28, 1847 registered	$7,066,600	6	Jan & July.	1867	131½
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	129
Texas Indemnity, of Sep. 9, 1850 coupon	384,000			Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103
" " " coupon		5	" "	1874	103½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	109
" " " coupon		5	" "	1871	111
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " " coupon		6	July.	1881	104½
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108½
" " " coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 registered	265,333,250	6	" "	1881	108½
" " " coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered	235,249,000	6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " " " coupon		5	" "	1904	97½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	
" June 20, '64 & Mar. 3, '65 1st series	683,686,100	7.3	Feb. & Aug.	1868	105½
" March 3, 1865 2d series		7.3	June & Dec.	1868	105½
" " " 1865 3d series		7.3	Jan. & July.		105½
Matured Debt not presented	15,240,104	6	At maturity.		
Gold Certificates of Deposit	19,992,980			3 y'rs	
Compound Interest Notes of 1864	143,064,640	6	At maturity.		
United States Notes (greenbacks)	381,427,099				
Fractional currency	28,743,734				
Navy Pension Fund	12,500,000				
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling "	648,000	5	Jan. & July.	1876	
" " " "	688,000	6	" "		
" —Funded Interest Bonds				1868	
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	117
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	
" —War bonds	1 548,000	7	" "	'72-'90	101
Connecticut—State Bonds coupon	10,400,000	6	Jan & July.	1892	
" " " (free.) "		6	" "	1869	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	69
" " " " "	2,271,750	6	" "	'72-'86	
" " " " "	434,000	7	" "	1870	99
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	95
" " " " registered	1,758,400	6	" "	'60-'79	99
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'62-'79	
" " " 1862-'79 "	436,000	6	" "	'65-'79	
" " " 1865-'79 "	229,372	6	" "	'70-'79	102
" " " 1870-'79 "	2,371,725	6	" "	1877	100
" " " "	1,778,677	6	" "	1879	
" " " " "	241,000	6	" "	1879	97
" " War Loan "	1,157,700	6	" "	1879	91½
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	
" " " " coupon	2,058,178	2½	" "	1866	97
" " War Loan coupon	1,225,000	6	May & Nov.	1886	
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	
—War Loan Bonds coupon	300,000	7	" "	1877	
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	
" " " "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds coupon	9,556,000	6	various.	'67-'90	82
" —Funded Coupons "		6			
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,800,000	6	Jan. & July	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" " " " "	1,727,000	6	" "	1870	102
" " " " coupon		6	" "	1890	102
" " " " inscribed	3,192,763	6	" "	1890	
" " " (sterling) coupon	6,401,000	5	" "	var.	
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	6	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	125½
" " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" " " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1873	
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	
" —Bounty Bonds "	700,000	7	May & Nov.	1890	
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	96
" " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	81
" " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	98½
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650,000	6	" "	'83-'86	99½
" " " Notes	2,306,000	8	var.	var.	
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	101
" —War Loan coupon	731,000	6	" "	'71-'72	101
New York—State Bonds general fund	703,000	7	quarterly.	1870	101
" " " " general fund	1,189,780	7	Jan. & July.	1877	1.04
" " " canal fund	702,000	6	quarterly.	pleas.	
" " " general fund	500,000	6	"	1866	
" " " canal fund	3,050,000	6	"	1868	100
		6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100½
" " " "	2,250,000	6	"	1874	99½
" " " "	500,000	6	"	1875	100½
" " " "	900,000	6	"	1877	100
" " " general fund	800,000	6	"	1878	97½
" " " "	909,607	5	"	pleas.	
" " " canal fund	192,585	5	"	1866	
" " " "	1,163,000	5	"	1868	
" " " general fund	442,960	5	"	1868	
" " " canal fund	167,000	5	"	1871	
" " " "	4,500,000	5	"	1874	24
" " " general fund	900,000	5	"	1875	93
" " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	65
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	49
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1866	
" " " "	636,798	6	" "	1860	98
" " " "	379,866	6	" "	1868	
" " " "	2,183,532	6	" "	1870	99½
" " " "	1,600,000	6	" "	1875	101
" " " "	4,095,309	6	" "	1881	102½
" " " "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	97½
" " " coupon	6,163,000	5	"	'77-'82	95½
" —Military Loan	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	100
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	
" " " inscribed	1,708,000	6	" "	'68-'90	
" " " coupon	1,499,000	6	" "	'77-'90	
" " (new) "					
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	
" " " "	239,167	5½	" "	'72-'79	
" " " "	1,706,000	6	" "	'82-'89	
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	873,813	6	" "	1892	64½
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	28
" " " coupon	11,108,000	6	" "	'86-'95	87½
" " (sterling) "	1,865,000	5	" "	1872	
" —Funded Interest registered		6	" "	'76-'96	
" " coupon		6	" "	'76-'96	
West Virginia—State Bond coupon		6			
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	
" " (war)	641,800	6	Jan. & July.	'77-'88	
" " (") certificates	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds		5	quarterly.	1870	
" " "		6	"	1870	97½
" " "		6	Jan. & July.	1873	97½
" " "	19,024,523	6	May & Nov.	1875	99
" " "		6	Jan. & July.	1886	98½
" " "		6	quarterly.	1890	99½
" " " coupon		6	"	1890	
Boston—Municipal Scrip	83,205	4	April & Oct.	'78-'79	
" " "		5	Various.	'66-'70	129½
" " "		5	"	'71-'75	125
" " "	7,846,026	5	"	'76-'80	99½
" " "		5	"	'81-'86	100
" " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	
" " "	305,000	6	Jan. & July.	'77-'78	100
" " " (sterling)	1,949,711	4½	" "	'72-'73	
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	80
" —Public Park Loan "	3,036,200	6	" "	'81-'97	92
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	94½
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	
" " " "	4,714,000	6	" " "	'76-'78	
" " " "	1,800,000	6	" " "	1883	100
" " " "	5,149,271	6	" " "	1887	100
" " " "	275,000	6	" " "	1898	
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	
" " "	3,125,200	5	" "	1870	94
" " "	319,000	5	" "	1873	
" " "	1,000,000	5	" "	1874	
" " "	334,700	5	" "	1875	
" " "	2,016,000	5	" "	1876	
" " "	2,375,000	5	" "	'79-'80	88
" " "	900,000	8	" "	1890	
" " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" " " (new)	739,222	5	" "	'67-'82	83
" " " (old)	2,232,800	6	" "	'66-'93	97½
" " " (new)	7,808,717	6	" "	'66-'96	101½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	97½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	97
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	80
" —Sewerage Loan "	425,000	6	" "	'79-'85	79½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" —City and County B'ds. "	1,133,500	6	Jan. & July.	1875	
" " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western.													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	422,340	355,045	472,493	410,800	493,852	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,621	464,597	493,243	466,898	568,589	583,160	699,670	474,056	388,573	5,696,119
1867	377,552	383,274	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,356	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170.910	156,869	153,294	1.673,706
1864	100,991	154,418	195,803	162,725	178,786	206,090	224,257	312,165	354,554	320.879	307,803	262,016	2,770,484
1865	280,503	275,283	299.063	268,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,050	271,247	3,696,153
1867	240,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139.142	160.306	210,729	216.030	196.435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	197,886	264,866	290,642	224,112	310,446	396,050	422,134	331,006	232,450	3,351,351
1867	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435.945	407 698	2,811,544
1864	273,876	317,839	390,355	421,253	466,530	565,145	480,710	519.306	689,605	729,759	716 578	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,661	767,508	946.707	921,886	749,191	546,669	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,254	989,058	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,757	51.386	60,895	528 364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,108,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	77,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400.334
1863	845,695	839,949	966,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,586,323
1867	...including Buffalo Division ... 906,795	917,639	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206.246	289,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	408,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	513,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116.146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	295,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,985,713
1866	121,776	84,597	72,135	103,082	267,488	262,172	170,795	116,224	150,989	245,701	244,554	98,787	1,985,900
1867	143,000	85,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,166	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,464	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4.120.152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,393	409,427	426 493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1867	302,714	302,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	209,221	193,328	215,449	368,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,569	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,694	308,669	4,260,112
1867	304,095	283,661	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,662	86,182	164,710	221,638	198.135	129,227	1.402.106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	360,841	395.579	346,717	171,125	2,536,001
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,019,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,101	1,167,818	11,069,853
1864	921,831	936,587	959,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,137,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,851	14,575,123
1866	1,086,360	895,867	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	222,242	268,176	332,596	332,400	278,008	346,243	275,050	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380.881
1867	.....	219,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	336,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,801	996,841	1,252,356	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,347	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	678,504	857,583	738,866	637,186	646 995	594,523	712,495	795,988	858,501	712,363	580,964	8,489 962
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654,926	767,441	679,936	555,242	7,467,217
1867	560,115	522,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	113,077	130,378	153,470	144,736	143,743	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,066	132,111	134,272	152,585	105,554	116.379	150,595	151,062	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	265,154	2,050,522
1865	144,084	139,171	155,753	144,901	158,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	356,830	264,741	3,794,975
1867	237,674	200,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45.102	36.005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	76,248	54,468	814,034
1867	39,078	27,667	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

Signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest: When payable.	Interest: Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	92½
" " " 1850	628,500	6	Jan. & July.	"	1880	97
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju.Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	150,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	99
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (do)	693,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	90
Sinking Fund	536,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	55
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £400,300	1,937,452	6	Semi annual.	London.	1880	
American Loan	3,120	6	"	New York.	1864	
Loan for $500,000	211,600	6	"	"	1867	103
" " $800,000	354,100	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	"	"	1883	89
" " $2,500,000	867,000	6	"	"	1889	89
Consolid. Mort. Loan $5,000,000	4,429,400	6	"	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1870	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1852	
Cayuga and Susquehanna:						
1st Mortgage	890,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	999,000	7	Feb. & Aug	New York	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1876	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Income	1,192,200	7	Jan. & July		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	256,000	8	Jan. & July	New York	1883	110
" " " inconvertible	3,180,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	91

Description	Amount.	Interest.	Interest: When payable.	Interest: Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st (General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M, A. & N.	" "	1915	80½
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,128	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	97
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1868	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,922,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	800,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,429,000	7	April & Oct.	" "	1876	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju.Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
State, 1st Mortgage	1,223,000					
Endorsed by State of Tennessee	139,430					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	787,784	7			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	6			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	98½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1864	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	80
Land Security	3,344,60	7	April & Oct.	" "	1891	92
Convertible Bonds	832,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	109
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	258,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	362,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1886	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,691,930	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & N v.	"		
Michigan Central:						
1st Mortgage Sterling	467,439	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct	" "	1882	110½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,500,000	7	Feb. & Aug.	New York.	1893	87½
2d Mortgage	1,560,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,500					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,099	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mortgage) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1851	148,200	8	" "	N. Y. & Mob.	1861	
" " 1862–'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Alabama State Loan	132,622					
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915	96
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1 500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000		Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	193,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi annually.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,720,600	8			1899	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York	1883	96
Debts of former Co's outstanding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb & Aug	" "	1876	104
Exchanged Stks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage	926,500	7	June & Dec.	" "	1888	88
Buffalo Branch	186,800	7	Jan. & July.	"	1891	
Sterling Bonds	2,81[illegible]2			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	900,200	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1876	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb & Aug.	New York	'73–'75	

AMERICAN RAILROAD BOND LIST.

(r) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	82½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	93,000	7	Feb. & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	590,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99½
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71 87	95
Construction Main Line	1,500,000	7	" "	" "		92½
St. Louis County bonds	700,000	7	" "	" "	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1893	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	92,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,500	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	98½
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1894	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April	" "	1912	68
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1886	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64 '74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	'75-'76	
Mortgage Bonds	175,000	6	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	122½
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7½	April & Oct.	New York.	1853	
1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	288,500	6	Jan. & July.		'73-'74	
Domestic Bonds	642,500	7	April & Oct.		'69-'91	
Steri. Skg f'd b'ds after Jan. 1, '70	286,111	5	Jan. & July	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	77
Terre Haute and Richmond:						
1st Mortgage (convertible	60,000	7	March & Sept.	New York.	1868	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	800,000	7	Feb. & Aug.	New York.	1865	89½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				63
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:						
1st Mortgage	886,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'76	
Bonds not secured by mort	61,534	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100½
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (-) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451 36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,856	—	.....
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207 626	111,232	—	.....
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	226,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,499	7,301,831	1,541,391	17 922,359	482.5	.....	1,324,847	612,499	—	.....
29 Feb. '60	88.5	28.4	----	—	23	14	250	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,822	23,579	2,582,506	116.9	.....	605,156	280,289	6	.....
								ARKANSAS.													
8 Nov. '58	88.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,624	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,694	...	...
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,755	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302.511	—	2,037,940	1,926,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	76.2	.....	1,591,804	633,483	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,919	2,000,000	202,500	150 848	2,787,594	124.0	192 989	478,095	66,463	—	.....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,035	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	395,000	353,283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,056,302	970,220	855,456	5 000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	121
30 Nov. '66	59.4	7.0	9.2	—	13	19	456	Norwich and Worcester	2,463,993	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	...	...	...	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30.586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,260,079	*	96,462	1,252 .00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,687	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	----	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.018	212,676	19	.....
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	----	—	3	4	38	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,850,606	411,373	34,175	3,202,400	437,500	12,532	4,808,563	228.8	264,524	856 846	343,802	12	.....
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	632,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,095,153	1,484,616	8½	107
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,579	10,193,010	6,754,406	294,207	17,518,440	400.0	2,083 580	6,176,553	2,799,435	31	152
31 May, '65	242.0	688 0	----	—	154	94	3,146	Chicago and Northwestern	37,328,791	*	—	23,166,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,760	1,802,272	—	35c
31 Mar. '66	181.8	—	----	—	66	71	1,305	Chicago and Rock Island	8 050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154 236	1,442,781	10	97½
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	.....	742,097	377,476	—	.....
31 Dec '66	454.8	252.0	----	—	150	88	3,646	*Illinois Central*	20,954,453	*	10,523,328	23,415,780	12,144,000	—	41,478,280	708.3	3 6 3,962	6 646,741	2,175,447	10	115½
31 Dec. '66	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,363,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	880,383	250,159	—	...
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	458 558	—	34
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	44
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,641	—	.....
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,334	9	85
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,332	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132 0	.....	315,172	117,941	6	100
— — '58	238.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86
30 Nov. '65	78.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	78 0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	225,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,120	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	287,861	—	.....
1 Jun. '58	58.5	—	----	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	.....
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,146,252	118,000	10,715,552	220.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	695,298	52,300	71,669	514,046	79,000	9,644	722,257	29.0	239,626	174,049	46,707	7	90
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	86
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,751,346	334 0	969,947	3,143,189	1,592,055	6	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,465	4,098,425	1,730,000	2,504,768	8,628 793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	----	205.0	21	28	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,533,042	386,268	—	.....
31 Aug '60	58.7	—	----	135.8	...	...	...	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1 283,016	248,980	108.434	1,710,819	63.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647.596	—	—	—	—	9,006,369	188.0	.....	340,598	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,568	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	108½
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,644,259	1,314,784	10,471,500	8,537,175	603,971	19,672,646	523.8	2,151,615	4,686,445	1,936,788	6	76½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	25	22	336		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '66	96.8	—	13.2	—	31	24	628	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	52
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,588	815,033	266,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,069	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,928,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,080,000	127.0	.....	.....	.....	—	—
30 Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,552,109	90.1	286,189	599,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$		M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,888	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jan. '64	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,500	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland **and** Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	630,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	223	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,802	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	236.8	3,493,376	8,577,692	5,807,183	10	116½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	268,162	10	127
31 Dec. '65	188.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,328,793	6	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	11½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,845	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	899,992	176,288	8	118
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	770,454	1,575,826	498,490	10	130½
30 Nov. '66	47.0	7.0	45.0	—	30	53	2.0	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	134
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,301	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,518,300	1,818,400	271,200	5,426,700	94.5	805,860	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	300,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,628	600,000	—	25,630	778,226	41.8	215,731	441,504	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	661	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,507	509,790	7	96
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	4,453,596	302,793	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	228,900	660	471,171	(Operated by B. & L. Co.)		17,500	1,101	3	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	—
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,305	—	(Surrendered to the Commonwealth.)					—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,260,000	551,650	—	3,584,321	77.3	158,121	436,966	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	89	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,300	5,945,020	—	17,190,503	166.1	1,660,062	3,932,017	1,406,791	10	139
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,626,000	116,000	124,385	1,141,000	—	13,198	1,266,385	45.7	250,889	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,300,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,837	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,600,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,868	8	69
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	595,588	568,000	—	.....	52.1	.....	.....	.....	—	—
31 Mar. '66	69.2	13.0	12.5	—	25	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	102
								NEW JERSEY.													
31 Dec. '65	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,425,075	*	—	997,112	2,193,000	259,472	3,449,585	75.2	.....	595,459	141,448	—	.....
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	*	4,316,144	6,942,200	10,169,472	175,000	.....	124.2	.....	6,274,657	1,702,552	10	138½
31 Dec. '65	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,064,743	1,034,775	143,752	2,240,871	60.2	.....	283,638	94,067	—	9
31 Dec. '65	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	2,283,773	528 171	10,685,940	1,509,000	838,686	13,961,735	86.0	1,187,978	3,036,390	1,287,956	10	118
31 Dec. '65	53.0	—	.....	45.5	21	43	274	Morris and Essex	6,537,292	*	145,427	3,199,050	3,084,775	108,104	6,682,719	53.0	314,000	680,456	166,070	7	70
31 Dec. '65	38.8	—	.....	—	35	98	180	New Jersey	3,890,329	817,538	1,804,556	5,000,000	555,000	—	6,512,449	38.8	638,632	1,770,862	789,015	10	185
31 Dec. '65	21.3	—	.....	—	2	6	17	Northern New Jersey	461,562	*	.....	158,800	260,000	64,521	483,321	21.2	103,815	185,932	26,874	—	.....
31 Dec. '65	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	3,975,489	*	—	2,520,700	1,498,500	664,885	4,684,385	51	.....	320,644	loss.	—	65
31 Dec. '65	18.2	—	.....	—	—	—	—	Warren	2,008,300	*	—	1,408,300	600,000	—	2,008,300	18.2	.....	272,695	118,133	5½	91
31 Dec. '65	38.5	—	.....	—	—	—	—	West Jersey	1,578,483	*	—	588,400	400,000	389,000	1,378,400	—	—	255,593	56,593	—	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	68.0	9	12	153	Albany & Susquehanna	3,183,058	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	133	108½	
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,835	516.576	650,000	2,200,000	1,200,000	—	3,400,000	83.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	392	133	5,336	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	6,066,511	4	58½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,556	150.0	1,602,279	4,452,380	994,668	8	138
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,597,102	361,312	—	1,852,716	932,000	—	2,928,474	107.0	866,319	588,400	353,606	8	61½
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,349	New York Central	27,612,534	6,521,577	9,985,992	25,530,000	12,866,804	815,170	44,119,904	692.2	6,607,261	14,396,786	3 201,112	6	106½
30 Sep '65	130.8	2.1	45.0	—	43	63	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.9	—	28	25	358	Ogdensburg & L. Champlain.	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,024	122.0	399,920	707,521	44,810	—	63
30 Sept. '65	18.0	—	0.5	0.3	—	—	—	Oswego and Rome	585,880	—	—	206,900	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	109,810	—	800,000	478,750	—	1,278,750	175.0	303,705	797,055	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656.026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	43.5	19.4	—	28	35	393	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	139.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens'elaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"		6	.....
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,280	34,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,889	2,979,190	81.0	208,835	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	64	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,676	—	—	98,650	85,000	600	184,250	10.3	20,895	50,100	25,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,515,225	400,000	276,372	2,419,401	94.9	.....	103.963	36,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040.550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,608	922,670	106,133	1,028,356	3,673,000	1,126,458	6,810,432	141.0	663,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	582,289	9	83½
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	100
31 Oct '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	25	150½
30 Nov. '65	101 0	102.5	.....	—	38	31	1,176	Cleveland and Pittsburg	9 320,163	*	354,145	5,493,911	3,890,848	83,292	9,674,207	208.5	1,423,741	2,696,377	736,794	5	79½
31 May '66	102.	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,230	114,996	8,569,819	188.6	994,554	2,388,868	1,035,717	13	120
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	961,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,555,980	—	1,555,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	158.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	5,983,354	595 400	391,992	3,382,163	1,218,972	109,813	4,972,748	208.9	346,671	694,120	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,820	2 228,824	125.0	241,240	382,807	166,183	—	.....
Dec '64	142.4	—	—	—	48	19	489	Toledo & Wabash	9.089 918	*	—	3,427,050	6 653,868	—	10,243.015	250.0	1,241,358	2,050,822	945,492	8½	87

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies 0. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,360,723	252,046	293,573	1,948,400	614,000	218,842	2,876,842	44.0	134,201	366,277	128,892	—	16
31 Dec. '65	387.0	103.0	—	117.0	139	90	3,059	Atlantic and Great Western	46,606,475	*	1,454,365	13,441,150	30,000,000	1,796,688	48,006,780	440.0	2,647,709	5,811,232	2,125,200	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	14
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,685	14,481,135	204.5	1,437,353	1,733,320	38,671	15	120
31 Oct. '65	88.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,276,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,742	201,072	—	—
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.		302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	660,000	400,000	—	1,060,000	18.5		149,538	454,480	138,663	10	—
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,665	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	362,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,785,613	40,714	—	1,336,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,680	10	60½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading			R. R.)	3	30½
31 Oct. '65	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	(	"	"	"	8	58
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,383	—	85
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	539.2	6,604,300	17,459,169	4,189,111	10	56½
31 Oct. '65	17.0	3.0	22.0	—	16	42	119	Phila., Germant'n & Norrist'n	1,139,079	283,439	—	1,476,300	128,000	—	1,653,300	24.0	311 (91	656,739	356,376	8	62
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,669,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	28½
30 Nov '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,761,353	20,240,673	6,900,663	—	30,608,075	471.8	3,688,309	11,142,519	4,812,271	10	50½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,826,286	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,080,438	345,891	10	131
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,972,300	516,000	452,836	10,660,242	197.0	981,466	3,884,609	1,046 804	10	54½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	894,363	130 361	—	9
31 Dec '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,512,442	12,573,660	1,597,020	26,545,698	483.3	4,623,078	8,489 062	3,243,547	10	96½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Potteville	1,178,773	112,824	—	800,000	791,597	Lease'd to	Northn	Cen.	144,006	316,498	116 006	4	40
31 Oct '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,940	1,777,176	25.4	138,578	347,240	200,596	—	—
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,785	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,765,'81	500,000	—	—	62.0	340,600	625,641	169,823	12	89
								SOUTH CAROL'NA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	24,372	260,000	706,585	195,268	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,600	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,319,275	2,624,795	447,497	9,827,975	242.0	—	1,312,738	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,429	68,133	—	605,214	514,000	99,110	1,137,707	47.6	—	29,067	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	—	140.0	10 mos.	441 029	164,081	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,664	1,902,000	390,407	—	130.3	160,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	949	Memphis and Charleston	5,966,205	844,284	448,922	5,812,725	2,885 990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	160,500	—	299,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,269	—	47.4	64,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	58,816	—	144,894	400,000	5,000	—	34.2	30,065	23,606	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,781,000	—	—	159.0	—	734.118	337,364	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	201,544	—	45.8	57,950	127,952	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,300	32,676	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,897,500	605,700	186,003	3,081,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,283,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,653	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1 477,782	334,326	—	1½
31 May '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper. by Vt.		Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	—	—	23.6	—	99,273	34,856	—	—
30 Jun. '66	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,085,500	*	—	332,000	700,000	—	—	oper. by Troy		& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	—	696,703	127,035	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	—	—	2,063,655	2,923,'00	380,780	—	167.7	6 mos.	300,101	102 651	—	—
30 Sep. '66	123.3	10.1	—	—	18	7	107	Petersburg and Lynchburg	3,358,272	*	—	1,365,600	1,631,900	124,931	3,565,'87	133.4	—	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '66	140.5	2.7	11.2	—	6	16	269	Richmond and Danville	4,917,520	*	1,488,600	2,000,000	1,717,560	900,829	7,301,983	101.7	239,951	672,714	284,759	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	—	78.6	159,961	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	579,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,340	20,564	—	657,812	85,000	—	—	23.7	12,642	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,648	80.0	—	240,446	121,063	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	250,926	3,363,679	1,799,822	804,785	6,245,868	195.0	—	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,771	214.9	480,198	740,486	347,967	—	—
								WISCONSIN.													
31 Dec. '66	196.0	179.0	—	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,3 2	10,988,950	9,229,000	—	8,508,574	278.0	986 7.7	2,638,503	34,103	—	35½
31 Dec. '66	200.0	35.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	—	—	—	—	68
— — — —	—	—	—	—	—	—	—	Western Union	—	—	—	—	—	—	—	—	—	—	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,796	67,652	—	15
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,796	117,842	—	63
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	7,.10,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	—	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,960	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	—	108 0	—	148,339	55,777	—	—
1 July '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	18,100	136,000	1,779,252	60 0	—	138 456	38,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,134	—	—
								NEW GRANADA.													
Dec 63	8.		—	—	11	22	120	Panama	9,900,000	*	650	5,000 000	4 800	—	10 763,728	48.7	—	/ 137.438	1,328,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	----	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	----	15
Catawissa (preferred)	1,150,000	7	----	30½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	56
Chicago & Alton (preferred)	2,425,400	7	7	108
Chicago & Northwestern (pref.)	12,994,720	7	7	64½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	----	----	42
Erie (preferred)	8,635,700	7	7	73
Hannibal & St. Joseph (preferred)	5,253,856	7	----	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	----	54½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63½
Toledo & Wabash (preferred)	934,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	----	----
" " " (2d pref.)	908 422	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal Payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87½
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,275	6	"	1884	91
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	87
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susq'n'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley					
1st Mortgage	600.000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86½
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	58½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22
" " (preferred)	50	2,888,983	—	31½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	57½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 42 50 @ 45 —
Pig, American, No. 1	— @ 42 —
Bar, Refined, English	90 — @ 97 50
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
	—Store Prices.—
Bar, Swedes, assorted sizes	160 — @ — —
Bar, English & American, Refined	110 — @116 —
Bar, English & American, common	100 — @105 —
Scroll, English	140 — @190 —
Ovals and Half round	135 — @145 —
Band, English	140 — @ — —
Horse Shoe	135 — @ — —
Rods, English	115 — @172 50
Hoop, English	145 — @205 —
Nail Rod	per lb. — 9 @ — 10½
Sheet, Russia	per lb. — 14½@ — 15
Sheet, English, Single, Double and Treble	— 5½@ — 8
Rails, English (gold)	per ton 53 — @ 54 —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— 12 @ — 15
American Spring	— 15 @ — —
American Machinery	— 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb. — 36 @ — 37
Sheathing, Yellow	— 26 @ — 27
Pig, Chile	— — @ — —
Bolts	— — @ — 34
Braziers'	— 37 @ — 38
American Ingot (cash)	— 24½@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — — @ — —
Spanish	— 6 50 @ 6 62½
German Refined	— 6 50 @ 6 62½
English	— 6 50 @ 6 87½
Bar	per lb. — — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad.val.

Banca (gold)	per lb. — 24 @ — 25
Straits (gold)	— 21½@ — 21½
English (gold)	— — @ — 22
	—Gold.— —Currency—
Plates, I.C.Charcoal, p. box	9 25 @ 9 50 12 50 @ 12 —
Plates, I. C. Coke	7 50 @ 8 50 10 50 @ 11 50
Plates, Coke Terne	6 75 @ 7 — 9 25 @ 9 50
Plates, Charcoal Terne	8 87½@ 9 — 12 — @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@60d (cash)	per 100 lb. 6 25 @ 6 37½
Clinch (cash)	7 75 @ 8 —
Copper	— — @ 43
Ausable Horse, Norway Iron, Forged	— 26 @ — 27
Zinc Nails (6 mos.)	— — @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 15½@ — 16½
Refined, free I. S. to White	— 40 @ — 42
Refi'd, in bond, prime I. S. to White	— — @ — 26
Refi'd, in bond, Standard White	— 27½@ — 27½
Naptha, Refined (60@63 gravity)	— 21 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th 21	F 22	Sat. 23.	M 25	Tu 26	W 27
Atlantic M. S. S. Co	83	----	84½	84	84	87½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	----	----	----	----	118	117
Canton Co	46½	46½	47	46½	46	45
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	107	----	----	----	----	107
" " pref.	----	----	----	----	----	108
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	132	----	----	----	----	----
" " 8 p.c.	----	110	----	----	----	----
Chic. & Northwest'n	35½	35½	36	35½	35½	35½
" " pref.	65½	64½	65½	64½	64½	63½
" " 1st M.	85	86	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	94	----
" " Consol.	81	81	----	----	----	80½
Chicago & Rock Isl.	97	97½	97	----	96½	96½
" " 1st M. '70	101	----	----	----	----	----
Clev., Col. and Cin.	100	----	----	99½	100	----
Clev. and Pittsburg	81½	79½	79	78½	79½	79
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118½	118½	119	118½	118	118
" " S. F. 7 p.c	102	----	----	102	----	----
Cumberland Coal, pref	----	33½	33	----	32½	34½
Del. & Hudson Canal	----	----	145	----	----	145
Del., Lack. & West.	----	----	----	----	120	120
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	58½	58½	58½	58½	57½	57½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	100½	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	97	97
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	88	----
Hudson River	138	----	----	----	----	----
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	102	101½	----	----	----	----
" 2 M. S. F.	----	----	----	----	101½	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	----	----	115½	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	25	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8½	----	9	8½	----	----
Michigan Central	109	----	108½	108	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '61	----	----	----	----	----	----
M. S. and N. I.	75½	75½	76½	76½	77	76½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F. 100	102	----	----	----	----	----
" " 2 M.	----	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	----	----	----	----
" " pref.	55	54½	54	54	54	53
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	82	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	96	96½	95½	95	95	
" iss. to H. & St. J. R.	81	----	----	----	80	----
" " Pacific	----	95	----	----	95	95
New York Central	105½	105½	106½	106½	106½	106
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	96
" 6s, S. F. '87	94½	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	98	----
North Carolina 6s	----	----	----	----	62	----
" ex-coupon. 50	----	----	50	----	----	50
" new 49	----	----	49	49½	----	----
Ohio & Miss. cer.	2½	27	27½	27	26½	27½
" " pref.	----	----	----	----	70	----
Pacific Mail S. S. Co.	124	125	125	126	126½	130½
Panama	----	----	----	----	----	----
Phila. and Reading	101½	101½	101½	101	101½	102
Pitts. Ft. W. & Chicago	97	96½	96½	96½	95½	95½
" 1M 101	----	101½	----	----	----	----
" 2M	94½	----	----	----	94½	----
" " 3M	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	----	35½	33	33
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	64	----	63½	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	----	----	66	----	65½	65
" new	64½	64½	----	64	63½	63½
Tol. Wab. & Western	----	----	38½	38	----	37
" " Pref.	65	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	78	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	60	----	----	----	62	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th.21.	F.22.	Sat.23	M.25.	Tu.26	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	109	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	103¼	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	97¾	97¾	98	97¾	97¼	97¾
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	109¾	....	109	109	108¾	....
U. S. 6s, 1881, coup.	109¾	....	....	....	108¾	....
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	105¾	....	....	....	....	106¾
U. S. 6s, 1867, reg.	....	....	....	....	....	130¾
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	129	....	....	129	....	....
U. S. 6s, 5-20s, o. 1862.	109¾	109¾	109¾	109	108¾	109¾
U. S. 6s, 5-20s, o. 1864.	107¾	107¾	107¾	107¾	107¼	107¾
U. S. 6s, 5-20s, o. 1865.	107¾	108	107¾	....	107¼	107¾
U. S. 6s, " reg.	....	....	....	107¼	107¼	....
7.30 Notes, 1st series.	106	106	106	106	106	106
" " 2d series.	105¾	105¾	105¾	105¾	105¾	105¾
" " 3d series.	105¾	105¼	105¾	105¾	105¾	105¾
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	W 20	Th.21.	F.22	Sat.23	M.25.	Tu.26
Cattawissa	....	....	....	....	....	....
" preferred	30¼	30¼	30¼	....	....	30
Camden & Amboy	132¾	....	133¼	133¼	133¼	133¼
" " 6s,'87.	....	....	....	....	....	....
" " 6s,'70.	....	....	....	....	....	....
" " 6s,'75.	....	....	....	....	....	....
" " 6s,'83.	88¼	....	88¼	....	....	....
" " 6s,'89.	....	....	89	....	....	....
" mort. 6s,'89.	95¼	95¼	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	56¼	....	56¼	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s.	....	....	....	....	....	....
Lehigh Navigation	53¾	....	....	53¾	....	....
" " 6s,'84.	....	....	....	....	....	....
Lehigh Valley R. R.	60¼	60	....	60	60	....
" " 6s.	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	30¼	....	....	....
" " 7s.	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Minehill	....	....	....	68	....	....
Morris Canal	....	....	....	76	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s.	....	....	....	89	....	....
" " 10s.	....	....	....	....	....	....
Northern Central	45	....	....	....	45	45
Pennsylvania R. R.	56¼	56¼	56¼	56¼	56¾	56¾
" 1st m.	....	99¼	....	99¼	....	....
" 2d m.	97¼	....	....	97¼	....	....
Penn. State, 5s	....	....	98	....	....	....
" " 5s, coupon.	95¾	....	....	....	....	....
" " 6s. W. L.	103	101¼	102	....	....	....
Philadelphia City, 6s	97¾	98	97¼	....	....	98
" " new.	101¾	101¾	101¾	101¾	101¾	101¾
" " munc.	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	51	51	50¾	51	50	50
" " 6s, '86.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	....
Philadelphia & Erie	....	28¾	28¾	28¾	28¾	28¾
" " 6s.	91¾	....	91¾	....	91¼	....
Philad. & Sunbury, 7s.	....	....	....	....	....	....
Schuylkill Navigation	22	....	....	....	....	22¼
" " pref.	....	....	....	....	31¼	....
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	14¾	15	15¼	15¼	15¼	15¼
" " 6s '78.	....	....	65	65¼	65¼	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '82	....	....	....	....	21¾	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal	57½	....	....	....	....	....
" " bonds.	....	....	....	....	....	....
Hestonville, (Horse)	14	14	13¾	....	....	14
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	79	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	29¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	W 20	Th.21	F.22	Sat 23.	M 25.	Tu.26
Baltimore City 6s, 1875.	98¾	....	98¾	98¾	99	99
" " 1886.	....	....	....	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	98	97¾	....	....	....	97¾
Balt. and Ohio	117	117	117	....	117	117
" " b'ds, '62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	....	....	....	....
" " " '80.	....	....	....	....	....	....
" " " '85.	99¼	....	99¼	....	....	....
Northern Central	45¼	....	....	....	....	....
" " b'ds, 1885.	....	....	....	....	....	....
" " " 1900.	....	....	....	....	....	....
City Passenger R. R.	18	17¾	....	18	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th. 21.	F.22	Sat.23.	M.25.	Tu.26	W27
Boston and Lowell	118	....	....	....	....	....
Boston and Maine	132	131¼	....	....	130¾	....
Boston and Providence	135	134	....	....	....	....
Boston and Worcest.	....	143	143½	....	....	....
Cheshire, pref.	50	56	....	....	....	....
Concord	....	....	68	....	....	69
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	109	109	109	108	....	109
Eastern, N. H.	....	107½	....	....	....	....
Fitchburg	120	120	....	....	....	....
Manchester & Lawr'ce.	....	115	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	108	108	....	108	....
Old Colony & Newport.	96¾	96¼	96	....	....	....
Ph., Wil. & Baltimore	54¾	54¾	54¼	54¼	54¼	....
Portl'd, Saco & Ports.	....	....	101	....	101	....
Vermont & Canada	....	....	....	....	100	....
Vermont & Mass.	....	55¾	....	54¾	....	55
Western	....	....	....	139	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	52¾	....	53	....	52¾
Middlesex "	....	35¼	....	....	36¼	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	22	....	....	22¼	24	23
Franklin "	22	....	20¾	....	20¼	22
Huron "	18	14¼	14	....	14½	13
Isle Royale "	....	....	....	8	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	17¾	17	17	15¼	16	16¼
Pittsburg "	....	....	....	....	....	42
Quincy "	....	....	31	....	....	....
Rockland	9¼	....	....	10	10	10

London Stock Exchange.

The following were the closing prices for American Securities on the 1st and 8th of March.

	Closing Prices. Mar. 8.	Mar. 1.
U. S. 5-20 yrs, 1882, 6 per cent	74¼@ 74¾	73¾@ 73¾
Virginia State 5 per cent	48 @ 52	48 @ 52
Do., 6 per cent	41 @ 42	39 @ 41
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50x	45 @ 50x
Do do., 2d mort., 1881	45 @ 50x	45 @ 50x
Do. Penn., 1st mort., 1877	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1882	45 @ 50x	45 @ 50x
Do., consolid. mort. bonds, 1860	23½@ 24	23½@ 24½
Erie shares, $100 (all paid) 8 p. c.	35 @ 36	36 @ 37
Do., convertible bonds, 6 p. c.	66 @ 68	68 @ 70
Do. 3d mort., 1883, 7 p. c.	66 @ 88	69 @ 69
Illinois Central, 6 p. c., 1875	84 @ 86	84 @ 86
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	77¼@ 77¾	77 @ 77
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	66 @ 68	66 @ 68
Do., S. F. 1st mort., 8 p. c., 1882	68 @ 70	68 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort, 1872, 7 p. c.	100 @103	100 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	90 @ 92
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	79 @ 81
Do. with option to be paid in Phil.	80 @ 82	79 @ 81

American Railroad Journal.

Saturday, March 30, 1867.

Stock Exchange and Money Market.

Money has been in more active request at the principal business centres, since our last, chiefly on call, and for speculative purposes. The National banks have been preparing for their approaching quarterly exhibit early in April, and have been concentrating their available means, so as to enable them to make as creditable a showing as practicable. These efforts, leading to a rather extensive shifting of loans, together with the Treasury negotiations, have tended to impart an appearance of increased activity to the market. The needier class of street operators have been forced to employ considerable industry to secure the necessary aid, while lenders have been rather liberal of accommodation. The local bank balances have been cut down materially, chiefly through the temporary withdrawal of country bank accounts. On the other hand, the supply of loanable funds in private hands has been steadily increasing. The foreign houses have unusually large sums placed under their control, and awaiting lucrative employment here, on European account, owing to the extraordinary dullness and depression in the Money markets of the Old World. This is particularly true of parties having continental connections. The effect on the price of money here has been favorable to an easy market, preventing any very sudden or very serious rise in the ruling rates, which on call loans are now six per cent. on Government securities, and seven per cent. on railway and miscellaneous stock collaterals. Prime short date commercial paper passes at 7@7½ per cent., and really good at 8@8½ per cent. per annum, to a moderate extent. As has been anticipated, in part from the extensive negotiations through private channels of the Treasury representatives in this city during the past week, chiefly in the way of Seven-Thirty purchases, redemptions, or conversions, and coin reserve sales, the last city bank statement shows a general and decided reduction in all the footings, as compared with the preceding weekly exhibit, thus: Decrease of deposits, $5,583,189; decrease of loans, $3,672,657; decrease of legal tender, $1,908,081; decrease of specie, $824,657; decrease of circulation, $28,615. The specie reserve of the banks is now $9,143,913, against $13,945,651, same time last year. The city bank deposits are now $192,375,615, against $185,868,245 week ending March 17, 1866. The legal tender reserve amounts to $60,904,958, against $69,496,033 same time last year. The circulation now stands at $33,519,401, against $23,243,406 same time last year. The loans are now $259,400,315, against $234,500,518 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $78,700,396 a day, against a daily average of $82,423,135 the preceding week, and $90,695,542 the week ending with March 9th. The current week's exchanges average $77,222,960 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $204,496; decrease of legal tender reserve, $383,913; decrease of deposits, $244,456; decrease of specie, $50,589; and increase of circulation, $31,076.

National Bank notes to the amount of $129,960 were issued last week, making the total issue to 1,663 banks thus far $302,176,150, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,776,036, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,530,074. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,532,450; and for the public deposits, $39,911,450—making a total of $379,543,900. The Treasury Department, last week, redeemed and destroyed $350,000 of worn and mutilated fractional currency, and issued $268,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 23, were $18,828,438, including $1,985,874 from customs duties; payments, $19,599,299; balance at the close of the week, $110,890,405, against $111,661,266 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,073,910, and payments,

$5,197,855; on Tuesday, receipts, $2,268,188; payments, $2,269,890. The balance at the close of business on Tuesday stood at $110,760,258, against $111,576,156 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March 23, was $9,066,030—$7,517,917 of which was in coin—showing a decrease of $1,858,961 as compared with the close of the previous week. The amount received for customs during the week was $315,500. Two millions, in gold, were transferred from Boston to New York, which circumstance explains the apparent decrease in the cash reserve.

Government revenues have been on a moderate scale, since our last. The excises, last week, yielded over $2,500,000, against $2,316,346, the preceding week; customs at the port of New York, $1,935,874, and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal about $6,060,000 in currency, against disbursements of $2,219,559 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $212,500,000. This income shows a weekly average excise revenue, thus far in the current fiscal year, of about $5,600,000, or equal to a yearly aggregate of $291,200,000, which sum is considerably in excess of the anticipations of the Treasury officials, notwithstanding the universal dullness in business, producing and manufacturing, all over the country. The showing is, all things considered, a very encouraging one, and one likely to foster confidence in the actual administration of the National finances. In the event of a revival in trade and industry, such as is now generally looked for, through the last quarter of the fiscal year, from April to June, inclusive, the excises cannot fail to yield more prolifically, thus augmenting the aggregate income of the Treasury Department from this source, for the whole of the year.

The fluctuations in Gold, since our last, have been unimportant. Speculation has been on a restricted scale, and the customs demand, which has been moderate, has been fairly met by the marketing of a portion of the coin reserve of the Treasury. In a few weeks, the May interest on the Five-Twenty loan will begin to flow out of the Treasury vaults, thus adding heavily to the available supply in the open market. Hence, operators for a rise have been, by no means confident of their ability to influence values, decidedly. The extreme rates of the week have been 134⅞ and 133¾, and the closing price on Wednesday was 134¼, or about the same as on the preceding Wednesday. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $393,154. The customs demand for Gold last week, averaged $322,646 a day; thus far, this week, it has been equal to $447,162 a day, or equal to a weekly aggregate of $2,682,972. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $23,061, and from California, $840,573. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $92,970,093, against $99,958,032 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $31,298,786, against $21,035,467 same time last year, showing an increase this year, of $10,263,319. The exports of specie from this port, last week, were $74,742. The total outflow of specie from the port, thus far in the current fiscal year has been $28,007,068, against $17,485,789 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $109,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,242,340, against $31,937,969 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 28, 1867, reached $6,268,077, against $5,613,993 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 23d of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$289,340	$181,900	$107,440
100s ...	4,949,900	3,319,100	1,630,800
500s ...	713,500	292,000	421,500
1,000s ...	23,656,000	19,964,000	3,692,000
1,500s ...	146,030,000	132,405,000	13,625,000
10,000s ...	5,000,000	5,000,000	.....
Total	$180,638,740	$161,162,000	$19,476,740

There has been rather more active movement in foreign exchange, accompanied by somewhat increased firmness in the market rates for prime bills on both London and Paris. The supply has been fair, but not in excess of the requirements of buyers, and the leading drawers have evinced much more confidence. Bankers' 60 day bills on London closed on Wednesday at 108¾@109, and on Paris to 5.18¾@5.16¼; sight bills on London to 109½@109¾; and on Paris to 5.15@5.13⅛. The offerings of produce bills have been again on a liberal scale, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,836,282, making the total value of exports since July 1, 1866, $128,038,039, against $163,797,111 same time in the preceding fiscal year.

Government securities have been in moderate demand throughout the week. Early in the week, the offerings for sale were rather in excess of the calls of buyers, and prices yielded slightly. Within the last two days there was a decided increase of orders from investment sources; the execution of which, in part, led to a rally in quotations; the market closing buoyantly. U. S. sixes of 1867 closed here on Wednesday at 130½@131; U. S. sixes of 1868, at 129@129½; U. S. sixes of 1881, 108¾@109; U. S. Five-twenties of 1862 at 109@109⅛; U. S. Five-twenties of 1865 at 107¾@107⅞; U. S. Five-twenties of 1865, consolidated, 107⅛@107¼; U. S. Ten-forties at 97⅝@97¾, ex-coupon, and U. S. Seven-thirties at 105⅜@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....1177/8	May, 1865 .....1121/2
July, 1864.....1173/8	August, 1865....1111/2
August, 1864....1167/8	September, 1865..111
October, 1864....1147/8	October, 1865....1103/4
December, 1864..1137/8	

Secretary McCulloch, in a note of the 19th inst., to Mr. Alexander Hamilton, of this city, referring to the alleged over-issue of Government bonds, says that the allegations referred to originated with parties who are operating in gold, and concludes as follows: "We have instituted the most thorough and searching examination of the Currency Bureau by the most competent men, and are satisfied that *the report is utterly without foundation. We have no reason to believe, nor do we believe, that there has been an over-issue of a single dollar.*"

The railway and miscellaneous stock dealings of the week have been indicative of a dull, spiritless, and through most of the week, a yielding market; but toward the close, with the promise of a more free and easy monetary movement, the speculative demand improved, and the tendency of values was upward.

In general business, there has been less activity, and less firmness has been apparent in price. Breadstuffs and provisions closed in favor of buyers. According to the annual report of hog packing season just closed, it appears that the total number of hogs packed at the West is 2,425,254, against 1,705,955 last season. The general average weight is 232½ pounds against 231 3-10 pounds last season. The yield of leaf lard is 29¾ pounds against 31 1-7 pounds last season. Middling grades of cotton left off here quite heavily at 30½@32½ cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 1,800 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 471,000 bales, against exports of 278,728 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,485,000 bales against 1,586,641 bales same time last year; exports, 875,681 bales, against 977,219 bales same time last year; estimated stock at latest dates, 520,000 bales, against 497,000 bales same time last year. At the auction sale of Scranton Coal on Wednesday, there was an unusually good attendance leading to a lively competition for the offering. Some 68,000 tons were sold at slightly advanced prices, ranging from $4@$4.12½ for Chestnut, to $5@$5.25 for grate, stove and steamboat sizes per ton of 2,240 lbs., delivered at Elizabethport, N. J. In foreign merchandise, business has been moderate, and generally on the basis of declining prices. The total imports of foreign dry goods, last week, were $2,517,763, and the total amount marketed $2,631,359. The value of foreign merchandise imported last week, was $3,810,100—making the grand total specie value of last week's imports of dry goods and merchandise, $6,327,863, and since July 1, 1866, $189,805,196, against $215,880,957 same time in the preceding fiscal year. The ocean freight market has been quiet and heavy with 454 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 4@5d. per bushel; cotton at $\frac{5}{32}$@$\frac{5}{16}$d. per lb.; and heavy goods at 15s.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 13.	March 20.	March 27.
Consols	903/4	91	911/4
U. S. 5-20's of 1862....	741/4	741/2	741/2
U. S. 5-20's of 1865....	721/2	723/4	723/4
Erie	393/4	401/4	883/4
Ill. Central	78	781/2	781/2

The New York exports, exclusive of specie, for the week ending March 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$6,127,258	$4,886,282
Prev. reported.....	50,791,717	41,595,362
Since January 1.....	$56,918,975	$46,431,644

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$215,880,957	$189,805,196
Exports produce.....	163,797,111	128,038,039
Exports specie	17,452,728	22,839,873

The balance in the Sub-Treasury on Wednesday was $113,111,982 40.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 91½; Rhode Island 6s, 99¾; N. Y. State 7s, 1870, 104; do., 5s, 1868, 100; do., 6s, 1874, 99⅞; do., Bounty Loan, coupon, 107; Michigan 7s, W. L., 102; Virginia 6s, ex-coupon, 44; do., new, 40; Minnesota 8s, 101½; Brooklyn 6s, Water Loan, 95½; Detroit, Monroe and Toledo bonds, 88; Dubuque and Sioux City 1st mort., 79; Ohio and Miss. 1st mort., 87; Chicago, Rock Island and Pacific 7s, 90; Buffalo, New York and Erie 2d mort., 85; Tol., Peoria and Warsaw 1st mort., 77; N. Y. and New Haven R. R., 121; do., bonds, 96; Morris and Essex, 70; do., 1st mort., 96; Hannibal and St. Joseph pref., 55; Little Miami, 105; Central of New Jersey, 118; New Jersey R. R., 135; Cincinnati, Hamilton and Dayton, 88½; Boston Water Power Co., 26; U. S. Coal, 36¾; American Coal, 50; South Am. Nav. and Marine Railway, 117; Mariposa pref., 22⅞; American Exp., 55; Adams' Exp., 56; Wells, Fargo & Co., Express, 64¾; U. S. Express, 57; Western Union Telegraph, 41; Metropolitan Bank, 126; Fourth National Bank, 104; Phœnix Bank, 106; Bank of Commerce, 113½; Bank of New York, 109; Continental Bank, 103; Importers' and Traders' Bank, 112; Central National Bank, 111; Alameda Silver, 8.20; American Flag, 0.90; Atlantic and Pacific, 2.25; Benton Gold, 1.10; Columbian G. & S., 3.10; Consol. Gregory Gold, 10.25; Corydon, 4.60; Charter Oak Copper, 1.65; Canada Copper, 0.50; Copper Falls, 1.60; Crozier Gold, 0.06; Des Moines, 0.60; Davidson Copper, 1.55; Gunnell Gold, 48.0; Holman Gold, 0.15; Keystone Silver, 0.04; Liberty Gold, 0.06; La Crosse Gold, 0.50; New York Gold, 0.95; Ohio and Colorado G. and S., 0.60; People's G. & S., 1.50; Quartz Hill, 3.65; Walkill Lead, 0.60; Bennehoff Run Pet., 2.50; Cherry Run Special, 0.14; U. S. Pet., 3.75.

Philadelphia.—Philadelphia and Trenton R. R., 131; West Jersey R. R., 6s, 90; Union Passenger R. R., 40; 12th and 15th streets, R. R., 19⅞; 10th and 11th streets, 66; Camden and Amboy scrip, 75; Lehigh Valley scrip, 15¾; Allegheny County coupon 5s, 76; Green Mt. Mining Co., 2⅝; N. Y. and Middle Coal Fields, 3½; Lehigh Zinc, 40; Ocean Oil, 2⅜; Central National Bank, 125; City Bank, 68½; Manufacturers' Bank, 32¾; Western National Bank, 95; Farmers' and Mechanics' Bank, 136½; Commonwealth Bank, 60; Union National Bank, 63. The latest quotations are: City 6s, 97½@98; do., free of tax, 101⅛@101¼; State 5s, 98@100; do., coupon, 95¼@95½; do., 6s, W. L., 102½@103; Phila., Wil. and Balt., 54½; Reading 50¾@50¾; do., 6s, 1870, 95@96; do., bonds, 91@91; do., con., 102½@103; Camden and Amboy, 133½@133¾; Penn. R. R., 56¼@56⅜; do., 1st mort., 99@99¾; do., 2d mort., 97¾@98; Little Schuylkill R. R., 30½@31; Morris Canal, 74½@75⅛; do., pref., 120@121½; do., bonds, 93½@95; Wyoming Valley Canal, 56@56½; do., 6s, 85¼@86; Susquehanna Canal, 15½@16; do., 6s, 65½@66; Sch. Nav., 21@22⅜; do., pref., 31½@32; do., 6s, 1882, 78@79; Union Canal bonds, 21@22; Delaware Div. Canal, 56@57; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95@96; do., 5s, 65@67; Lehigh Coal and Navigation, 53¼@53½; do., bonds, 1884, 90@91½; North Pennsylvania, 31@32¾; do., 6s, 89@89; Philadelphia and Erie, 28¼@28½; do., 6s, 90@92; Minehill, 57@58; Catawissa, 13@16; do., pref., 29⅝@29⅞; Lehigh Valley, 60@60¼; do. bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 79@80; West Philadelphia, 72@73½; Spruce and Pine, —@29½; Green and Coates, 30@32; Chestnut and Walnut, 47¾@48¼; Thirteenth and Fifteenth, 19⅞@20; Girard College, 27@29; Tenth and Eleventh, 65@68; Union, 40½@41½; Hestonville, 13@14.

Boston.—Vermont Central, old, 1¾; do., 1st mort., consolidated, 66; Boston and Lowell 6s, 1879, 98½; Boston, Concord and Montreal 6s, 95; Eastern R. R. 6s, 1885, 96½; New Bedford and Taunton 6s, 1881, 97¼; Agricultural Branch R. R. 6s, 1884, 89½; Boston, Hartford and Erie R. R., 11¼; do., 7s, 41⅛; Ogdensburg and Lake Champlain, 61¼; do. pref., 103½; South Shore R. R., 15½; Sandusky, Dayton and Cin. pref., 33; Granite Railway, 48; Ogdensburg R. R., 95c.; Union R. R., 89; Boston Water Power Co., 25¾; Cary Imp. Co., 9⅛; Union Steamship, 31¼; East Boston Co., 13; Essex Co., 107½; Ophir (N. S.) gold, 2.40; Montpelier gold, 200; Massachusetts 5s, 1894, 99¼; do., 1875, gold, 108½; do., 1872, 109¼; Maine 6s, 1883, 99¾; New Hampshire 6s, 1868, 99½; Chicago 7s, 1882, Water Loan, 99½; do., 6s, 1870, 95¾; Bangor 6s, 1874, 95¼; St. Louis 6s, 1868, Harbor Imp., 76¼; do., 1874, R. R., Loan, 80¼; Springfield, Ills., 8s, 1886, W. L., 80; Boston 6s, 1874, currency, 100½; Portland 6s, 1869, 97; Bath 6s, 1870@1891, 95¼; Augusta 6s, 1870, 95¼; Boston Gas Light, 760; South Boston Gas, 100; Lawrence Gas, 113; Freeman's National Bank, 127¾; Old Boston National Bank, 68⅝; National Bank of North America, 106; Maverick National Bank, 104; Howard National Bank, 108; Peoples' National Bank, Roxbury, 120¾; Mt. Vernon National Bank, 103¾; National Bank of Commerce, 119; Hide and Leather National Bank, 142¼; Exchange National Bank, 145; Eliot National Bank, 111⅛; Atlantic National Bank, 121¼; First National Bank, Chelsea, 90; Allouez Mining Co., 6; Bay State, 6⅝; Canada, 51c.; Concord, 3; Dana, 1⅝; Eagle River, 3; Hanover, 1½; Humbolt, 1½; Hancock, 6¾; Native, 2; Phœnix, 5; South Side, 1¼; Superior, 2½; St. Clair, 4¾.

Baltimore.—Virginia 6s, reg. old, 36; do., new, 31; do., coupon, 60; Western Maryland R. R. bonds, 81⅞; Marietta and Cincinnati 1st mort., 83¾; N. W. Va. 1st mort., 93¾; Deep River Mining Co., 0.09; Maryland Anthracite Coal, 7½; Balt. and Cuba S. and M. Co., 56; Howard Bank, 11½; Mechanics' Bank, 10; Peoples' Bank, 14; Bank of Baltimore, 103½; Citizens' Bank, 14; Farmers' and Planters' Bank, 30; Union Bank, 61½; Commercial and Farmers' Bank, 46; Bank of Commerce, 28¼. The latest quotations are: Balt. and Ohio, 116½@117; do., 6s, 1867, 98@100⅜; do., 1875, 97½@97¾; do., 1880, 97@97½; do., 1885, 99½@100; Northern Central, 45@45¾; do., bonds, 1885, 82½@83½; N. W. Va., 18@18; do., 1st mort., 1873, 93½@93½; do., 2d mort., 90@93½; do., 3d mort., 89@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 81¼@82¾; Central Ohio, 25@27; do., 1st mort., 89@90; Western Md. bonds, 64@68; do., guar., 93½@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100⅛@102¼; Baltimore 6s, 1870, 93@96½; do., 1873, 96@99; do., 1875, 98¾@99; do., 1886, 98@98¼; do., 1890, 97½@97¾; do., coupon, 100@100; do., Park, 98½@99; do., 1892, 92@92; do., 5s, 1838, -'70,83@83; City Passenger R. R., 17¾@18½; Canton Co., 46⅛@47; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 6¾@7½; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.25@0.25; Bare Hill, 0.20@0.30; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.33; Baltimore Coal, 160@175.

Quincy and Palmyra Railroad.

The Missouri Legislature has passed an act authorizing the Hannibal and St. Joseph Railroad Company to purchase and own all the capital stock of the Quincy and Palmyra Railroad Company. The consolidated companies are to be worked under the charter of the Hannibal and St. Joseph Railroad, and the latter is also compelled by the terms of the act to maintain the present road from St. Joseph to Hannibal, by way of Palmyra; to run through passengers and freight from Hannibal to St. Joseph without changing cars or breaking bulk at Palmyra; to charge for fares and freights to or from Hannibal the same as for fares and freights to and from West Quincy; and to charge for the same to or from West Quincy as much less than the amounts charged for fares or freights to or from Quincy, Illinois, as the tolls or charges shall amount to for passing the bridge to be built across the Mississippi at that point.

Toledo, Logansport and Northern Indiana Railroad.

The Butler (Ind.) *Herald* says the prospect of the early completion of the Toldo, Logansport and Northern Indiana Railroad, as shown by their annual statement, is very flattering. The bonds are now upon the market, for the purchase of the iron, and every effort on the part of the officers of this road are being made to commence active operations. The work is said to be two-thirds done, and it is thought $1,000,000 will complete and stock the road, which amount, it is expected, will be realized out of the bonds now on the market, together with the local stock, taken along the line of the road.

Railroad Bridge at St. Louis.

The stockholders in the proposed Bridge Company met at St. Louis on the 23d inst., and formally organized by the election of Charles K. Dickson president, James Blackman vice-president, James C. Abbott secretary, Amos Cutting treasurer, James B. Eads engineer. Several railroad companies and Eastern capitalists are interested in the project. An abundance of money is guaranteed, and surveys have commenced.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 9th, 1867, were $119,668 00
Corresponding week of previous year. 123,940 00

Decrease $4,272 00

The earnings of the Detroit and Milwaukee Railroad for the weekending March 21, 1867, were $30,069 00
Corresponding week of 1866..... 30,388 00

Decrease $219 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in March, 1867, were $73,165 00
Corresponding week of previous year.. 68,710 00

Increase..... $4,455 00

The earnings of the Western Union Railroad for the week ending March 21, 1867. . $9,119 88
Corresponding week previous year.... 8,118 31

Increase..... $1,001 57

The earnings of the Chicago and Northwestern Railroad for 3d week in Mar., 1867 ..$180,580 00
Corresponding week previous year .. 134,482 00

Increase..... $46,098 00

The earnings of the Michigan Central Railroad for the 3d week in Mar., 1867, were... $77,598 28
Corresponding week of previous year.. 68,854 25

Increase..... $8,744 03

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Mar. 1867, were..... $86,895 00
Corresponding week of 1866 ..... 89,390 00

Decrease $2,495 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Mar., 1867...$19,636 00
Corresponding week previous year.... 18,624 00

Increase..... $1,012 00

Platte City and Des Moines Railroad.

A direct all-rail line between Chicago and Leavenworth is projected. The object in view is the construction of a railroad from Leavenworth east to intersect the Hannibal and St. Joseph Railroad at Cameron, a distance of fifty miles. At present there is no direct railroad between Chicago and Leavenworth over which freight can be transported without breaking bulk. Freight shipped from one point to the other must go *via* St. Joseph and Weston, at each of which places transhipment is necessary, while between the latter town and Leavenworth it is conveyed by boats. The Platte City and Fort Des Moines Railroad Company is about to commence the construction of a railroad that will obviate these disadvantages and afford a direct and an unbroken line of rail between Leavenworth and Chicago. The distance from Cameron to St. Joseph is thirty-seven miles; from the latter city to Weston, thirty-five miles, and from that point to Leavenworth seven miles, making a total of seventy-nine miles over the present route from Cameron to Leavenworth. By the construction of the contemplated road twenty-nine miles of distance will be saved between Cameron and Leavenworth, besides making a direct all-rail line between Chicago and the commercial capital of Kansas. The Platte City and Des Moines Railroad will run through the Counties of Platte, Clay and Clinton, Missouri. The City of Leavenworth has subscribed $300,000 and Platte County $200,000 to the enterprise, making $500,000 in all. The bonds have already been placed in the hands of the company. Simultaneously with the building of the railroad a substantial bridge will be erected over the Missouri River at Leavenworth, so that the connections may be perfect.

Journal of Railroad Law.

NEGLIGENCE OF PASSENGER'S IN STANDING ON PLATFORM.

The question whether a passenger, who is injured while standing on the platform of the cars against the warning of the company, is to be deemed guilty of negligence, seems to be determined by the fact whether or not the passenger could have obtained a seat inside the car. By the late case of Charles Willis *vs.* The Long Island R. R. Co., in the Court of Appeals of this State it is decided that passengers are not to be deemed guilty of negligence for standing on the platform of cars in motion, when there are no vacant seats for them within the cars. It is no part of the duty of passengers to enforce the regulations of the company, involving interference with passengers; that duty devolves on the conductor, agents or employes of the company.

It is not the duty of passengers to pass from one car to another, in search of seats, while the cars are in rapid motion. The passenger owes no duty to a railroad company to select for himself the safer seat on the train. It is the duty of the company to the passenger to make all seats safe. The plaintiff was injured by an accident to the cars while in motion, while he was standing on the platform of the car, being unable to find a seat within the cars. Held, that the defendants were liable.

It appears from the case that the plaintiff was a farmer residing at Hempstead, and on the 3d of September, 1857, he took passage at Hempstead Branch for Brooklyn, in company with his son, who was on his way to Schenectady for the purpose of entering Union College. They had been waiting some time at the station when the cars arrived. There was no one there to receive their trunk and put it on board, and they had to carry it themselves and hand it to the baggage master in the cars. The plaintiff received his check, and as the train was by that time in motion, they got on the front platform of the passenger coach next in rear of the baggage car. The plaintiff had on other occasions seen the usual printed notice not to stand on the platform. They passed into the coach and were unable to find a single seat unoccupied. The train was then in rapid motion. They returned to the front part of the car along the passage way, in which several others were standing unable to find seats, when three ladies advanced from the other end of the car, who were also in quest of seats, and the plaintiff and his son made way for them by stepping back on the front platform. The conductor came out from the baggage car, and in answer to the inquiry of the ladies for seats, told them that was the baggage car, and they stepped back from the platform into the car. The conductor then received the plaintiff's fare, and the son after standing with him a few moments returned into the car, and being still unable to find a seat, stood inside in the passage way and was there at the time of the collision, the plaintiff remaining in his former position.

The cars were moving at a very rapid rate of speed, and much faster than usual. The rails were in good condition. It was between three and four o'clock in the afternoon. The track was straight, and there was a clear and open view in front of the engine for two miles. There were two pieces of wood, from five to eight inches in thickness, each twelve feet in length, one of hickory and one of oak, lying on and across the rails directly in view, a mile and three-quarters or thereabouts from Hempstead Branch.

Upon these the engineer drove the train with such velocity, that the baggage car was crushed between the tender and forward coach and the front of the latter broken in by the collision. The father who was on the platform, and the son who was standing on the inside of the car, were both severely injured. The son, though badly hurt at the time, recovered in three or four weeks so as to be able to dismiss his crutches; but the father was permanently crippled. The opinion of the Court was written by PORTER, J.—This cause was well tried. The questions of fact were properly submitted to the jury; and both parties had the benefit of a clear and accurate exposition of the law in its application to the various issues involved. There is a full and able discussion of all the material questions in the opinion delivered by Judge Emot in the Court below, and in the views then expressed we entirely concur. (32 Barb., 398.) It will be sufficient, therefore, to state briefly our general conclusions.

That the defendant was guilty of negligence is obvious. The engineer, charged with the safety of some hundreds of human lives, drove a train of cars, in broad daylight, at the rate of ten or fifteen miles an hour, against obstructions lying directly across the track, and visible as he concedes, for a distance of more than a quarter of a mile before he reached them. His excuse for the act, given immediately after the collision, was that though he saw the obstructions in season to stop, he thought he could knock them out of the way. If he was in a condition to be indifferent and reckless in regard to his own safety, he had no warrant for exposing the lives of others to the hazard of an experiment so foolhardy and perilous.

There was no negligence on the part of the plaintiff which contributed to the injury. It is claimed, in behalf of the appellant, that, irrespective of the statute, it is negligence *per se* on the part of a passenger to stand on the platform of a moving car; and that he thereby forfeits all claim to redress against the carrier for injury by culpable negligence; and this, though his act in no manner contributes to such injury. In respect to each branch of the proposition, the law is otherwise.

There is no rule of the common law which makes it the duty of the passenger to the carrier to select a position in the vehicle least exposed to danger through the wrongful act of the proprietor. A seat on the outside of a stage coach may be more hazardous than an inside seat if the driver negligently overturns it on a pavement or a hill side; but the selection of that position is neither negligence *per se* nor tributary in a legal sense to the injury.

In the present case, it is manifest that the plaintiff was not in fault. Through the absence of the usual employes he and his son were compelled to

put their own baggage on the cars. The train started immediately, and they had no choice but to take the nearest coach. They paid the conductor for seats, but found, on examination, that all were occupied. They and others were, for that reason compelled to stand; and the conductor neither rendered them any aid, nor informed them that there were vacant places in the rear cars.

The speed of the train was such as to render it hazardous to pass from car to car, and the gangways being occupied by ladies and others in quest of seats, the plaintiff and his son took such standing places as were least inconvenient and nearest at hand.

Both were injured by the collision, one being inside the cars and the other on the platform at the time it occurred. It may well be said that, if they had been furnished with the accommodations for which they were required to pay, both would have escaped unharmed; but they were clearly guilty, in this regard, of no breach of duty to the defendant.

Their position, whether judiciously or injudiciously selected, so far as they were concerned, was lawful under these circumstances as between them and the company; and, in legal contemplation, it neither caused nor contributed to the injury. The law on this subject was settled in the leading case of Carroll *vs.* The New Haven Railroad Company, in which the question was directly involved; and the judgment of the Superior Court in that case was subsequently affirmed in this court. (2 Duer., 571; 6 id., 415, 416.) It was very properly held in the case of Colegrove *vs.* The New Haven and Harlem Companies, that it did not necessarily follow that no fault of the plaintiff could excuse the defendants from liability, unless it had the effect to produce the collision that caused the injury; but in that case, as in the other, the court affirmed the judgment and sustained the plaintiff's recovery, the jury having been instructed that "if the company undertake to carry in any one car more than they can accommodate with seats, so that some are of necessity forced to stand upon the platform, and have no opportunity before the train is under way to find seats in other cars, such persons are there by permission of the company, and are lawfully there; and the company can claim no exemption under the statute, no matter how conspicuously their notices may be posted in the interior of the cars." (20 N. Y., 492; 6 Duer., 382.) The rule as settled in the case of Carroll *vs.* The New Haven Railroad Company, has recently been reaffimed unanimous decision of this court. (Haley *vs.* Earle, 30 N. Y., 208.)

The Supreme Court was also right in holding, that under the statute the defendant was not absolved from liability; if the jury found from the evidence as matter of fact, that the plaintiff had neither time nor opportunity to proceed to the rear cars in search of a seat, without exposure to hazard in passing from platform to platform while the train was in rapid motion; that there was no seat unoccupied in the coach on which he was riding; and that he was guilty of no actual want of care in the selection of a position in which to stand, until he could obtain the accommodation to which he was entitled.

The statute, under which the defendant claims absolution, provides that "in case any passenger shall be injured while on the platform of any car in violation of the printed regulations of the company posted up at the time in a conspicuous place, inside of its passenger cars then in the train, such company shall not be liable for the injury, provided the said company at the time furnished room inside its passenger cars sufficient for the proper accommodation of its passengers." (Laws of 1850, 234, sec. 46.) When the company fails to comply with this condition, it must find other grounds of immunity, if it would avoid responsibility for its wrongs. It is not sufficient that there may have been proper accommodations in other cars not accessible to the passenger; nor that he might possibly have procured for himself the accommodations which the defendant failed to furnish, by displacing the person of one and the property of another in the exercise of an authority which appropriately belonged to the conductor. He owed no such duty to the defendant, and he forfeited none of his rights by submitting to a temporary inconvenience, to which he was subjected against his wish and through no fault of his own.

The judgment should be affirmed.

Interest and Dividends.

The Pittsburg, Ft. Wayne and Chicago Railway Co., have declared a quarterly dividend of 2½ per cent., free of Government tax, payable April 15th.

The Panama Railroad Co. have declared a quarterly dividend of six per cent., payable April 5th.

The Chemung Railroad Co. have declared a dividend of two per cent., free of Government tax, payable April 1.

The Hartford and New Haven Railroad Co. have declared a quarterly dividend of Three Dollars per share, free of Government tax, payable April 1.

The Philadelphia, Germantown and Norristown Railroad Co. have declared a dividend of five per cent., payable, clear of taxes, on the 1st of April.

Coupon No. 5 of the first mortgage bonds of the Vermont Valley Railroad, due October 1, 1862, will, on and after April 1, 1867, be paid by the Treasurer, at his office in Bellows Falls, Vt. The same coupon will be paid for the space of thirty days from said April 1, 1867, at the National Park Bank in the city of New York.

Philadelphia and Baltimore Central R. R.

A committee of the Philadelphia and Baltimore Central Railroad Company have agreed to contract with Stern, Quigley & Co., of Wilmington, to complete our railroad to the river within a year; thus insuring us a southern connection with the Columbia and Port Deposit Railroad, and also by the Wilmington and Baltimore road a connection with Baltimore, giving us coal and lumber at a much cheaper rate, and a southern market for our grain and produce, which will add materially to the prosperity of Oxford.—*Oxford (Pa.) Press.*

☞ The Legislature of Vermont was convened in extra session on the 27th inst. The object is to afford relief to the southwestern portion of the State, where people have been cut off from railroad outlet south and west by the action of the Troy and Boston, and Rensselaer and Saratoga Railroad Companies. The remedy proposed is chartering a company to build a road from Bennington to connect with the Harlem Railroad at Chatham.

Virginia State Debt.

The following is a copy of the Bill recently passed by the Legislature of Virginia to provide for the payment of a portion of the interest on the State debt:

Whereas from the universal loss of property sustained by the State in the late war, it is found impossible, under present circumstances, to pay full interest on the public debt; and whereas it is the desire and purpose of the General Assembly to make provision for paying the same as fully as the resources of the State will warrant; therefore

Be it enacted by the General Assembly, That the accounting officers of the treasury pay, on the 1st day of July, 1867, and January, 1868, two per cent. interest upon the principal of the public debt of the State, excluding therefrom the bonds given for interest on said debt under the act of the General Assembly passed March 2d, 1866, that being the interest which this State feels obliged to pay until there is a settlement of accounts between this State and West Virginia.

2. Nothing in this act shall be construed as intending to affect the constitutional requirement providing for an adjustment with the State of West Virginia of the proportion of the public debt of Virginia proper to be borne by the States of Virginia and West Virginia.

3. All necessary expenses incurred in carrying out the provisions of this act shall be paid upon the warrant of the auditor of public accounts drawn upon the public treasury, out of any money therein not otherwise appropriated.

4. This act shall be in force from its passage.

The Richmond papers quote Virginia coupon bonds (old) at 56@60; new do., nominal. Virginia registered bonds (old), 38; new, do., no quotation. These new bonds are not included in the bill which passed the Legislature on which 4 per cent interest is to be paid the present year, and the *Times* says it is uncertain when interest on them will be paid. It is an important fact, which should not be overlooked, that no tax bill has yet been passed by the Legislature to raise the money which will be required to pay the 4 per cent interest on the bonds authorized. It is expected that such an act will be passed on the reassembling of that body.

Perkiomen Railroad.

This road is now definitively located, except at the north end, it being undetermined, we believe, whether to connect it with the East Pennsylvania Railroad, or extend it direct to Allentown, to a more eligible and convenient terminus in that thriving Lehigh city. A connection will also be made with the Catasauqua and Foglesville Railroad, which is a road twenty miles long, and which traverses an iron ore region.

The Perkiomen Valley is good ground for a connecting link between the valleys of the Lehigh and Schuylkill, and also for a direct road from Allentown to Philadelphia. The Perkiomen Railroad will be operated by the Philadelphia and Reading Railroad Company, and will enjoy that company's unequalled terminal facilities and accommodations. Thus Lehigh coal can be delivered at the Richmond shipping piers or distributed throughout the city; and the Lehigh iron can be delivered at Willow street, *in the centre of the port*, or on Broad street, Market street, or Washington avenue. Lehigh iron, from the works at Allentown, Catasauqua and Hokendaugua, can be carried with convenience and economy, *via* the Perkiomen route, to tide water at Philadelphia, and be forwarded thence to New York and vicinity *via* the Delaware and Raritan Canal, and southward *via* the Chesapeake and Delaware Canal. Allentown city and its neighbors will find it their interest to avail themselves of the Perkiomen route. —*U. S. R. R. & Mining Register.*

☞ The Delaware and Raritan Canal was opened to Navigation on Monday the 25th inst,

The Colleges of New England—Students and Libraries.

The *Yale Courant* gives some statistics in regard to the number of students in the various colleges of New-England. They are distributed as follows:

Bowdoin College, 232; Colby University, Waterville, Me., 54; Dartmouth College, 298; University of Vermont, 127; Middlebury, (Vt.) College, 52; Norwich (Vt.) University, 40; Brown University, 190; Amherst College, 225; Harvard College, 961, Tufts College, 54; Williams College, 186; Trinity College, Hartford, 59; Wesleyan University, 131; Yale College, 709; Holy Cross College, Worcester, 70; Boston College, 70.

Taken by States the number is as follows:

Maine	286	Rhode Island	190
New-Hampshire	298	Connecticut	899
Vermont	219		
Massachusetts	1,616	Total in New-Eng.	3,508

The number of volumes in each of the college libraries is given approximately as follows:

	Vols.		Vols.
Amherst	30,000	Middlebury	10,000
Harvard	168,000	Norwich Univ.	2,000
Tufts	9,000	Brown Univ.	33,000
Bowdoin	32,300	Trinity	15,000
Holy Cross	5,000	Wesleyan	14,000
Boston	2,000	Yale	77,500
Williams	22,000	Colby Univ.	10,000
Dartmouth	40,000		
University of Vt.	12,000	Total	489,800

Large additions have been made to several of these libraries since reports of their condition have been made to the public.

☞ The Alexandria Canal will be opened for navigation on the 1st of April, and boats will pass directly from Cumberland to Alexandria. The tolls on the canal have been reduced from 92 cents to 70 cents.

Mobile and Ohio Railroad.

The eleventh annual report of the officers of this company, laid before the stockholders at their meeting at Mobile, April 17, 1866, has only just reached us, but though late for review is well worthy of being carefully studied in each of its departments. It brings the accounts down to December 31, 1865.

The year 1865 is divided by May 15, the date when Confederate money ceased to be current, into two fiscal periods each represented by different values. The gross earnings of the year are stated in the following summary:

	Jan. 1, to May 15.	May 15, to Dec. 31.	Total.
Earnings from—			
Passengers	$224,966 74	$435,306 93	$660,273 67
Freight	279,506 31	894,541 38	1,174,047 69
Express	10,356 26	89,127 99	99,484 25
Unpaid C. S. acc'nts	668,391 11	.....	668,391 11
Total	$1,183,220 42	1,418,976 30	2,602,196 72

In addition to the foregoing amounts there were unadjusted claims between Sept. 1, 1864, and May 30, 1865, which would have been paid if the Confederate Government had succeeded, amounting to $2,615,811 82; and the following amounts were also earned within the period from May 15, to December 31, 1865, viz: from express $13,699 51, U. S. Government transportation (not adjusted at date,) $75,000, and U. S. mail (estimated) $17,000—total, $105,699 51.

The ordinary expenses of the company for repairs, transportation, &c., were as follows:

	Jan. 1, to May 15.	May 15, to Dec. 31.	Total.
Road	$315,813 10	$216,247 22	$532,060 32
Machinery	200,616 55	196,039 70	396,656 25
Transportation	390,254 19	287,611 22	677,865 41
Total	$906,683 84	$699,898 14	$1,606,581 98

Leaving the net receipts for each division and of the whole year as follows:

Net	$276,536 58	$719,078 16	$995,614 74
Add unadjusted acc'ts	105,699 51		105,699 51
Total net revenue	$824,777 67		$1,101,314 25

Between May 1, 1865, and Jan. 1, 1866, the following rolling stock was purchased, and expenditures made for supplies on hand at the latter date:

21 locomotives	$313,300 00
263 freight cars	185,600 00
10 passenger cars (new)	50,641 00
6 " " (2d hand)	17,800 00
4 sleeping cars	25,000 00
Transportation of rolling stock	22,651 39
Supplies	9,697 00
Cross ties and lumber	58,324 30
Stores and provisions	26,941 63
Making a total of	$709,955 32

When the late war broke out this road was scarcely completed. The last rail was laid April 22, 1861, and on the same day the federal forces arrived at and occupied Cairo. From that date trains were run regularly through, and the through business on the road would no doubt have been large, but the embarrassment resulting from the examination of passengers' baggage and freight for contraband articles, gradually reduced it until it was entirely stopped on the occupation of Columbus by the Confederate forces. From that time to the close of the war the road was virtually operated under the direction of the Confederate authorities, and as a necessary consequence of neglect and wear and tear, the property of the company was much damaged, and all movables wasted or destroyed.

The damage to the roadway consisted in the destruction and decay of the bridges, trestle work and cross ties from Okolona to Union City, a distance of 184 miles; the burning of nineteen warehouses and station buildings; the destruction of the tools and stationary engine in the Whistler Repair Shops, and the wearing out and burning of about 37 miles of rails. In addition to this damage there were 21 miles of rails burnt by Gen. Sherman's raiders in February, 1864, besides the destruction of the warehouses, water stations, bridges and trestle work on 48 miles of road, &c.

The destruction which resulted to the rolling stock, accelerated by the impossibility of obtaining the materials and supplies necessary for repairs, is well illustrated in the following comparison of its amount and condition in 1860 and 1865. A third column is added which shows how far restoration had progressed up to April 1, 1866:

	Jan. 1, '60.	May 1, '65.	Apr. 1, '66.
Locomotives—in running order	59	15	40
" under repairs	8	4	13
" out of order but good	..	38	33
" condemned	1	8	8
Passeng'r cars—in running order	26	11	30
" under repairs	1	7	4
Baggage cars—in running order	11	3	..
" under repairs	..	2	..
Freight cars—in running order	721	231	471
" under repairs	62	88	15

The stock designated as in running order on May 1, would not have been used before the war, but the pressure of business forced its use notwithstanding its bad condition. At the close of the war the road was in fair running condition from Mobile to Okolona 261 miles, and passable for trains to Corinth, but there were only fifteen locomotives, 231 freight and 11 passenger cars to operate it; and the tools of the only repair shops for keeping the rolling stock in order were unfit for use. That part of it within Gen. Canby's department, which had been operated by the military authorities, was returned to the company's possession May 6, 1865, with the condition that the Government business should have the precedence, all military orders be obeyed, and that nothing therein contained should be construed as releasing the company from the pains and penalties imposed by the act of confiscation. Subsequently that portion of it within Gen. Thomas' department was released upon the same conditions, but the road north of Corinth could not be brought into operation until September 9, when tri-weekly trains were put on it. Although these orders nominally placed the road in the company's possession, it was really run almost exclusively according to military orders, until all the property, including cotton captured from the Confederates was transported. Little or no aid was extended to the company by the Government, and the conditions and terms of the release were a cloud upon its credit, and effectually prevented the purchase of supplies except upon payments in advance. On every hand, indeed, the company's agents were met by a want of confidence in their ability to meet engagements, until the Government had decided upon the course to be pursued with southern railroads.

The first and most important object was to obtain additional rolling stock at the earliest moment. During the war no rolling stock had been constructed adapted to the southern gauge except for the Government, and the business of the northern and western roads had increased to such an extent that manufacturers had cash orders for months ahead. The Government, however, had a large stock at Nashville and small lots in the hands of manufacturers, and they decided to dispose of the latter at public auction for cash. Sales commenced Sept. 17, and on Oct. 3, a purchase was made in Richmond of 5 locomotives and 100 freight cars. The locomotives were not received until December and January, 1866, and it was beyond the middle of March before the cars could be placed on the road. At the October sale at Nashville 15 locomotives and 110 cars were purchased, also 20 cars at Memphis, Tenn., and 83 cars at Columbus, Ky. In addition there were purchased all the new passenger cars (10 in number,) which could be found, and 4 sleeping cars, and as these were not sufficient to run daily passenger trains, 6 second hand first class cars were also bought. Subsequently, 3 new Taunton and 13 Philadelphia locomotives, and 2 baggage cars were purchased, and 5 of the locomotives received. The list of the stock on the 1st April, 1866, has been already given.

Materials had also been ordered for 100 platform and 50 box cars, and their construction been commenced at the Whistler Repair Shops.

The amount of rolling stock then on the road

was ample for the prompt transportation of western products from Columbus, Ky., not only for consumption on the line of the road, but for supplying the City of Mobile.

The total damages to the road on account of the war are estimated in money at the sum of $1,810,937, and the loss by failure of the Confederate Government at $5,228,561 41—making a grand total of $7,039,398 41, as the aggregate loss to the company. The estimate for the repairs of war damages is as follows:

Rolling stock and supplies purchased	$709,955	
Rails received	42,189	
Re-construction to Jan. 1, 1866	169,000	
" to May 1, '67, (estimate)	150,000	
Expenditures required (as below)	1,235,000	
		$2,306,937
Less permanent expenditures during the war	$125,000	
Assets, locomotives, sleeping cars and materials	371,000	
		496,000
Estimated damages to the road by the war		$1,810,937

The following are the expenditures, in addition to the liabilities already incurred for rolling stock, &c., which will be required to place the road and appurtenances in as good condition as when it was finished:

3,500 tons rails and fastenings, the payments for which have been provided	$360,000 00
Repairing locomotives	250,000 00
" cars and construction of new ones to make rolling stock equal to 1861	300,000 00
Reconstruction of warehouses	75,000 00
Repairs of bridges, renewal of cross ties and drainage	250,000 00
Making a total of	$1,235,000 00

When these expenditures shall have been made the road and appurtenances will be in as good condition as at completion, and the company will have the following property:

Warehouse at Mobile, filling up station grounds and store at Whistler constructed during the war	$125,000	
19 locomotives (above the stock before the war) out of order, but can be repaired, worth	181,000	
Old materials	160,000	
Sleeping cars and furniture	30,000	
Making a total of	$496,000	

In addition to the above named expenditures, there will be required for:

Construction and equipment of Macon shops	250,000 00
Addition to shops at Whistler and Jackson	150,000 00
Making a total of expenditures required	$1,635,000 00

The loss by the failure of the Confederate Government is thus accounted for:

Ledger balances for Conf. transp.	$1,367,278 88	
Conf. S. bonds & securities on hand	899,821 56	
Conf. S. currency	100,958 97	
Alabama State bonds	125,000 00	
Unadjusted claims against C. S. Government for transportation	2,615,811 00	
Making a total of		$5,228,561 41

The financial condition of the company as shown in the general account made up to May 1, 1865, was as follows:

Capital stock		$3,588,299 85
Bonds & State loans	$7,661,861 01	
" paid off	2,323,984 82	
		5,337,846 19
Sales of lots and donated lands		275,952 38
Transportation	$15,860,896 83	
Less expenses	8,448,107 60	
		7,412,789 23
Requisitions		63,419 42
Bills payable and change notes		642,656 89
Cars, iron, contracts, &c., balances		87,900 79
Local balances		226,456 90
Total		$17,652,454 71

Against which are charged as follows, viz:

Construction		$11,247,563 83
Donated lands, surveys, maps, &c.		27,427 50
Interest on bonds & general acc'nt		2,433,974 74
Paducah Branch: superstructure		114,894 08
C. S. bonds & securities	$899,821 56	
Ala. State bonds	125,000 00	
Due from C. S. Gov.	1,367,278 88	
		2,392,100 44
Divid'd, State tax, &c., paid or due		176,785 84
Cotton purchased		739,829 02
Miss., Gainesville and Tuscal. R. R. bonds		30,000 00
Negroes for road repairs		119,691 00
Due from other roads		45,665 74
Bills receivable		2,937 65
Conf. State taxes		206,493 04
Cash on hand		100,958 97
Total		$17,652,454 71

The following is a supplemental statement of the receipts and expenditures from May 1st, to December 31, 1865:

Capital stock: amount consolidated		$27,100 00
Transportat'n receipts	$1,324,846 83	
Less expenses	682,318 19	
		642,528 64
Sales of cotton		61,176 43
Machinery: balance due on account of rolling stock, &c., purchased		529,227 58
Interest scrip		716 64
Local balances		38,018 57
Total		$1,298,767 86

Against which are charged—

Reconstruction of railroad	$169,793 82
" of depots	15,379 80
Purchases of rolling stock	619,282 63
Interest on bonds	57,101 76
Cotton—expended on	65,638 60
Change notes redeemed	31,503 20
Interest dividend	16,306 37
Tennessee instalments	9,657 70
Mississippi "	1,100 00
City taxes	702 00
Kentucky instalments	50 57
Cash on hand	253,927 11
Total	$1,298,767 86

The following statement shows the condition of the bonded debt at the close of the fiscal year 1865:

Income bonds of 1861, 8 per cent.		$146,200 00
" 1862, 8 "		91,000 00
" 1865, 8 "		305,800 00
" 1867, 8 "		228,900 00
" 10 yrs. 8 "		75,342 74
Sterling (1st mort.) bonds 1882	8 "	4,187,000 00
	6 "	
Tenn. State bonds '82, 6 "		1,099,000 00
Total outstanding		$6,133,242 74

The report is silent as to the actual amount of interest coupons due on the above debt, nor, is there any lengthened reference to it. The President, however, closes his report with the following notice of the funding system adopted for taking up the over due principal and interest:

"Our 8 per cent. income bonds secured by collaterals having matured, we proposed to the holders to exchange sterling bonds for them *at par*. This proposition has been readily accepted and a large portion of these bonds have been taken up by exchange, and the remainder are coming in rapidly.

"The coupons on our sterling bonds held in this country not having been paid during the war, because the holders were unwilling to receive the only currency that could be had, we proposed to them to fund the matured coupons, including the two coupons that will fall due this year (1866,) giving them 8 per cent. ten year bonds called "Interest Bonds," counting each coupon taken off sterling bonds at $40—said interest bonds to be secured by collaterals, making them perfectly safe, the first coupon to be payable 1st of May, 1867.

"The financial plan here intimated is the funding of coupons now matured and that will mature in 1866, and the resumption of payment of interest on the 1st of May, 1867. The coupons are coming in rapidly, and this proposition also seems to give general satisfaction."

The officers of the company elected May 19, 1866, are as follows:

President.—Milton Brown.

Directors.—Milton Brown, W. B. Hamilton, J. Emanuel, C. K. Foote, P. Hamilton and C. P. Gage, of Alabama; C. E. Rushing, J. J. McRae, C. W. Williams, Eli Abbott and A. Murdock, of Mississippi; J. A. McDearman and Wm. Cook, of Tennessee.

Chief Engineer & Gen'l Sup't.—L. J. Fleming.

Secretary.—A. L. Willoughby.

Debt of Philadelphia.

The following statement from the Report of the City Comptroller, will show the amount of the five and six per cent. loans, with the years at which they come to maturity.

	5 per cent.	6 per cent.	Total.
1867	$133,700 00	$58,518 46	$192,218 46
1868	111,180 04	98,845 76	210,025 80
1869	94,100 00	24,252 32	148,352 32
1870	209,100 00	190,154 64	299,254 64
1871	144,750 00	306,798 85	451,548 85
1872	85,800 00	189,124 56	274,924 56
1873	95,600 00	402,391 69	497,991 69
1874	50,600 00	157,617 31	208,217 31
1875	12,500 00	103,990 70	116,490 70
1876	9,000 00	514,911 56	523,911 56
1877	2,000 00	220,800 00	222,800 00
1878	2,000 00	259,000 00	261,000 00
1879	2,000 00	231,000 00	233,000 00
1880	70,987 42	605,937 54	676,924 96
1881	32,600 00	1,309,204 64	1,341,804 64
1882	3,700 00	332,273 70	335,973 70
1883	3,000 00	819,557 90	822,557 90
1884	10,600 00	2,116 700 00	2,127,300 00
1885	3,850 00	1,237,600 00	1,241,450 00
1886	....	2,280,800 00	2,280,800 00
1887	....	1,256,919 00	1,256,919 00
1888	....	179,000 00	179,000 00
1889	....	1,781,400 00	1,781,400 00
1890	....	1,386,300 00	1,386,300 00
1891	....	1,808,800 00	1,808,800 00
1892	....	2,707,826 35	2,707,826 35
1893	....	639,111 31	639,111 31
1894	....	4,225,377 65	4,225,377 65
1895	....	6,507,300 00	6,507,300 00
1896	....	1,793,500 00	1,793,500 00
1904	....	36,050 00	36,050 00
	$977,067 46	$33,811,063 94	$34,788,131 40
Loans overdue and yet outstanding			377,489 95
Total funded debt of the city, January 1, 1867			$35,165,621 35

☞ A bill has passed the Maryland Legislature, and is now a law, directing the board of public works to vote for the president and directors of the Chesapeake and Ohio Canal Company, upon the nomination of the preferred bondholders.

COAL CUTTING MACHINERY.

THE COLLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESHIRE, being anxious to encourage the development of **Coal Cutting by Machinery**, have determined to offer **THREE PRIZES**, namely, £500, £200, and £100, for the 1st, 2nd, 3rd **Best Machine** respectively, which, in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the Inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 4t11

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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Weighing 45, 50, 52, 54, 56, & 60 lbs. per lineal yard, Erie patterns, in port and to arrive, for cash, or a satisfactory credit.

If desired, parcels of Rails can be rolled to any required pattern, and shipped direct from England to any port in this country, at prices f. o. b., or ex-ship on arrival.

M. K. JESUP & COMP'Y,
84 Broadway.

TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
4t11 Chief Engineer

RAILROAD MAP.

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April 1.—NEW YORK, Capt. Maury, connecting with CONSTITUTION, Capt. Lapidge

April 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Sutton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

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Steamer of March 1st, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street North River, New York.

9m35 F. R. BABY, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
6t12 Board of Public Works.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 6, 1867.

Southern Railroads.

The Southern States are rapidly repairing the work of destruction incident to the war, and also projecting entirely new lines. The Augusta and Macon Railroad, passing through Milledgeville, is surveyed and partially graded. This will form a diagonal to the Georgia Railroad and Central Railroad, and in connection with the Columbia and Augusta Road, which only wants the rails to be completed, will shorten the route to the Southwest. The Mobile and Girard Railroad Co. are prosecuting their work with energy to Pollard, Alabama, and the Montgomery and West Point are making a branch from Montgomery to intersect the former at Union Springs. The Alabama and Tennessee River Railroad Co. are extending their road from Jacksonville to Rome, making connections with the Rome Railroad. This link completed, and connection made with the Alabama and Mississippi Railroad, a very short route will be formed to Selma, Alabama, Meridian and Vicksburg, Mississippi *via* Washington, D. C., and Dalton. A road has been projected and surveys are being made from Atlanta, Georgia, to Charlotte, South Carolina, passing through Belton and Greenville. The Charlotte and South Carolina Railroad Co. are extending their road from Columbia, South Carolina, to Augusta, and the South Carolina Railroad Co. are surveying from Branchville to Millen. These two cut-offs will save the detour from Kingsville to Augusta *via* Branchville, and shorten the two routes to Montgomery and Mobile. Subscriptions are being obtained for the construction of a railroad from Lynchburg to Danville, there to connect with the old Piedmont Road. A road is being constructed from Winchester to Salem, on the Virginia and Tennessee, through the Shenandoah Valley. A new route has been lately opened from Wilmington, Del., to Chrisfield, there connecting with a line of steamers to Portsmouth and Norfolk. The route much shortens the time to these points, and in connection with the Seaboard and Roanoke Railroad forms close connections to all points South and Southwest.

Vermont Railroad Legislation.

As stated by us in our last issue, the Legislature of this State was convened in extra session on the 27th ult.; the object being to afford relief to the Southwestern portion of the State where the people had been cut off from railroad outlet South and West by the action of the Troy and Boston and Rensselaer and Saratoga Railroads, in suddenly with holding those facilities for travel and the conveyance of freight which had been maintained for the preceding fifteen years. The Governor, in his message, going over the whole history of railroads and railroad operations in the Southwestern part of the State, showed how seriously and extensively the people and the business interests of Bennington and Rutland Counties had been affected by these hostile acts. The members of the Legislature very readily entertained and appreciated the facts in the case, and immediately proceeded, under a suspension of the rules, to grant those methods of relief which had been asked, viz.: a law authorizing certain towns to subscribe for stock, and the mortgaging of the Rutland and Bennington road to aid in the construction of a road to connect Bennington with Chatham Four Corners, N.Y. These bills passed the House on the first day of the session and the Senate on the second. The Legislature was not more summary and thorough in its part of the work touching this matter than will be those people whose interests are so intimately connected with the building of this proposed road. Heavy private subscriptions have been made for it, and the towns will make theirs as soon as they can legally call meetings and vote the money. Col. Lindsey, the Civil Engineer of Vermont, has been retained for service in the survey and construction of the road, and will proceed at once to the field of operations.

Northern Railway of Canada.

The annual meeting of the Northern Railway Company took place at Toronto on the 13th ult. The annual report of the directors for the past year, represents the amount of earnings from all sources to be $512,874 66, and the expenditure $337,012 42, leaving a net result of $175,862 24, which has been applied towards the payment of interest on the 1st and 2nd preference bonds, consisting of the usual half-yearly dividends of 3 per cent. each, besides an additional dividend of 1½ per cent. on account of arrears of interest due on the second preference bonds, which now leaves the company only one half-year in arrears on that class of bonds.

The gross earnings of the year, compared with those of 1865, show an increase of $6,126 08, but if the amount for arrears of postal service, included in last year's earnings, and which properly belongs to former years, be deducted, the increase of 1866 over that of 1865 amounts to no less than $19,094 16, or 3·87 per cent., whilst the gross expenditure of this year exhibits an increase of $9,651 47, and is accounted for by the addition of new rolling-stock and by the erection of new works and buildings. The report was adopted.

The following directors were elected:—Hon. J. B. Robinson, Henry Wheeler, F. W. Cumberland, Lewis Moffatt, R. J. Reekie, John A. Chawne, H. M. Jackson.

At a subsequent meeting Hon. J. B. Robinson was re-elected President, Mr. Henry Wheeler Vice-President and Chairman of the English Board, and Mr. F. W. Cumberland Managing Director.

☞ The question whether the street cars shall be allowed to run on Sunday in Baltimore is to be decided by the votes of the people on the 10th inst.

Pittsburg, Ft. Wayne & Chicago Railway.

The annual meeting of the stock and bondholders of this company was held at Pittsburg on the 21st ult., at which the Report of the Directors for the year ending December 31, 1866, was presented and read. From this we learn that the earnings of the road were:

From passenger travel		$2,441,895 70
" freight traffic		4,707,582 12
" transportation U. S. mail		93,900 00
" " of express matter		100,298 43
" Cleveland and Pittsburg R. R. Co. for joint use of track between Pittsburg & Rochester		85,000 00
" rent of buildings and grounds		2,869 00
" miscellaneous sources		35,672 31
		$7,467,217 56

Expenses, viz:

Maintenance of way	$1,270,533 01	
" cars	552,910 50	
" motive power	1,568,196 04	
Conducting transp.	1,280,472 24	
General expenses, including all taxes	475,574 55	
		5,147,686 54
Which leaves a balance of		$2,319,531 02

To the credit of income account, out of the operations of the road for the year.

The last annual report exhibted a credit over all payments and liabilities on the first day of January, 1866, of	$550,150 33
To this add as follows for the current year:	
Net income from the railway in 1866	2,319,531 02
Net income from lease of the New Castle and Beaver Valley Railroad in 1866	55,460 56
Amount received for sale of 6,251.56 shares of capital stock	625,156 17
Total amount available for the year	$3,550,298 08

Out of this sum the payments and liabilities for the year have been as follows:

Interest on mort. debt	$870,361 93	
Dividend of 10 per cent. on capital stock	984,300 00	
Federal income tax on same	51,015 79	
Expended for construction and equipment	1,116,975 70	
Sinking fund	118,678 67	
Amount paid Cleveland and Pittsburg R. R. Co. under contract for 1866, and balance due for 1864	209,048 06	
		3,350,380 15
Total above all expenses and liabilities, January 1, 1867		$199,917 93

The following statement will show the principal operations of the Treasury, in its application of moneys, during the year:

Interest	$870,361 93
Sinking fund	118,678 67
Dividends and income tax on same	1,035,315 79
Construction and equipment	1,116,975 70
Due Cleveland and Pittsburg R.R. Co.	209,048 06
Reduction of indebtedness on account current operations of the road	280,388 98
Reduction of amount due other R.R. Co.'s	144,049 83
Reduction of miscellaneous liabilities	49,434 08
Reduction of amount due J. F. D. Lanier, Trustee	27,092 34
Applied to minor objects	9,899 78
	$3,860,735 16

The sources from whence means were derived to make above payments, were as follows:

Net income of the railway		$2,319,531 02
Income from N. C. and B. V. R.R.		55,460 56
Sale of capital stock		628,545 95
Reduction of supplies on hand		337,135 11
Reduction of amount due from other companies		30,994 11
Reduction of miscellaneous assets		147,985 15
Reduction of cash in Treasury		341,083 26
		$3,860,735 16

This statement shows an improved condition of the Treasury and accounts, as compared with last year.

Statement of net income, and the proper charges on the same:

Net income from Main Line		$2,319,531 02
And from operating N. C. & B. V. B.		55,460 56
Total income from road		$2,374,991 58
From which deduct—		
Interest on mort. debt	$870,361 93	
Sinking fund	118,678 67	
Amount due C. & P. R. R. Co.	209,048 06	
		1,198,088 66
Balance for dividend account		$1,176,902 92

Which is equal to a dividend of 11¾ per cent., with a surplus sufficient to pay the income tax on the same.

In the summary, showing the earnings and expenses for the year, of the transportation business of the railway, the first noticeable feature is a decline in the gross income of $1,021,845, as compared with the previous year, of which decline $31,485 76 was in the freight traffic department and $949,825 76 in the passenger department of the business.

A reference to the details of the freight traffic will show that the falling off of receipts from that source for the first five months of the year, was $348,362 37, while there was an actual increase in the last eight months of the year, of $316,886 61, leaving a deficiency for the year, of $31,485 76, as stated above.

The second noticeable feature is, that while the gross income fell off over one million of dollars, the operating expenses were only diminished $57,-829 04, and this diminution in the operating expenses is even less than the reduction in taxes caused by the abrogation of the 2½ per cent. federal tax on freight earnings, so that the expenses incurred in earning $7,467,217 56, in the past year, were practically the same as the expenses of earning $8,489,062 56, in 1865.

While the earnings of the road for transporting freight, in the years 1865 and 1866, were very nearly equal, the quantity of freight transported, and the conditions of movement varied materially in these years, as will be seen by the following comparison:

	1865.	1866.
Tonnage	882,615	1,025,778
Mileage, per ton	193,789,901	233,274,794
Average haul, per ton	238 miles.	227 miles.
Mileage of loaded fr't cars	24,284,877	28,543,369
" empty "	8,695,113	8,286,126
Av. load of car, westward	7.111 tons.	7.244 tons.
" " eastward.	8.502 "	8.802 "
" " both ways	7.980 "	8.178 "

This shows an increase of the freight tonnage of the road 23.2 per cent., and what is still more gratifying, it is all from the increased local traffic of the road; and more, for, as the foreign tonnage fell off 19,564 tons, the local tonnage increased 212,727 tons, or nearly 60 per cent. This increase of the local tonnage, and decrease of the foreign, explains the reason of the shortened average haul, per ton, of the freight in 1866, as compared with 1865.

With a view of ascertaining the proper rates to charge for transportation, as a remuneration for service, and to ascertain the minimum which might prudently be submitted to in seeking freight under strong competition, the following table has been carefully made up from the statistics of the freighting business of this company. It will be both interesting and instructive to all who seek to conduct railway business on correct principles and well-established data.*

	1865.	1866.
Average cost, including dead weight of car, and of empty cars, per ton per mile, cents	1.592	1.383
Average cost of moving cars, loaded and empty, per ton per mile, cents	0.575	0.505
Average cost of moving freight, not including cost of moving car, per ton per mile, cents	0.808	0.745
Average cost of hauling 10 tons of freight, weight of car not included, from Pittsburg to Chicago, 468 miles	$33.69	$32.95
Average cost transporting a car (8 tons weight) whole length of road	21.53	18.91
Average cost of transporting a car, with load, (10 tons) whole length of road	55.22	51.86
Average cost of transporting a car a round trip, and only loaded one way	76.75	70.77
Actual cost of car with 10 tons through freight, whole length of road		45.12
Actual cost of car, round trip, but only loaded one way		61.57

These last two results are deduced from the two previous ones, by deducting in each case, *thirteen per cent.* as being the difference between the cost of the *averags* movement of the whole freight traffic, and of the cost of moving freight in full car loads and trains, between the terminal stations.

As the number of tons of freight moved in 1866 exceeded the number in 1865, by 23.8 per cent. and as the number of miles which said freight was moved exceeded the movement of 1865 by 20.4 per cent., and as the aggregate cost, in both instances, did not materially vary, it will be seen that there has been a great reduction in the working expenses per ton, on the tonnage movement. A close analysis of the accounts show that in 1866 the freight expenses were 73.75 per cent. of the gross freight earnings, and the expenses of the entire business of the road 68.6 per cent. of the whole earnings.

The revenue from transportation of passengers fell off $949,325 76 from the previous year. Of this diminished income, more than one-half, or $480,000, was on account of military transportation; the whole income from this source for the year having been but $66,000. About two-thirds of the diminished income from this source was on the through or foreign travel, and one-third from the local travel. Of the loss of foreign travel, nearly 52 per cent. was on the Eastern Division, and rather more than 48 per cent. on the Western Division. Of the loss in the local travel the result on the two divisions is very different from the above. On the Eastern Division the loss was 27 per cent. of the whole, and on the Western Division 73 per cent. The only increase in the passenger travel was on the accommodation trains, on which the increase was 10 per cent. in number carried, 7 per cent. in mileage and 4⅕ per cent. in revenue received. These results in the passenger business for the year do not vary, materially, it is believed, from those obtained by nearly all the leading railways of the country.

The earnings from transportation of express matter in 1865, were	$149,658 02
The earnings from same source in 1866, were	100,298 43
Loss	$49,459 59

Being a loss of about 33 per cent. The large express business of 1865 was exceptional, and

* In making up this table of cost, the item of "General Expenses," as shown in the accounts of this company, is excluded, which if proper to add, would increase the cost about 3 per cent.

caused by the inability of the lines occupied by the Adams Express Company to accommodate the large southwest business of that company during the closing period of the war; the overflow seeking the route *via* Crestline over the road of this company from Pittsburg.

The number of locomotives in the service of the company remains as at date of last report, being 189 in number. They are in good order, and by the officers of the road considered in better condition at the close than at the beginning of the year. The whole number of miles run by the engines was 4,945,413, being an average 26,166 miles per engine, and the amount earned by each engine (by average) was $40,000.

The passenger equipment was not increased during the year. Out of the new passenger equipment put on to the road just at the close of the preceding year, $18,675 of its cost came into the accounts of 1866. It consists of 93 first class coaches, 8 second class coaches, 18 emigrant, 22 baggage, 7 mail, 19 express, 1 pay car, 1 director's car.

The freight equipment has been increased during the year by building at the company's shops at Fort Wayne, 150 new box cars, and the whole of this class of equipment at the close of the year is as follows: 1,057 box cars, 442 stock cars, 776 flat cars, 93 caboose cars for freight and gravel trains, 8 wrecking cars, and 5 market cars, making a total of 2,381 of all classes, of which 90 per cent. are in good order, and the balance need rebuilding or extensive repairs.

The track has been kept in excellent order, throughout the year, and is now fully equal to that of the best roads of the West. Twenty-four per cent. of the main track has been relaid with re-rolled rails, during the year as follows:

	Eastern Division. Tons.	Western Division. Tons.	Total.
Re-rolled iron	3,462	6,346	9,808
Repaired rails	...	663	663
Tons			10,471

Three-fourths of the entire main line, of 468 miles, has been re-laid with new, re-rolled and repaired rails, in three years, (1864, 1865 and 1866,) and paid for as repairs out of current earnings.

The renewals of cross ties has been even greater than that of iron, having been 27 per cent. of the number in the entire main track, of which number 90,451 was laid in the Eastern Division, and 191,870 in the Western Division. To supply the deficiency of gravel in the original construction of track, new gravel was put into the same, to the amount of $50,000, and paid for as repairs, out of the current earnings.

The increased tonnage of the year has made necessary an increase of sidings, for the prompt passing of trains, and which have been made to the extent of 6.9 miles, so that the whole length of sidings is now 105 miles and 627 feet, or 22 miles of siding for each 100 miles of main track. In addition to this, there is 33 miles of double track, 26 miles from Pittsburg, west, to Rochester, and 7 miles from Chicago, east, to the crossing of the Rock Island Railroad.

The construction and equipment has been continued through the year, to a larger extent than was expected at the date of the last Annual Report. The urgent demands of the increased and increasing traffic of this line have been so pressing, that it seemed impossible to restrict the expenditure below the point reached without doing injustice to the business offering, and a damage to the property. The expenditure on account of construction and equipment, for year ending December 31st, 1866, was:

Eastern Division	$580,926 80
Western Division	536,048 90
Total	$1,116,975 70

The Cleveland, Zanesville and Cincinnati R. R., (Hudson to Millersburg,) has been continued, under the superintendence of Col. Simon Perkins, who manages it with great economy, and acceptably to the patrons of the line. The accounts are kept distinct from those of this company, and the surplus earnings, after paying interest on the mortgage, have been devoted to purchasing the debt, which has thus been reduced to $175,000, from the original amount of $200,000.

The large bituminous coal fields, which reach within three or four miles of the present southern terminus of the road, at Millersburg, are now being opened, and coal mined for market. The survey extending the road four miles further south, to these mines has been completed, the right of way purchased and paid for, and an acceptable proposition from a good contractor has been made, to grade the line. It will require about four months after the work shall be commenced, to have the track ready for use.

The business of and from the New Castle and Beaver Valley R. R., (Homewood to New Castle,) has been very satisfactory for the year, and at the time of writing this report is very large. The delay in the completion of the road from Jamestown to Franklin, so as to give a more direct communication between Pittsburg and the Oil Regions, has deprived us of a source of business that was expected at the date of the last report. The track of this road is now down, and will be brought into use in a few weeks.

The gross earnings of the N. C. and B. V. R.R. for the year, was $151,999 49.

This company's proportion 60 per ct.	$91,200 06
From which deduct operating expenses	35,739 50
Profit in operating this 15 miles of road under the lease	$55,460 56

In operating the N. C. and B. V. R.R., this company furnishes all the equipment, and pays all the operating expense, including repairs. All new capital for extension of the property, to meet a growing business—such as double track, siding, station houses and grounds, water stations, &c., is to be furnished by the lessee. The only capital invested, then, by this company, is in the cost of the rolling stock necessary to operate the road, which is estimated to be about $130,000. On this estimate, the profit derived by this company, from operating the road, was 42.66 per cent. on the capital thus employed.

The Lawrence R. R. Co. has completed its road to a connection with the Cleveland and Mahoning road, two miles east of Youngstown, and passenger and freight trains are now running on regular schedule time, between Pittsburg and Youngstown. The station and track accommodations, in Youngstown, not being sufficient for both roads, further expenditures and additional time will be required before we shall be in a condition to accommodate the large business offering to this new line. The Lawrence R.R. Co. has the means provided to make these necessary improvements. An agreement between this company and the Atlantic and Great Western Railway Co., lessee of the Cleveland and Mahoning R. R., for an interchange of the local business of the roads respectively operated by them, and for forming a through line between Pittsburg and Cleveland, has been concluded, to go into operation as soon as the improvements in Youngstown, above referred to, shall have been completed by the Lawrence R. R. Co. To the city of Pittsburg, and the citizens of the whole Mahoning Valley, and even beyond, the opening of this new line is of great importance, as it is also, to this company, whose road will, thereby, receive a largely increased business on the forty-eight miles owned and leased between Pittsburg and Mahoningtown. A lease of the Lawrence R. R. has not yet been agreed upon, but will soon be, upon the general terms of the lease of the New Castle and Beaver Valley R. R.

Under the modified contract for the division of joint earnings with the Cleveland and Pittsburg R. R. Co., there was paid that company, out of the earnings of this company, $163,914 94 for the past year, and also an additional sum of $45,133 42 on account of military earnings of 1864, not then adjusted. While the operations of this contract has been to take from the revenues of this company $400,000 in four years, yet this inequality of the contract is greater in appearance than in reality. The effect of executing the contract in its letter and spirit was to withdraw from the Cleveland and Pittsburg R. R. some business, which it would, but for this contract have enjoyed; and this company has gained, as well as the Cleveland and Pittsburg Co., in avoiding undue competition; leaving business to take its natural channels, and saving the expenses incident to efforts to divert it into other routes. Thus far the amendments of Feb. 16, 1866, to the original agreements of Dec. 15, 1862, have proven to be salutary, and of a character to render the agreement more satisfactory and permanent.

The Grand Rapids and Indiana R. R. Co., having obtained from the State of Michigan an extension of time in which to complete its road, and thus giving value to its large land grant of over a million acres of land, will no doubt be placed upon such a safe financial basis as to secure the early completion of its line from Fort Wayne to the Straits of Mackinaw, 350 miles in length. The completion of this road would very greatly enhance the value of your property by making tributary to it the business of an extensive portion of the best part of the State of Michigan.

The American Central Railway Co. did but little last year towards the building of that line of road, but within two months active operations have been commenced, and several thousand tons of rails are now on the way from Europe, to be laid in the track this summer. When completed, this road will give the shortest line from your road to Omaha, the eastern terminus of the Union Pacific R. R., with a single ownership, unembarrassed by the complications of leases or business contracts, and may thus be operated with the greatest efficiency.

The extension of the line of road across Iowa to the Missouri River at Council Bluffs, opposite Omaha, has just been accomplished, and will this spring be worked in connection with the Northwestern Railway Co. of Illinois, as a single line from Chicago to the Eastern terminus of the Union Pacific Railway, a length of 496 miles The opening of this line cannot be regarded in any other light than that of a marked epoch in the history of the city of Chicago, and must have great influence in assisting to make that city one of the largest inland on the continent. As your road is one of the great arteries of that city, its quickened life-blood must give new strength and growth to your interest.

As important as these and other connecting and auxiliary lines are to your road, its strength is inherent. Its largest business will ever be by its way-side, and fortunately for the owners, that fountain is not only inexhaustive but accumulative.

GENERAL ACCOUNT. December 31, 1866.

Cost of railway, equipment, structures, &c.	$24,253,746 81	
Stock of supplies for current operations	631,918 82	
Due from other companies	386,954 73	
Miscellaneous assets	708,333 63	
Sinking fund first and second mortgage bonds	275,910 03	
Cash in hand	670,675 59	
	$26,927,539 61	
Capital stock	$9,940,987 95	
Funded debt	12,568,500 00	
Due to other companies	40,822 02	
Miscellaneous liabilities	364,295 75	
Due for current expenditures in December and prior	568,987 14	
Due J. F. D. Lanier, Trustee	88,238 79	
Balance to credit of income acc'unt	3,355,707 98	
	$26,927,539 61	

☞ The Alexandria Canal, between Georgetown and Alexandria, is now full of water and in excellent repair.

Railroads and Canals of New Jersey.

Abstract showing the condition of the capital and property and results of operations during the year ending December 31, 1866.

(Compiled from the Official Report presented to the State Legislature.)

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Belvidere Delaware	996,647	2,245,000	346,140	3,587,787	3,456,709	64.21	148,223	321,340	66,618	536,181	400,730	135,351	.....	..
Burlington County	300,279	60,000	10,000	370,279	+344,244	7.12	39,789	24,477	878	65,144	44,774	20,370	.....	..
Camden and Amboy	5,000,000	10,073,137	.....	18,060,549	10,099,001	113.20	.....	.....	.....	4,312,895	3,801,732	511,163	750,000	15*
Delaware and Raritan Canal	2,987 412				4,381,251	104.20	.....	.....	.....	1,294.157	360,514	933,643	448,112	15*
Camden and Atlantic	1,101.993	1,034,776	107,432	2,244,201	1,931.424	60.23	212,006	88,369	3,600	303,975	174,106	129,869	.....	..
Cape May and Millville	447,000	200,000	64,960	711,960	680 085	39.00	.....	.....	.....	85,949	110,259	(‡24,310)	.....	..
Central of New Jersey	13,000,000	1,500,000	.....	14,500.000	14 923,408	73.80	762,471	2,718.983	99,790	3,581,244	1,963,975	1,617,269	1,146,484	10
Flemington	150,011	100,000	125,649	375.660	375.660	12.00	8,283	5,637	641	14,561	21,072	(‡6,511)	.....	..
Freehold and Jamesburg	230,844	....	.. ..	230,844	230,257	11.50	18,846	34,240	1,030	54,116	41,483	12,633	14,558	6
Hackensack and New York	94,100	40,000	.. ..	134.100	154,416	4.88	.....	.....	(No Report.)		.....	.....	.....	..
Lodi Branch	20,000	....	.....	20.000	20.000	0.78	.....	.....	(No Report.)		.....	.....	.....	..
Hibernia Mine	25,000	....	15,250	40,250	40.250	3.50	.....	.....	.....	37,320	31.788	5,432	.....	..
Long Branch and Sea Shore	95,194	....	79,989	175,183	180,148	9.00	43,220	8,911	.....	53,131	43,267	9,864	.....	..
Long Dock and Tunnel	....	....	.....	....	....	2.88	(Owned by Erie Railway Company.)							
Millstone and New Brunswick	102.365	....	8,749	111,114	111,114	6.63	7.794	6,013	.....	13.807	8,987	4,820	.....	..
Millville and Glassboro'	368,200	....	....	368,200	441.029	22.30	(Operated by West Jersey Co.)			59,263	15.277	43,986	22,092	)
Morris Canal	2,200,000	1,059,248	.....	3,259,248	3,283,339	101.00	.....	.....	.....	625,470	306,502	318,968	230.250	10
Morris and Essex	3,500,000	5,516,950	124,822	9,141,772	9,863,741	90.00	.....	.....	.....	1,020,078	715.208	304.870	245,000	7
Newark and Bloomfield	103,850	....	.....	103 850	116.335	6.00	.....	.....	.....	50,009	50.042	(‡33)	5,192	5
New Jersey	5,000,000	855,000	.....	5,855,000	6,288,033	33.80	1,275 588	269,769	225,505	1,770,862	981,847	789.015	499,995	10
Northern New Jersey	158,800	280,000	74,740	513,540	487,803	21.27	145,682	62,182	14,915	222,769	191,286	31,483	.....	..
Ogden Mine	250,000	....	173,008	423,008	423,008	.....	.....	.....	.....	12,978	9,833	3,145	.....	..
Orange and Newark	289,550	300,000	30,750	620,300	618,296	17.00	118,127	.....	6,552	124,679	94,112	30,567	.....	..
Paterson and Hudson River	630,000	....	.....	630,000	630,000	14.50	(Operated by Erie Railway Co.)			53,400	.....	53,400	50,400	8
Paterson and Newark	(No Report.)					6.50	(Only partially complete.)							
Paterson and Ramapo	284,000	85,000	.....	369,000	350,000	15.12	(Operated by Erie Railway Co.)			26,500	4,235	22,265	12,400	5
Pequest and Wallkill	(No Report.)				.....		(In course of construction.)							
Perth Amboy and Woodbridge	57,200	100,000	57,881	214,581	214,581	7.00	12,436	2.395	.....	14,831	12,464	2,367	.....	..
Raritan and Delaware Bay	2,530,700	1,532,800	920,447	4,983,947	4,098 592	81.00	141,161	188,335	6,155	335,561	356,801	(‡21,150)	.....	..
Rocky Hill	45,595	....	.. ..	45,595	45,006	3.60	.....	.....	.....	13,472	9,139	4,333	.....	..
Salem	180,550	100,000	.....	280,550	277,395	16.00	.....	.....	.....	37,544	27,286	10,258	10,833	6
South Branch	438.300	....	.....	438.300	431,693	16.00	(Leased and operated by Central Company.)						26,298	6
Sussex	192,625	200,000	5,074	397,699	397,699	12.00	(No Report.)							
Vincentown Branch	49,833	....	.. ..	49,833	49,833	4.50	(Operated by Burlington County Co. to Oct. 1.)							
Warren	1,547.650	511,400	.. ....	2,059,050	2,059,050	21.04	32,260	416,901	2,136	451,297	296,352	154,945	108,335	7
West Jersey	731,050	1,010,500	.. ....	1,741,550	1,219,804	38.05	.....	.....	.....	263,420	195,708	67,712	176,342	29‖

* Dividends 10 per cent. in stock, and 5 per cent. in cash.

† Including cost of road from Camden and Mount Holly, unfinished.

‡ Marked thus, indicates that the amount is a loss.

§ One dividend of 3 per cent. in cash, and one of 3 per cent. in cash and certificates.

‖ One dividend of 25 per cent. in stock and cash, and one of 4 per cent. in cash.

Boston National Banks.

The following table presents the capital of each Bank, together with the last two semi-annual dividends Also, the market value of each stock, dividend on, Oct 1, 1866, and April 1, 1867:

	Capital April, 1867.	Dividends. Oct., 1866.	Dividends. Apr'l, 1867.	Price Dividend on. Oct., 1866.	Price Dividend on. April, 1867.
	$				
Atlantic	750,000	5	5	118	121
Atlas	1,000,000	5	5	115	115
Blackstone	1,000,000	5	5	130	127
Boston	750,000	5	5	115	110
Old Boston,($50)	900,000	6	5	70	68½
Boylston	500,000	6	6	135	136
Broadway	200,000	5	5	110	105
City	1,000,000	4	4	110	110
Columbian	1,000,000	5	5	120	118
Commerce	2,000,000	5	5	123	119
Continental	500,000	5	5	117	115
Eagle	1,000,000	5	4	120	120
Eliot	1,000,000	5	5	123	111
Everett	200,000	3	3½	102	105
Exchange	1,000,000	6	6	140	145
Faneuil Hall	1,000,000	5	5	134	130
First National	1,000,000	6	6	145	150
Freeman's	400,000	6	6	120	128
Globe	1,000,000	5	5	135	130
Hamilton	750,000	6	6	125	126
Hide & Leather	1,000,000	7	7	140	143
Howard	750,000	5	5	110	108
Market	800,000	4	4	110	110
Mass. ($250)	800,000	5	5	120	118
Maverick	400,000	4	4	106	104
Mechanics'	250,000	5	5	115	112
Merchants'	3,000,000	5	5	123	113
Mount Vernon	200,000	5	5	120	100
Bank of Redemp.	1,000,000	4	0	120	112
New England	1,000,000	5	5	130	130
North	1,000,000	5	5	115	112
North America	1,000,000	4½	4	108	106
Republic	1,000,000	6	6	130	130
Revere	1,000,000	6	6	140	135
Second, Nat	1,000,000	7½	6	150	138
Shawmut	750,000	5	5	117	115
Shoe & Leather	1,000,000	6	6	140	135
State	2,000,000	4	:	115	100
Suffolk	1,500,000	4	4	118	117
Third, National	300,000	4	4	108	112
Traders'	600,000	3½	3½	103	100
Tremont	2,000,000	5	5	125	140
Union	1,000,000	5	5	123	122
Washington	750,000	6	6	125	122
Webster	1,500,000	4	4	115	107
Total, Apr., '67	42,550,000				
Total, Oct., '66	42,550,000				
Total, Apr., '66	42,550,000				
Total, Oct., '65	42,350,000				
Total, Apr., '65	40,550,000				

Railroad Bridge at Davenport.

The Bridge to be built over the Mississippi at Davenport, Iowa, is to cost not less than $1,000,000. The $850,000 appropriated by the Government is to be expended solely in putting down the foundations, building piers and abutments, and otherwise making ready for the superstructure. This done, the Government and railroad company will put up the balance of the million in equal amounts, which is to be expended upon the superstructure.

☞ The contractors for the construction of the Baltimore and Potomac Railroad propose to complete the Main Stem to the village of Upper Marlborough, Md., by the 1st of October, and the branch road into the District of Columbia.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point. 100	1,232,200		
Atlantic & N. Carolina ..100	5,646,225		
Atlantic & Gt. Western ..50	11,522,150		
" " " pref. 50	1,319,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah...100	763,700		
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '66 4
Do. Washington Br.....100	1,660,000	A. & O.	Oct. '66 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,900		
Do., do. pref..100	1,340,400		
Boston and Lowell.....100	182,000	J. & J.	Jan. 67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston) 100	326,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 2½
Brook'yn City & Newt'n..100	366,000		
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	797,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,814,200	F. & A.	Feb. '67 3
Camden and Atlantic,pref. 50	600,000		
Cape Cod 66	721,926	J. & J.	Jan. '67 5
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	
Cayuga & Susquehanna.* 50	589,110		'65 3
Central of Georgia.....100	4,666,500		
Central of New Jersey...100	13,000,000	J.A.J&O	A. '67 2½
Centrnl Ohio..... 100	2,600,000		
Central Ohio, pref..... 100	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	880,000	J.A.J&O	Apr.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n'67 2
Chicago and Alton.....100	3,886,643	M & S.	Mar.'67 3
" " pref..100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy .100	19,193,010	M. & N.	Nov.'67 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..1 0	1,000,000		Jul. '66 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction,100	1,600,000		
Cincinnati and Zanesville. 50	1,000,,50		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'66 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord..... 50	1,500,0 0	M. & N.	Nov.'66 4
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jan. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee..... 100	452,350		
" " pref.100	1,500,000		
D. Dock, E. B dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,841		
Do. do. pref.100	1,987,861	Annual.	M'r.'67 7
Eastern (Mass.).....100	3,578,504	J. & J.	Jan '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	M. & N.	N. '66 2½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	3,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Forty-Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '67 3
Georgia 100	8,156,000	A. & O.	O. '66 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,400		
Great Western (Ca.).....	16,802,715		
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J. A J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$1,903,000		
Do. go pref.100	5,253,850		
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	Nov.'66 4
Hudson River.....100	6,967,971	a. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 3
Illinois Central 100	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Indan.100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*.100	800,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1,335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	6,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 5
Macon and Western.....100	1,500,000	J. & J.	Jan. '67 5
McGregor Western* 100			
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'66 4
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,486,135	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 5
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '67 5
Michigan Central 100	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind. ..100	9,511,500	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	8,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. 67 4
Minnesota Central.....100			
Mississippi Central.....100	2,090 261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950		
Nashua and Lowell.....100	600,000	M. & N	Nov.'66 4
Nashville & Chattanooga..100	2,056,544		
Nashville & N. Western...			
Naugatuck.....100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. 67 5
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,000	J. & J.	Jan.'67 3
New Jersey 100	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	885 000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ..100	4,697,457		
N. O., Opel. & Gt. West..100	4,0 3,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '67 4
" " pref. 50	1,500 000	J. & J.	Ja. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston..100	1,755,281	J. & J.	Jan. '67 3
Nig. Bridge & Canandai*100	1,000,000	J. & J.	Jan. 67 3
Ninth Avenue 100	795,360		
North Carolina.....100	4,000,000		
Northern Central 50	4,513,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh...100	3,06 400	J. & D.	Dec.'66 4
Northern of N. Jersey 00	158,800		
North Missouri 100	2,369,30?		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester ...100	2,363,000	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,64?		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse.... 50	48?,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,'00	J.AJ&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	Nov.'66 4
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,600		
Phila. & Balt. Central..... 50	218,100		
Philadelphia and Erie*... 50	5,069,450		
Philadelphia and Reading 50	22,742,867	J. & J.	Jan.'67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 3
Phila. and Trenton*.....1 0	999 200	J. & J.	Jan. '57 8
Phila., Wil. & Balt..... 50	9,019 300	J.A J&O	Jan.'67 5
Philadelphia City..... 50	100,000	J & J.	Jan.'67 5
Philadelphia and Darby... 50	100.000	J. @ J.	J. '67 2½
Phi a. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,79 ,6.3		
Pittsb., Ft W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin..... 100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec... 100	1,000,000		
Port., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia ... 50	665,019		

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500,000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rome,Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov'66 3
Sand. Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1 0:0,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Oct. '66 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 10	1,289,150		
Second and Third St.(Ph.) 50	203,?57	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....	844,200		
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	& A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,600	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 100		
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,?98,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750 000		
Thirteenth and Fif. (Ph.). 50		J @ J.	Jan '67 2
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	N. '66 3½
Troy and Boston.....	607,111		
Troy and Greenbush*.....100	274,400	J & D.	D. '66 3½
Troy, Salem and Rut'd*...100	500,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.).100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..00			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River 100	834,400	J & J.	Jan. '67 4
Vermont and Canada*.....00	2,250 000	J. & D.	Dec. '66 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,?00,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,45 ,815		
Western (Mass.).....100	6,710,800	J. & J.	Jan. '67 5
Western Union 100	2,687,257		
West Philadelphia..... 50	249,100	J @ J.	Jan. '67 5
Wilm. and Ma: chester...100	1,130,470		
Wilm. and Weldon.....100	1,340,?33		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,963	J. & D.	Dec. '66 3
Chesapeake and Ohio 25	8,228 595		
Delaware Divison 50	1,633,350	F. & A	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F & A	Feb.'67 3
Delaware and Raritan.....100	2,?9?,400	F. & A	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
James R. and Kanawha ...100			
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	?28 100	J. & J.	Jan. '67 5
Morris (consolidated 10	1,05,,000	F & A.	Feb.'67 5
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
North Branch 100			
Sault Ste Marie 100			
Schuyl. Navigation (cons.) 50	1,'08,207	F. & A	Feb.'67 6
" " (pref.) 50	2,8?8,?05	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	M.J8&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000,000		
Pacific Mail Steamsh p...100	20,000,000	M.J8&D	Mar.'67 3
Union Navigation.....100	4,000,000	M.J8&D	D.c'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jan.'67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,?00,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000		
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal 100	3,400 000	A. & O.	
Wyoming Valley Coal ...100	1,250 000	F. & A.	Aug. '67
Rutland Marble 25	1,000 000	M. & N.	Nov.'66 5
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000 000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	80,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¼	20,000	4¼
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1¼	20,000	----
Atlas ..... "	25	2	20,000	3¾
Aztec ..... "	25	4¼	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	6¼
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	25	----	20,000	----
Bohemian ..... L. S.	25	17¼	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2¼	20,000	50c
Brooklyn ..... L. S.	25	2¼	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	55c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	2¼
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24¼	20,000	21
Copper Harbor	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2¾	20,000	1¼
Dana ..... "	25	3¼	20,000	1¼
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20¼	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1¼	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1¼	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3¼	20,000	3
Edwards ..... "	25	1¼	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5¼	20,000	16
Flint Steel River . "	25	9¼	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd . "	25	6	20,000	----
Franconia ..... N H.	5	----	60,000	----
Franklin ..... L. S.	25	8¼	20,000	20
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	2¼
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17¼	20,000	5¼
Hanover ..... "	25	1¼	20,000	1¼
Hartford ..... "	25	12¼	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2¼	20,000	1
Hope ..... "	25	1¼	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	1¼
Hungarian ..... "	25	1	20,000	2¼
Huron ..... "	25	19	20,000	9
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2¼	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	8
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	6¼
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4¼	20,000	----
Manhattan ..... "	25	5¼	20,000	3¼
Marquette ..... "	25	3¼	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4¼	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1¼	20,000	----
Mendota ..... "	25	1¼	100,000	4¼
Merrimac ..... "	25	6¼	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1¼
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1¼	20,000	----
Minnesota ..... L. S.	25	18¼	20,000	8¼
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5¼	20,000	9
Native ..... "	25	2	20,000	1¼
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1¼
North State ..... "	25	3¼	20,000	----
North Western ..... "	25	11¼	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5¼	20,000	2
Pewabic ..... "	25	3¼	20,000	16¼
Phila. & Boston .. "	25	16	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	6¼	20,000	42
Pontiac ..... "	25	10¼	20,000	1¼
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	25¼
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6¼	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2¼	200,000	----
Rockland ..... "	25	12	20,000	9
Roscoe ..... Ca	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4¼
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5¼	20,000	2
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5¼
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1
Star ..... L. S.	25	11¼	20,000	1¼
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2¼
Toltec ..... L. S.	25	21	20,000	1¼
Tremont ..... "	25	1¼	20,000	25c
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1¼	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	3	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauna Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2¼	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4¼	21,000	1
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y.	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2¼	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	40
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan	5	----	100,000	----
Mount Hope ..... N. Y.	2¼	----	80 000	----
New Hampshire. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester	2¼	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.60
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	46¼
Appleton	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	24¼
Atlantic & G. C. .. Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12¼	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2¼	2¼	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	45
Coal Brook ..... "	50	50	20,000	----
Columbian	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	31
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	----
Fulton ..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	----
Mammoth Vein	----	----	----	----
Maryland Anth ... Md.	20	20	25,000	7¼
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Ffds. Pa.	----	----	----	3
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	12
Shamokin ..... "	----	----	----	----
Somerset I. & C. .. "	----	----	----	----
Spring Mountain .. "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas ..... Pa.	----	----	----	1¼
Shawmut ..... "	20	----	40,000	----
West Virginia . W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	36
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	1.00
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	1.00
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden. ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	3.15
Consol Gregory ... Col.	100	----	50,000	8.75
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	4.15
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	4.75
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western .... "	10	----	60,000	----
Hope ..... "	25	----	80,000	0.25
Holman ..... "	2	----	150,000	0.18
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado . Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.65
La Crosse ..... "	10	----	100,000	0.40
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	5¼
Do. preferred .. "	100	100	57,744	22
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.50
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	1.75
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.00
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	2.85
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ... Col.	10	----	50,000	1.85
Sherbrooke. ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	5.50
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.10
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	3.15
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem . "	20	----	125 000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	31¼
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee plumbs N. H.	50	----	5,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt. in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	41½
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	....	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	....	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	887	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	52½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,986	211	—	....	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,338	71,600	58,400	55,000	34,256	2,585	—	....	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	—
30 Nov.'66	—	—	431	68	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	8,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep.'65	10.78	—	—	32	28	Broadway (Brooklyn)	225,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	120000	160,000	612,779	198,082	—	100	....
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	—	100	....
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	....	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	280,000	2,698	227 662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72.000	118,500	3,000	52,790	2,600	—	100	....
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	....	....
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	....	....
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	.....	139 604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	ope:by	T. & I.	R. R.	—	....	....
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	....	....
30 Sep.'65	6.60	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	....	....
30 Sep.'65	1.60	—	—	—	4	V. Brunt st & Erie Bas. (Br'n)	62,000	50,000	12,000	.....	12,839	808	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,467	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'65	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	.....	.....	40	10	48
31 Oct.'65	5 50	—	122	21	3	Citizens' (Pittsburg)	188,024	100.000	56.300	10,318	114,721	34,877	10	50	....
31 Oct.'65	12.33	—	262	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	—	286,361	91,545	—	50	43
31 Oct.'65	6.00	—	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	.....	.....	.....	.....	62,732	8.227	—	—	—
31 Oct.'65	4.50	—	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	158,803	39,721	2	50	30
30 Nov.'65	19.00	—	250	44	—	Germantown	385,169	112,245	250,000	—	197,195	49,561	—	—	28½
31 Oct.'65	5.04	—	120	25	—	Girard College (Phila.)	114,611	160,000	—	—	122,866	36,832	4	50	27
31 Oct.'65	2.00	—	25	4	1	Harrisburg City	49,504	30,118	—	9,000	6.726	3.562	—	25	—
31 Oct.'65	19.00	—	328	56	—	Hestouv., Mantua & Fairm't	.....	.....	183,600	75,131	153 813	39,179	—	50	14½
31 Oct.'65	4.50	—	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	—	25	11½
31 Oct.'66	...	....	...	...	...	Oakland (Pittsburg & E. L.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Oct.'65	8.75	—	124	18	6	Pittsb., Allegheny & Manch'r	96,985	75,000	35,000	150	88,795	20,243	16	50	....
31 Oct.'65	2.06	—	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	—	67,040	14,278	14	50	....
31 Oct.'65	3.80	—	165	27	—	Philadelphia City	240,264	100,000	135,000	—	149,978	59,722	7½	50	....
31 Oct.'65	5.00	—	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	—	36,761	6,494	5	20	12
31 Oct.'65	4.50	—	51	10	—	Ridge Avenue & Manyunk	179,685	120,000	63,500	—	41,737	6,903	—	50	13
31 Oct.'65	18.09	—	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	—	437 562	158,830	10	50	79
31 Oct.'65	5.62	—	87	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	51,683	9,187	—	50	13
31 Oct.'65	7.00	—	118	16	3	Spruce & Pine (P.H.& Gr'sF.)	249,411	217,697	15,000	10,000	84,900	20,545	4½	50	27½
31 Oct.'66	7.00	—	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	210,143	87,810	9½	50	66
31 Oct.'65	6.25	—	148	23	—	13th & 15th st. (Phila.)	.....	.....	.....	.....	143,038	38,435	5	50	20½
31 Oct.'65	23.05	—	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263,128	206,593	5,800	—	50	40½
31 Oct.'65	6.00	—	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81.335	10	50	75
31 Oct.'65	1.00	—	9	4	—	Williamsport	.....	15,150	—	522	3,637	1,851	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	231,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Pay. able.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	60,000	6	M. & S.	'71-'72	91½
Malden and Melrose:					
1st Mortgage (un antied	58,727	6	....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,500	6	....	....	....
Middlesex:					
1st Mortgage	38,000	..	....	....	....
Malden & Melrose bonds	46,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	112,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mor gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	....	....	....
Union:					
Real Estate Mortgage	24,000	6	J. & D.	1868	....
Utica City:					
1st Mortgage	100,000	7	....	....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Mar. 1,					
Loan of Jan. 28, 1847 ....registered	$3,966,900	6	Jan. & July.	1867	131½
Loan of March 31, 1848 ....registered	8,712,642	6	" "	1868	128
" " " ....coupon		6	" "	1868	129
Texas Indemnity, of Sep. 9, 1850 ....coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ....registered	20,000,000	5	" "	1874	103
" " " ....coupon		5	" "	1874	103½
Loan of June 22, 1860 ....registered	7,022,000	5	" "	1871	109
" " " ....coupon		5	" "	1871	111
Oregon War Loan of March, 1861 ....coupon	1,016,000	6	" "	1881	105
" " " " ....coupon		6	July.	1881	106
Loan of Feb. 8, 1861 ....registered	18,415,000	6	Jan. & July.	1881	109½
" " " ....coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ....registered	285,333,250	6	" "	1881	109½
" " " ....coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s)....registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s)....coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s)....registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s)....coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)....registered	329,068,000	6	May & Nov.	1885	108
" " " (5-20s)....coupon		6	" "	1885	108
Loan of March 3, 1864, (10-40s)..registered	171,989,350	5	Mar. & Sept.	1904	98
" " " ....coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) ..registered	12,922,000	6	Jan. & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Duc.	1867	----
" June 30, '64 & Mar. 3, '65 1st series	632,798,050	7.3	Feb. & Aug.	1868	106
" March 3, 1865....2d series		7.3	June & Dec.	1868	106½
" " 1865....3d series		7.2	Jan. & July.	----	105½
Matured Debt not presented	14,025,339	6	At maturity.	----	----
Gold Certificates of Deposit	18,376,180	---	----	3 y'rs	----
Compound Interest Notes of 1864	141,360,880	6	At maturity.	----	----
United States Notes (greenbacks)	37,235,626	---	----	----	----
Fractional currency	29,514,722	---	----	----	----
Navy Pension Fund	12,500,000	---	----	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds....coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " "	688,000	6	" "	----	----
" —Funded Interest Bonds "	----	---	----	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon...	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds..... "	1 548,000	7	" "	'72-'90	----
Connecticut—State Bonds....coupon	10,400,000	6	Jan & July.	1892	101
" " " (free.)... "		6	" "	1869	----
Georgia—State bonds (sterling).....coupon	72,000	5	Jan. & July.	'68-'86	69
" " " " "	2,271,750	6	" "	'72-'86	----
" " " " "	434,000	7	" "	1870	----
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99½
" " " ....registered	1,758,400	6	" "	1870	99
" —State Bonds of 1860-'79 ....coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 .... "	436,000	6	" "	'62-'79	----
" " " 1865-'79 .... "	229 372	6	" "	'65-'79	----
" " " 1870-'79 .... "	2,371,725	6	" "	'70-'79	102
" " " .... "	1,778,677	6	" "	1877	100
" " " .... "	241,000	6	" "	1879	----
" " War Loan .... "	1,157,700	6	" "	1879	97
Indiana—State Bonds....registered	236,009	5	Jan. & July.	1866	91½
" " " .... "	2,058,178	2½	" "	1866	----
" " War Loan ....coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates....registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds....coupon	300,000	7	" "	1877	----
Kansas—State Bonds....coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ....coupon	447,000	5	" "	'66-'73	----
" " " .... "	3,204,000	6	" "	'68-'72	93½
Louisiana—State Bonds ....coupon	9,866,000	6	various.	'67-'90	82
" —Fu ded Coupons .... "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1888	100
" —War Loan Bonds....coupon	4,400,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ....coupon	2,171,902	5	quarterly.	var.	82
" " " " ....coupon	1,727,000	6	"	1870	102
" " " " ....inscribed	3,192,783	6	"	1890	102
" " " " (sterling) ....coupon	6,401,000	6	"	var.	----
Massachusetts—State Scrip.....	53,000	5	June & Dec.	'68-'72	102½
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	5	May & Nov.	1880	100½
" " War Loan	6,429,000	5	" "	1894	----
" " Scrip.....	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	125½
" " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " "	2,080,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	----
" " " ..... "	1,750,000	6	" "	'78-'83	96
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan..... "	216,000	6	" "	1878	96
" —War Loan Bonds .. "	1,122,000	7	" "	1886	----
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) .... "	13,701,000	6	Jan. & July.	'71-'89	95½
" " " (H. & St. R. R.)-	3,000,000	6	" "	'72-'85	80
" " " (Pac. R. R.)... "	7,000.000	6	" "	'72-'87	96
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds...coupon	1,650 000	6	" "	'88-'85	99½
" " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	101½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	101½
New York—State Bonds.....general fund	703,000	7	quarterly.	1870	101
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	104
" " " .....general fund	1,139,780	6	quarterly.	pleas.	----
" " " .....canal fund	702,000	6	"	1866	----
" " " .....general fund	500,000	6	"	1868	100
" " " .....canal fund	3,060,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds .....canal fund	6,000,000	6	Quarterly.	1873	100½
" " " " ..... "	2,250,000	6	"	1874	99½
" " " " ..... "	500,000	6	"	1875	100½
" " " " ..... "	900,000	6	"	1877	100
" " " " .....general fund	800,000	6	"	1878	97½
" " " "	909,607	5	"	pleas.	----
" " " " .....canal fund	192,586	6	"	1866	----
" " " " ..... "	1,163,000	5	"	1868	----
" " " " .....general fund	442,960	5	"	1868	----
" " " " .....canal fund	167,000	5	"	1871	----
" " " " ..... "	4,500,000	5	"	1874	24
" " " " .....general fund	900,000	5	"	1875	93
" " " "	800,000	5	"	1878	----
North Carolina—State bonds .....coupon	9,385,500	6	Various.	'66-'91	66
" " " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	48½
Ohio—State Bonds.....coupon	634,653	6	Jan. & July.	1865	----
" " " ..... "	536,798	6	" "	1860	98
" " " ..... "	379,866	6	" "	1868	----
" " " ..... "	2,183,582	6	" "	1870	99½
" " " ..... "	1,600,000	6	" "	1876	101
" " " ..... "	4,095,309	6	" "	1881	102
" " " ..... "	2,400,000	6	" "	1886	100
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock.....registered	20,209,000	5	Various.	'66-'90	99½
" " " " ....coupon	6,168,000	5	"	'77-'82	95½
" —Military Loan..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling) "	484,444	6	Jan. & July.	1868	----
" " " " ....inscribed	1,708,000	6	" "	'68-'90	----
" " " " ....coupon	1,499,000	6	" "	'77-'90	----
" " " (new)... "	----	6	" "	----	----
Tennessee—State Bonds .....coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " ..... "	239,167	5½	" "	'72-'79	----
" " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest	873,813	6	" "	1892	62½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan.....coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds .....registered	21,888,398	6	Jan. & July.	'54-'95	28
" " " .....coupon	11,108,000	6	" "	'86-'95	39
" (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest.....registered	----	6	" "	'76-'96	----
" " " .....coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds.....coupon	----	6	----	----	----
Wisconsin—State Bonds .....coupon	200,000	6	April & Oct.	'67-'68	----
" " (war)	641,500	6	Jan. & July.	'77-'88	----
" " (") certificates.....	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new)....coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" " "		6	"	1870	97½
" " "		6	Jan. & July.	1878	97½
" " "	19,024,625	6	May & Nov.	1875	99
" " "		6	Jan. & July.	1886	98½
" " "		6	quarterly.	1890	98
" " " ....coupon		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" " "		5	Various.	'66-'70	129½
" " "		5	"	'71-'75	125
" " "	7,846,026	5	"	'76-'80	99½
" " "		5	"	'81-'86	100
" " "		6	"	'67-'76	134½
" —Water Loan.....	668,000	5	May & Nov.	'79-'71	----
" " "	305,000	5	Jan. & July.	'77-'78	100
" " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds.....coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan..... "	3,036,200	6	" "	'81-'97	91½
" —Improvement Loans .... "		6	" "	'66-'95	90
" —Water Loans .....coupon	5,500,000	6	" "	'81-'97	90½
Chicago—Municipal Bonds (old).....	371,000	7	Various	'67-'81	99½
" " " (new).....	956,000	6	Jan. & July.	1876	98½
" —Water Loan.....coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan .....coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds.....coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-,76	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	100
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,788	5	Feb. & Aug.	1868	----
" " —Municipal Stock.....	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94½
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,375,000	5	" "	79-'80	88
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old).....	552,700	5	Jan. & July.	'67-'81	83
" " " (new).....	739,222	6	" "	'67-'82	83
" " " (old)	2,232,800	6	" "	'66-'93	98
" " " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds .....coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	935,320	6	Various.	'66-'83	96
" —Railroad Bonds..... coupon	1,500 000	6	April & Oct.	'69-'71	97
Sacramento City—Municipal Bonds	1,446,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds .....coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan..... "	425,000	6	" "	'79-'88	79½
" —Railroad Loans..... "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds.....coupon	1,352,000	10	May & Nov.	1871	133
" " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1883	----
" " " " "	2,200 000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166,493	194,992	260,807	265,626	295,512	356,408	401,103	357,228	363,344	328,928	3,235,492
1865	289,445	347,211	422,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,925,335
1866	476,641	493 279	385,991	412,521	464,507	493,243	466,398	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,892	383,274	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,204	1,673,706
1864	100,991	154,418	195,803	162,723	178,756	206,080	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	265,480	322,278	355,270	385,935	409,251	401,280	357,976	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,263	322,698	360,225	323,050	271,247	3,695,153
1867	240,239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	120,225	122,512	124,798	144,965	170,557	139,142	160,306	210,729	216,039	196,435	201,134	1,959,267
1864	158,735	175,482	248,150	185,013	198,079	248,173	224,980	307,674	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,391	289,403	196,580	254,612	321,818	244,121	304,231	389,459	307,523	270,973	201,779	3,313,514
1866	241 395	193,985	257,260	167,886	261,646	290,542	224,112	310,445	398,050	422,124	331,006	252,450	3,361,231
1867	267,626	184,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,834	296,149	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	380,365	421 363	436,830	565,145	480,710	519,206	669,805	729,759	716 378	563,400	6,111,566
1865	541,005	482,164	489,296	468,956	585,623	747,941	702 891	797,505	946,707	921,886	749,161	546 679	7,958,946
1866	598,666	495,634	573,744	518,736	705,080	922,895	776,980	778,274	989,053	1,210,654	1,005,650	698,679	9,088,295
1867	650,852	608,243	747,891	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,486	61,787	51 386	60,895	528 364
1864	47,393	56,565	67,822	61,412	56,182	58,178	58,518	85,488	87,037	97,876	94,045	78,111	850,496
1865	77,878	77,242	87,450	75,514	76,074	91,947	91,075	97,145	106,389	115,610	116,293	91,564	1,103,821
1866	90.415	79,430	110,079	107,072	120,469	118,603	86,637	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	77,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,642	595,024	615,962	756 421	885,186	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	776,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,163	1,114,508	1,099,507	1,072,186	1,041,976	994,317	1,105,564	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,145	1,256,566	1,498,455	1,133,461	1,177,372	1,202,180	1,361,046	1,336,015	1,488,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,484	1,162,295	1,101,638	1,246,143	1,203,462	1,290 850	1,411,347	1,480,251	1,417,827	1,044,003	14,586,323
1867	...including Buffalo Division ... 906,795	917,639	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	260,282	261,079	352 786	414,543	410,336	372 593	359,463	3,445,827
1863	299,944	271,055	275,643	289,224	324,687	407,992	343,929	511,305	478,576	498,453	437,679	424,581	4,571,028
1864	327,900	410,588	459,762	425,797	406,272	510,100	423,578	640,179	799,286	661,391	657,141	605,462	6,329,447
1865	571,536	528,972	619,666	515,608	630,573	617,682	575,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	503,266	505,465	411,605	503,750	507,579	480,620	578,253	571,348	661,971	588,219	504,056	6,546,741
1867	660,438	554,291	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,396	35,326	40,766	58,704	52,864	77,112	83,059	76,764	65,863	710,225
1864	72,010	71,409	59,901	72,389	85,993	78,697	91,869	90,972	93,078	93,546	96,808	95,453	1,025,125
1865	96,672	87,791	93,703	78,697	76,243	107,526	104,668	115,134	125,252	116,495	116,146	105,767	1,224,095
1866	90,311	85,447	84,351	81,131	96,288	105,373	93,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	75,976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	136,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,947	114,399	165,218	178,826	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	105,989	146,943	224,805	217,160	170,555	228,020	240,595	226,840	110,664	1,985,772
1866	121,776	84,897	72,155	138,082	207,485	262,172	170,755	115,224	150,989	245,701	244,864	98,787	1,983,900
1867	142,900	85,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,135	238,012	308,106	375,567	33 [illegible]60	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315 268	278,891	356,862	402,219	407,107	448,964	411,[illegible]06	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,995	307 613	418 575	486,503	524,760	445,072	351,799	4,826 727
1865	312,846	277,234	412,343	409,427	420,495	362,961	338,499	330,452	429,191	500,404	410,090	389,447	4,635,717
1867	302,714	302,437	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,653	151,902	175,696	186,939	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,482	238,495	236,453	206,221	193,328	215,449	308,148	375,488	339,734	306,186	3,168,035
1864	252,435	278,848	348,802	338,276	271,553	265,750	263,244	346,781	406,445	410,802	405,530	376,470	5,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,401	460,651	480,044	447,070	328,[illegible]09	4,594,548
1866	282,433	235,796	337,158	348,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,669	4,269,112
1867	304,096	283,661	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	93,181	86,528	95,905	106,269	203,018	237,562	251,906	241,570	300,841	395,579	346,747	171,125	2 586,031
1866	131.707	123,404	123,957	121,583	246,622	244,576	203,785	188,[illegible]15	270,416	460,359	325,539	129,267	2,538,400
1867	146,800	130,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	742,571	752,841	892,744	1,018,375	968,228	1,002,769	9,693,244
1863	920.272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1,079,561	1,041,522	1,045,101	1,157,818	11,069,555
1864	921,831	936,587	059,023	1,105,664	1,004,455	1,029,736	1,055,793	1,276,117	1,450,076	1,227,113	1,187,505	1,116,929	13,357,709
1865	957 869	613,381	965,659	1,346,734	1 265,621	1,132,701	1,102,024	1,495,752	1,524,434	1,526,810	1,486,486	1,117,854	14,575,128
1866	1,086,320	895,867	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	208,176	302,596	332,400	278,006	346,243	276,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,018	412,553	284,319	3,793,006
1866	267,641	248,109	326,226	277,424	283,130	253,924	247,202	305,454	275,700	310,702	302,426	281,613	3,380,851
1867	.....	219,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	406,557	454,826	4,068,837
1863	325,685	361,834	396,771	429,929	505,517	464,809	451,584	574,486	714,302	815,902	716,955	526,009	6,324,087
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9 555,510
1865	656,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,414,232	1,190,956	704,685	10,055,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,941	1,252,386	855,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago.													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461 965	462,987	427,094	395,845	350,753	407,077	463,509	503,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,380	701,552	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	733,866	637,186	646,965	584,523	712,495	795,958	858,601	712,363	580,964	8,489 062
1866	559,982	480,936	662,163	599,806	692,510	633,667	552,578	648,201	654,926	757,441	679,936	659,222	7,467,217
1867	580,115	522,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	180,378	153,470	144,736	143,748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	284,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,746	207,301	162 884	2,240,744
1866	178,120	155,893	192,128	170,485	168,999	162,632	166,015	222,953	196,864	244,534	212,227	177,364	2,250,142
1867	149,058	140,042	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,058	132,111	134,272	152,585	105,554	116,379	150,695	151,062	134,563	111,339	1,469,795
1864	79,735	95,543	132,896	123,987	127,010	166,538	139,626	244,114	243,840	221,570	220,209	265,154	2,460,362
1865	144,084	159,171	155,753	144,091	158,738	194,525	271,799	274,024	377,981	375,534	361,910	247,022	2,924,642
1866	226,059	194,167	256,407	270,360	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,764,975
1867	237,674	209,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,630	689,283
1866	45.102	36.005	39,301	45,332	85,913	102,918	85,276	60,898	84,462	100,313	76,248	54,468	814,036
1867	39,078	27,667	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

r" signifies that the road is in the hands of receivers, (f) that the company is default in its interest, "S. F.," Sinking Fund "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1857	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,900	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July	" "	1885	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97
" " " 1850	628,000	6	Jan. & July.	"	1880	97
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	99
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	250,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	2,535	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	Feb. Aug.	"	1883	89
" " $2,500,000	867,000	6	May Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1893	95½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	98
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800.000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	95
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	60
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	53,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	451,403	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,800,000	7	May & Nov.	"	1883	91

Description.	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Chicago and Great Eastern:						
1st Mortgage	5 600,000	7	Apr. & Oct.	New York.	1895	59
Chicago and Rock Island:						
1st Mortgage	1,397.000	7	Jan. & July.	New York.	1870	100½
Income bonds	51,000	8	May & Nov	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	750,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300 000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	379,800	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	75
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	97
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36.660		June & Dec	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283.000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	109,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100 000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan & July.	New York.	1871	9
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420 000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	6	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,100					
East Tennessee and Virginia:						
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1869	
Mortgage Bonds	160,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1882	98½
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	80
Land Security	3,344,60	7	April & Oct	" "	1851	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1863	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct	London.	1875	
Construction	2,522,000	6	" "	New York.	1875	109
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	166,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1863	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,365,385	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1 591,900	6	Jan. & July	New York	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	407,484	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N Y & Boston	1870	
1st Mortgage (convert.) Dollar	247,000	8	April & Oct	" "	1882	
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	
Mich. Southern and N'n Indiana						
Northern Indiana, 1st	4,000	7	Feb. & Aug	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "		
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	
Detroit and Toledo	734,000	7	" "	" "	1876	
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	
2d General Mortgage	2,255,000	7	" "	" "	1877	
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug	New York.	1893	
2d Mortgage	1,500,500	7	April & Oct	" "	1884	
Real Estate Purchase	155,500				1874	
Milwaukee and Prairie du Chien						
1st Mortgage (coupon)	380,500	7	Jan. & July	New York.	1881	
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan & July		1892	
Mississippi Central:						
1st Mortgage	1.007,363	7				
Mississippi Central and Tenn.						
State (Tenn.) Loan	622,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mor gage (S. F.)	400,000	8		" "		
Oskaloosa Division	685,556	7	Jan & July	" "	1875	
1st Land Grant	3.612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	515,000					
Mississippi and Tennessee						
Tennessee State Loan	93,000	6			1885	
Mississippi State Loan	202,000	6				
1st Mortgage	171,000	7			1878	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July	New York	1892	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1881	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862–'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1860, '63 and '65	350.000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov	New York	1915	
2d Mortgage	526,950	7	" "	" "		
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
1st Mortgage	2,255,000	6				
N Hav., N. Lond. and Stonington						
2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500.000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp)	105,000	6		"		
New Jersey:						
Company's (various)	855 000	6	Semi-annually	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	
Extension Bonds	72,800	6	March & Sept.	"	1886	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1856	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,750,000	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,450,435	6	May & Nov.	New York.	1883	
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1885	
" " ["]B & N. F.	77,000	6	" "	" "	1885	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept	" "	1879	
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	
5th Mortgage	926,500	7	June & Dec.	" "	1888	
Buffalo Branch	180,400	7	Jan. & July	"	1891	
Sterling Bonds	8,810,992			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		
3d Mortgage	950,500	7	Jan. & July	" "	1867	
New York and New Haven:						
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	New York	1875	
N. York, Providence and Boston						
1st Mortgage	500,000	6	Feb & Aug.	New York.	'73–'75	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	300,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction .2d Mort.	2,500,000	6	Jan. & July.	"	1885	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "	"	1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'75	
Steamboat Bonds	95,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	" "	1875	
2d Extension	570,000	6	May & Nov.	" "	1878	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
2d Mortgage (new stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000			Oswego.	70–'80	
Pacific (Mo.):		6	Jan. & July.			
Construction Main Line	1,500,000	7	" "	" "		
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	340,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	
Peninsula:						
1st Mortgage	1,020,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,821,000	6	April & Oct.	"	1875	95½
2d Mortgage Sterling	2,258,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersburg and Lynchburg (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	514,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norristo'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1833, (unconvertible)	438,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	132,400	6	" "	"	1880	
" 1849, "	2,695,000	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1845, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	415,500	6	" "	"	1886	104½
1858, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	155,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1878	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (Western Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	120
2d Mortgage	937,500	7	" "	"	1863	57½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1851	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1876	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	76,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	283,500	6	Jan. & July		'73–'74	
Domestic Bonds	644,500	7	April & Oct		'89–'91	
Sterl. Sky'd bds after Jan. 1, '70	286,111	6	Jan. & July	London.	1886	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	Jan. & July		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	March & Sept.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	600,000	7	Feb. & Aug.	New York.	1865	88
1st M. (Ia. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,255	7				86
Equipment bonds	600,300	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83 125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	238,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1890	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	130½
West Jersey:						
1st Mortgage	239,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance incl. all other assets and liabilities.	Earnings. Road operated incl. road lease, etc.	Mileage running locomotives with trains.	Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54	----	101,102	57,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	235,010	109,500	21,632	518,985	30.5	----	55,731	21,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,096	777,777	240,485	2,176,026	109.6	----	290,422	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,778	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,961,931	1,591,891	17,922,356	482.5	8 mos.	1,324,847	642,496	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,848,718	427,265	100,000	1,419,769	922,922	23,579	2,582,505	118.9	----	505,156	250,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	----	----	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	----	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	----	----	23.5	57,855	102,322	28,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----	----	122.4	319,433	644,725	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	----	3,927,000	75.2	----	1,591,894	693,483	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	159 848	2,787,594	124.0	192.989	475,965	69,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----	62.0	159,074	419,469	159,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----	----	62.0	----	67,148	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650.000	----	1,874,100	80.0	60,067	79,556	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1 370,783	100.0	226,845	362,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000.600	2,000.000	140.785	8,081,181	117.4	625,209	1,982,213	544,834	9	121
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	756,978	290,128	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,090	271,977	1,607,684	84.3	156 631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	160	----	----	-----	*Florida*	----	----	----	----	----	----	----	29.4	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	----	----	-----	*Fla., Atlantic and Gulf Central*	----	----	----	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	155.5	----	----	-----	*Pensacola and Georgia*	----	----	----	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	----	415,411	64,648	4	----
-- -- '62	92.6	—	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----	----	----	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '65	53.0	—	----	—	----	----	-----	Augusta and Savannah	1,032.200	*	—	733,700	129,500	----	----	53.0	----	103,988	95,612	—	----
30 Apr. '60	43.6	—	23.7	—	----	----	-----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	21.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,363,330	*	—	4,366,800	----	----	6,590,173	229 0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	----	----	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312.500	----	8,123,643	232.0	----	1,152,188	528,042	3	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----	12,295	1,698,978	102 5	226,241	404 618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249.000	----	1,026 868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,374	—	1,275,901	10.200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264.521	856 54	343.802	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----	138.0	----	882 343	454.541	—	----
								ILLINOIS.													
31 Dec. '66	230.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,299,904	230 0	1,934.116	3,695,158	1,484,616	6½	107½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,518,440	300 0	2,083 550	6,175,553	2,799,435	31	182½
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323.791	*	2,356,660	26,155.641	12,020,483	825,308	39,680,432	930.0	----	6,820,760	1,802,272	—	332
31 Mar. '66	181.8	—	----	—	66	71	1,306	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	----	10,315,764	228.4	1,234 851	3,154 226	1,412,781	10	89½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,542	180.0	----	742,097	377,476	—	----
31 Dec '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.523,828	23,415,780	12.144.000	----	41,478,280	708.3	3,603,862	6,547,741	2,175,447	10	114
31 Dec. '66	118.0	—	11.2	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	598,971	12	15½
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----	----	4,000,000	6,700,000	----	10,700,000	209.0	----	2,240,744	488,558	—	34
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----	----	----	4,390,000	5,600,000	----	----	224.0	----	----	----	—	----
31 Aug. '65	132.0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312.344	288,255	125.587	1,142,934	1,240,000	4,562	2,728,187	132.0	246,145	559,128	246,720	—	44
31 Dec. '62	72.4	—	----	—	19	17	260	Indiana Central	1,687,039	274,081	26,641	611,050	1,254.500	15.900	2,102,761	109.0	----	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,659	1,639,900	1,362,284	140.699	3,458,108	110.0	----	448,858	230,334	9	85
31 Dec. '64	84.0	—	----	—	15	----	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384.529	771,763	307.832	—	----
1 Dec. '62	78.0	11.0	----	—	15	14	201	Jeffersonville	1,549,518	*	276,334	1,015,907	621,000	----	2,175,225	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	----	1,538,758	132 0	----	315,172	117,941	6	103
-- -- '58	288.0	—	----	—	----	----	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	271.40	—	38½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,971	12	15½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7.717	3,451.713	75.5	125,325	486,745	181,117	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,100	3,662,123	960,000	653,969	5,429,203	150 5	319,850	865,171	237 861	—	----
1 Jun. '58	88.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	498,821	21,366	—	----
30 Jun. '65	135.0	95.0	----	312.0	----	----	----	Mississippi and Missouri	10,715,552	*	—	3,452,800	7,145,252	118,000	10,715,552	230.0	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	-----	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	----	426,406	227,534	—	----
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	72,000	8,644	729,257	29.0	239,696	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,785	142,613	1,109,594	319.519	20,497	1,675.258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,504,766	8,628 793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,154 172	1,386,874	—	4,697,457	3,551.000	281,157	12,039,633	206.0	----	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	186.3	----	----	----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	----	----	----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----	----	----	----	----	—	----
30 Jun. '62	188.0	—	----	—	----	----	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463.499	281,032	15,188,190	329 3	1,741 670	4,446,490	1,638,114	15	107½
31 Mar. '66	246.0	277.8	—	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,186	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,161,615	4,086,445	1,936,788	6	70½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	----	----	----	575,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	----	----	----	600,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	----	----	----	800,000	----	----	----	----	----	----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	----	176,462	116,436	—	----
31 Dec. '58	83.2	—	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	----	----	306.8	579,324	1,047,567	420,026	—	52
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	103,235	8,023,361	182.0	----	1,020,029	267,804	—	----
31 Dec. '62	162.0	—	3.6	----	----	----	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,198	243.0	831,433	1,794,350	409,826	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	----	5,000,000	127.6	----	----	----	—	----
Sep '64	86.5	5.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,497,063	360,029	—	----	1,971,312	3,501,000	40 568	4,352,109	90.1	286 189	899,291	2 2	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line	Railroad. Laterals and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	18	233	Maine Central	4,272,201	*	67,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,758	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,876	8,577,692	5,307,183	10	117
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	268,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,186	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,328,793	8	45
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12
30 Nov. '66	26.8	1.8	16.8	—	26	41	564	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	118
30 Nov. '66	74.3	3.9	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	151
30 Nov. '66	47.0	7.0	46.0	—	30	53	240	Boston and Providence	3,162,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	132½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,000,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (pn 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,808	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	800,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,148	177,322	8	108
30 Nov. '66	44.1	50.4	93.1	—	38	52	579	Eastern	4,452,999	506,090	487,611	3,578,800	1,848,400	271,200	5,426,700	94.5	805,800	1,422,187	477,714	8	107
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	26.5	477,106	1,107,444	347,247	7	117
30 Nov. '66	11.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,888	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	778,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	19.5	30.5	—	33	74	611	Old Colony and Newport	6,066,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	94
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,450	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.8	—	1.7	—	3	4	197	Salem and Lowell	380,284	85,729	7,168	243,305	22[illegible]	660	471,171	(Op	er. by B. & L. Co.)		17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	216,273	39,727	35,695	250,000	—	—	286,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommonwealth.)		—	—
30 Nov. '66	69.5	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.8	158,121	436,965	140,643	8¼	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,389	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,680,062	3,982,017	1,406,791	10	139
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,295	1,141,000	—	13,196	1,295,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199,735	98.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,159	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	—	—	—	—	—	—
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	121.4	527,354	867,967	101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	588,000	—	.....	52	.....	.....	.....	.....	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	102½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,449,885	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	32.4	74.9	—	74	95	171	Camden and Amboy	10,039,101	*	4,381,251	7,957,412	10,078,137	—	18,080,549	124.2	.....	5,607,662	1,444,705	15	152½
31 Dec. '66	60.3	—	.....	—	—	—	—	Camden and Atlantic	1,281,434	*	—	1,001,998	1,034,776	107,462	2,244,201	60.2	.....	303,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,000	5,250,728	13,000,000	1,000,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118½
31 Dec. '66	63.0	—	—	45.5	21	43	274	Morris and Essex	6,978,921	2,181,111	208,699	3,500,000	5,516,950	124,822	9,625,429	58.0	.....	1,020,078	304,869	7	70
31 Dec. '66	53.8	—	—	—	35	98	180	New Jersey	3,890,528	827,966	1,680,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	185
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,503	*	—	158,800	280,000	74,740	487,503	24.0	106,871	222,709	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,563,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	West Jersey	1,219,704	—	454,219	781,050	1,910,000	—	1,741 550	51.0	.....	268,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	38,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,098	*	—	950,000	2,280,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,290,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	8 3.0	—	382	133	6,335	Erie	17,646,351	*	5,646,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,539,028	15,434,775	5,066,511	4	54½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	135½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,736	932,000	—	2,928,474	107 0	366,319	588,408	383,606	8	61½
30 Sep. '65	297.8	268.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,704	815,170	44,119,904	692.2	6,667,161	14,596,786	3 201,112	6	102½
30 Sep. '65	136.8	2.1	45.0	—	43	83	857	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,015	—	12,683,995	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	115.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,819	—	63½
30 Sept. '65	18.0	—	0 5	0.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2 2	—	5	14	63	Oswego and Syracuse	844,769	185,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,837	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,451	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	43.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,098,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,694	—	—	300,000	45,000	Leased	to Rensse	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.6	6.7	8.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,009	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	200,060	—	.....
30 Sept. '65	34.9	—	2.8	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	135,486	78,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,896	50,106	25,739	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
-- -- '69	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	.....	.....	97.0	.....	206,917	106,641	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469 458	219,688	—	.....
30 Sep. '52	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	80.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	2,361,566	532,289	9	88½
31 Dec. '64	151.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	100
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	160½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9 320,163	*	354,145	5,403,911	3,800,848	83,292	9,674,307	208.5	1,429,941	2,696,377	736,794	5	78½
31 May '66	109.	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841 600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,026,717	13	118
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,097	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,024	—	.....
30 Nov. '65	85.5	—	39.6	—	45	40	682	Little Miami	3,585,880	—	1,535,042	3,572,400	1,400,000	2,020	8,120,723	138.0	1,099,067	2,446 391	582,296	10	105
31 Dec. '65	178.8	77.6	18 1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,950	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	45	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	929,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	595 400	391,992	3,282,163	1,218,972	109,813	4,972,748	205.9	846,671	694.520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	88,934	398,204	1,291,800	38,820	2 228,824	125.0	241,240	382,807	166,153	—	.....
Dec. '64	242.4	—	.....	—	48	15	489	Toledo & Wabash	9,080 918	*	—	3,477,050	6 653,868	—	10,243,018	250.0	1,244,258	2,060,322	945,492	3½	38

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An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl rond leased etc.	Mileage run by loco motives with trains	Earnings. Gross.	Net.	Dividends	Price of stock
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	856,277	128,892	—	16
31 Dec. '65	387.0	103.0	----	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,066,780	420.0	2,647,709	5,811,253	2,125,240	—	—
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*		3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—	73
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	85½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,383,706	2,668,118	—	10,247,050	3,451,500	742,585	14,461,135	204.5	1,487,758	1,788,320	88,671	15	120
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	38,742	201,072	—	----
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,009	*	—	1,000,000	1,620,000	Leased	to North. Cen.		302,872	580,975	loss. 5	5	30
31 Oct '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.5	148,55	464,480	134,683	10	----
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—
31 Oct '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	54.6	oper. by	Penn. R.R.Co.		7	56
31 Oct '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	----
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,150	1,436,062	389,315	2,510,530	58.5	176,778	352,215	76,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	61	1,278	Lackawanna and Bloomsburg	3,735,612	46,714	—	1,335,000	2,276,725	121,409	3,733,134	62.0	173,037	633,015	60,261	—	----
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,528	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,360	1,851,630	10	59
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	—	2,646,100	905,000	73,555	3,624,655	oper. by Reading		R. R.)		8	50½
31 Oct '65	130.5	—	65.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	—	—	3,708,200	"	"	"	"	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,786	6,529,192	69.8	318,861	875,064	412,383	—	71
31 Dec. '65	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,510	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,786	339.2	6,804,300	17,459,169	5,189,141	10	65½
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristo'n	1,139,079	268,479	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	346,370	8	5
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,692,766	—	—	5,669,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)					45½
30 Nov '65	93.0	59.5	23.3.3	—	264	66	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,361,352	20,240,673	6,900,665	—	30,608,075	471	3,488,309	11,142,519	4,812,271	10	50½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,485	1,030,435	345,891	10	130
31 Oct. '65	96.0	—	83.0	—	52	35	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,913,300	516,000	457,806	10,602,42	107.0	981,466	3,884,609	1,046,894	10	54½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,641	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	594,363	130,261	—	----
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pitsb'g, Ft. Wayne & Chicago	23,183,881	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,693	458.3	4,623,075	8,482,062	3,2 3,547	10	92
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leased to Northu	Cen	144,006	316,496	116,006	4	46
31 Oct '65	26.4	—	3.3	—	8	15	31	Westchester & Philadelphia	1,331,640	142,557	—	684,976	952,300	130,340	1,777,176	26.4	148,578	347,240	200,598	—	----
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	28,292	790,092	30.6	112,409	303,225	125,826	4	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,756,761	500,000	—	----	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,283	151,536	6	—
1 Jan. '59	143.2	21.3	----	----	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	----	164.5	----	341,190	125,871	—	—
28 Feb. '59	102.0	—	----	----	----	----	----	North Eastern	2,011,662	*	—	985,745	960,416	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '65	136.0	106.0	----	—	47	34	345	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,8.7,975	242.0	----	1 312,758	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	605,214	514,600	99,110	1,137,707	47.6	----	29,807	19,187	—	—
30 June 66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	----	*	—	----	2,141,970	----	----	140.0	10 mos.	441 039	154,081	—	—
1859....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	160,142	297,806	149,107	—	—
30 Jun. '66	271.6	19.4	20.0	—	62	41	349	Memphis and Charleston	5,966,205	814,784	448,922	5,342,725	2,886 990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	—
1859.....	100.0	—	39.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	—
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,286	554,949	519,518	----	59.4	69,876	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	88,129	44,636	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,805	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	----	----	152.0	----	734.118	337,384	6	—
1859.....	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	560,000	204,544	----	45.8	57,950	127,953	87,245	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----	----	—	----	----	----	----	32.0	----	----	----	—	—
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275 000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '69	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	190,508	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	606,700	136,003	3,081,460	105.0	172,500	480,577	175,903	—	—
Aug. '63	119.6	—	16.9	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,238,376	3,257,471	895,219	6,286,136	119.6	449,351	425,027	112,103	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,685	62.5	136,761	185,474	61,785	—	—
1 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----	8,500,000	184.5	1,030,394	1,477,782	234,326	—	13½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	----	----	2,240,000	oper. by Vt. Central			180,000	8	96½
Jun. '65	23.0	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	----	----	23.0	----	90,278	34,359	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,000	*	—	332,000	700,000	----	----	oper r.b. Troy & Bost.			63,852	—	----
								VIRGINIA.													
1 Aug. '59	41.5	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,361	775,500	115,789	----	113.7	705,054	136,302	45,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	500,610	165,161	9 months	79.2	47,702	54 121	16,332	—	—
30 Sep. '66	103.5	—	----	—	----	----	----	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	—	686,703	127,955	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	125	Orange and Alexandria	----	----	—	2,063,655	2,92?,?00	380,780	----	167.7	6 mos.	360,101	102,031	—	—
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,388,272	*	—	1,365,600	1,631,900	124,931	3,666,187	133.4	----	289 681	49 581	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,326	*	—	883,200	102,500	5,799	1,486,527	80.5	----	----	326,584	218,852	7½
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,00,000	1,717,500	960,529	7,301,983	191.7	239,951	6?2,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,838	----	78.6	159,981	279,945	145,386	7	----
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,574	1,210,624	43.5	67,904	167,861	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	----	----	23.7	12,842	----	----	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,245	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '66	178.2	—	21 8	7.0	30	15	178	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	101,745	6,245,868	195.0	----	487,449	120,139	—	—
30 Jun. '66	204.7	9.4	15.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,988	10,233,271	214.9	480,195	740,485	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Wisconsin and St. Paul*	10,902,982	*	7,605,392	10,998,950	5,229,000	----	18,508,574	278.0	986 727	2,538,800	934,108	—	34
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	----	----	230 0	----	----	----	—	65
----	----	----	----	—	----	----	----	Western Union	----	----	—	----	----	----	----	----	----	----	----	—	—
								CANADA.													
31 Jan. '66	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236.798	67,672	—	16
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,482 589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242.798	117,842	—	63
30 Jun. '66	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	,,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,516	1,154,856	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,436	----	28,084,180	357.0	----	3,011,966	1,649,510	1(	—
31Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----	—	----	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,137	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,668,706	----	----	----	108.0	----	118.36	46,777	—	—
1 July,'61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,348	—	1,399,000	13,100	136,000	1,799,232	80	----	182.80	35,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	----	----	4,278,281	92.0	158,416	189,107	87,161	—	—
								NEW GRANADA.													
Dec 63				—	11	22	120	Panama	5,000,000	*	659	5,000,000	15,000	—	10 765,72?	48.7	----	1 151,280	1,828,924	25	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	15
Catawissa (preferred)	1,150,000	7	—	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	55½
Chicago & Alton (preferred)	2,435,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	61¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	76½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	42
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	—	56
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	51½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63¾
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------		----------	----------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	89½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	295,750	6	----------	----------	90
Boat Loan	99,852	6	----------	----------	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65½
Preferred Interest b'ds.	227,569	6	" "	1878	21¼
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1875	96½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	6,091,700	10	54
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	120½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22½
" " (preferred)	50	2,888,988	—	31¾
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	----	----------	—	2¼
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	29½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 41 — @ 44 —
Pig, American, No. 1 — @ 42 —
Bar, Refined, English 90 — @ 97 50
Bar, Swedes, assorted sizes (in gold) 95 — @100 —

	Store Prices.
Bar, Swedes, assorted sizes	160 — @ — —
Bar, English & American, Refined	110 — @115 —
Bar, English & American, common	100 — @105 —
Scroll, English	140 — @190 —
Ovals and Half-round	135 — @145 —
Band, English	140 — @ — —
Horse Shoe	135 — @ — —
Rods, English	115 — @122 50
Hoop, English	145 — @205 —
Nail Rod	9 @ — 10½
Sheet, Russia	14 @ — 15
Sheet, English, Single, Double and Treble	5½ @ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18 @ — 23
English Spring (1st & 2d qlty.) — 10½ @ — 12½
English Blister (1st & 2d qlty.) — 11½ @ — 20
English Machinery — 13½ @ — 16
German — 14 @ — 16
American, Blister — 11½ @ — 17
American, Cast, Hammered — 19 @ — —
American, Cast, Rolled — 12 @ — 15
American Spring — 15 @ — —
American Machinery — 13 @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — 36 @ — 37
Sheathing, Yellow — 25 @ — 27
Pig, Chile — — @ — —
Bolts — — @ — 34
Braziers' — 37 @ — 38
American Ingot (cash) — 23½ @ — 24
LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.
Galena per 100 lb. — @ — —
Spanish — 6 50 @ 6 62½
German Refined — 6 50 @ 6 62½
English — 6 50 @ 6 87½
Bar per lb. — @ 10 —
Pipe and Sheet — @ 10 25
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.
Banca (gold). per lb. — 25½ @ — 26
Straits (gold) — @ — 22
English (gold) — 22 @ — 22½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 25 @ 9 50	12 50 @ 12 —
Plates, I. C. Coke	7 50 @ 8 50	10 50 @ 11 50
Plates, Coke Terne	6 75 @ 7 —	9 25 @ 9 50
Plates, Charcoal Terne	8 87½ @ 9 —	12 — @ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)
Cut, 4d. @ 60d. (cash) per 100 lb. — @ 6 25
Clinch (cash) 7 75 @ 8 —
Copper — @ — 48
Ausable Horse, Norway Iron, Forged — 26 @ — 27
Zinc Nails (6 mos.) — @ — 20
PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.
Crude, 40@47 gravity — 16½ @ — 17
Refined, free L. S. to White — 40 @ — 42
Refi'd, in bond, prime L. S. to White — 26 @ — —
Refi'd, in bond, Standard White — 27 @ — —
Naptha, Refined (60@63 gravity) — 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	Th 28	F 29	Sat. 30.	M 1.	Tu. 2	W 3
Atlantic M. S. S. Co	86½	----	----	85	----	85
At. & Gt. W. (O) 1st m'g	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	118½	119	----	----	----	----
Canton Co.	46¾	46¾	46½	----	----	45½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	107½	----	----	----
" " pref.	----	----	----	109	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	133½	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	85½	85½	86	86	85⅝	85⅝
" " pref.	64½	65	65½	65	64½	64½
" " 1st M.	84½	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	93½	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	97½	97½	98½	93½	91½	91
" '1st M. '70	100½	100½	----	----	----	----
Clev., Col. and Cin.	----	100	----	----	----	----
Clev. and Pittsburg	79½	79½	79⅝	78½	78½	78½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	120	121½	121½	----	121	120½
" " S. F. 7 p.c.	----	102	----	----	----	----
Cumberland Coal, pref	----	----	----	----	31	----
Del. & Hudson Canal	----	----	----	----	146	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	59	59	59	58⅞	58½	58
" pref.	72	----	----	----	----	70½
" 1 M. 7 p.c. '67	102½	----	----	----	102½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	92½	----	92½	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	----	----	----	137½	----	----
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	----	116	115½	----	116½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	24	----	----	25½	----	25
" " 2d "	----	----	----	----	----	----
" " 1st mort.	81	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	8¼	8¼
Michigan Central	108½	108	----	108⅝	108	108
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	76½	76½	74½	73	72½	----
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F. 100	----	----	----	----	99½	----
" " 2 M.	----	93	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	83½	84	----	----
" " pref.	54½	54½	----	54	----	53½
" " 1st mort.	----	----	84	85	86	----
" " 2d mort.	82	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	96½	95½	95½	96	95½	95½
" iss. to H. & St. J. R.	80	----	----	----	----	----
" " Pacific	96	----	----	----	----	----
New York Central	106½	106½	105½	106⅝	105½	106½
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	95	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '78	101½	101½	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon. 50	----	----	49½	----	----	50
" new	----	----	----	----	----	44½
Ohio & Miss. cer.	27½	27½	----	27	26⅝	26⅝
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	130½	129½	128½	129½	129	128½
Panama	----	----	----	----	254	----
Phila. and Reading	101½	101⅞	102½	102⅝	102½	101⅝
Pitts. Ft. W. & Chicago	96½	96	97	94½	95½	95½
" 1 M.	----	----	----	----	102	102
" 2 M.	94½	----	----	----	----	94½
" 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	32	34	----	33	33	33
St. L., Alton & T. H.	----	----	----	33½	34	----
" pref.	----	----	----	----	----	----
" 1 M.	----	----	----	----	----	----
" 2 M. pref.	----	----	----	----	80	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	65	----	----	65	----	----
" new	63	65½	----	64	64	63½
Tol. Wab. & Western	38	38½	39	----	38½	38½
" Pref.	----	----	----	----	----	----
" 1 M. ex.	88	----	----	----	----	----
" 2 M.	79	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	98	98	98½	98	98½	
U. S 5s, 10-40s, reg	98	----	----	----	----	----
U. S. 6s, 1881, reg.	----	109½	109½	----	109½	
U. S. 6s, 1881, coup.	109½	109½	----	----	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	106	
U. S. 6s, 1867, reg.	131½	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	109½	109½	109½	109½	109½	
U. S. 6s, 5-20s, c. 1864.	107⅝	107⅝	107⅝	107⅞	107⅞	
U. S. 6s, 5-20s, c 1865.	107⅝	108⅛	108⅛	----	----	
U. S. 6s, " reg.	108	----	----	----	----	
7.30 Notes, 1st series.	105⅞	106	106	106	----	105⅞
" " 2d series.	105½	105½	105⅝	105⅝	105⅛	105⅜
" " 3d series.	105½	----	105⅜	105⅜	105⅛	105⅜
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 2.

	W 27	Th.28	F.29.	Sat.30.	M.1.	Tu.2
Catawissa	----	----	----	----	----	----
" preferred	30½	30	29⅞	----	----	30⅝
Camden & Amboy	133½	133½	133½	----	----	133
" " 6s,'07	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	89	----	----	88½	89	----
" " 6s,'89	----	----	----	89	----	----
" mort. 6s,'83	95½	----	----	----	----	95½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	56½	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	96	----	----	----
Lehigh Navigation	53½	----	----	----	53½	----
" " 6s,'84	90	----	----	----	----	89½
Lehigh Valley R. R.	60½	----	60½	60⅝	60½	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	56½	----	----	57½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	120⅜	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	31	----	----	----
" " 6s	89	88½	----	----	----	89
" " 10s	----	----	----	----	----	----
Northern Central	44½	----	45	----	45	45
Pennsylvania R. R.	56½	56½	55½	55½	55½	55⅝
" 1st m.	----	----	----	----	----	----
" 2d m.	98	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon.	95½	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	97⅛	----	----	----	97⅛	97⅛
" " new	101½	101	101½	101½	101½	101½
" " munc	101½	101½	101⅜	101⅜	----	----
Philad., Germ. & Nor.	----	----	59½	----	----	59
Phila. & Reading	50	50⅛	50½	50⅝	61⅛	61½
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	28⅛	28½	28⅝	28½	28⅝	28⅝
" " 6s	----	----	----	----	----	89⅝
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	22½	----
" " pref.	----	----	----	----	31⅛	----
" " 6s '82	78	----	78	----	----	77½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	90	----	----	----	----	----
Susq. Canal	----	----	----	15⅜	----	15½
" " 6s '78	----	----	----	----	----	66½
Union Canal, pref.	----	----	4½	----	----	----
" " 6s '82	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	56	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14	13⅞	14½	----	14½	----
Chestnut & Wal. "	48	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	27½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 2.

	W 27.	Th.28	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	----	99	99	99	99	99
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	98	----	98	98
Balt. and Ohio	----	----	117	----	----	----
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	97⅜	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	----	97
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	Th. 28.	F.29.	Sat.30.	M.1.	Tu.2.	W3
Boston and Lowell	----	----	----	----	----	131
Boston and Maine	130⅞	----	130½	----	----	131
Boston and Providence	----	----	132½	----	----	----
Boston and Worcest.	143	143½	----	----	----	----
Cheshire, pref.	55½	----	55¼	----	----	----
Concord	68	----	69	69¼	----	69
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108¼	108	108½	108	107⅞	107
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	118	----	117	----	----	117
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	109	108	108⅜	----	----	----
Old Colony & Newport.	94	----	94	----	----	94
Ph., Wil. & Baltimore	54½	54½	----	54½	54	54
Portl'd, Saco & Ports.	----	----	100½	101	----	101
Vermont & Canada	100	99½	99½	----	----	----
Vermont & Mass.	----	55	----	----	----	----
Western	----	----	139	----	----	139
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99½	----	----	90
Metropolitan "	52⅝	----	52⅛	52½	----	52½
Middlesex "	37½	----	40	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23	----	----	23	23	21
Franklin "	----	21	20	----	----	----
Huron "	8	8½	8	----	7	9
Isle Royale "	----	----	----	8	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	17	----	17	----	16⅞	16½
Pittsburg "	----	----	----	----	----	----
Quincy "	----	29	----	28	28½	----
Rockland	9½	----	9	----	----	9

London Stock Exchange.

The following were the closing prices for American Securities on the 8th and 15th of March.

	Closing Prices. Mar. 8.	Mar. 15.
U. S. 5-20 yrs, 1882, 6 per cent	74½@ 74⅝	74½@ 74⅝
Virginia State 5 per cent	48 @ 52	48 @ 52
Do., 6 per cent	41 @ 42	43½@ 44½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	53 @ 58
Do. do., 2d mort., 1881	40 @ 45	47 @ 52
Do. Penn., 1st mort., 1877	45 @ 50	53 @ 58
Do. do., 2d mort., 1882	45 @ 50	47 @ 52
Do., consolid. mort. bonds, 1890	23½@ 24	24½@ 25
Erie shares, $100 (all paid) 8 p. c	35 @ 36	39½@ 39¾
Do., convertible bonds, 6 p. c.	66 @ 68	65 @ 67
Do., 3d mort., 1883, 7 p. c	66 @ 68	68 @ 68
Illinois Central, 6 p. c., 1875	84 @ 86	84 @ 86
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	77½@ 77⅝	77½@ 78
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1882, 8 p. c.	66 @ 68	66 @ 68
Do., S. F. 1st mort., 8 p. c., 1882	68 @ 70	68 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	100 @103	100 @103
Penn. R. R. bonds, 2d mort. con. 6 p c.	91 @ 93	91 @ 93
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, April 6, 1867.

Stock Exchange and Money Market.

The activity in money, noticed in our last, has been maintained through the week. The main inquiry has been for call loans, which have been uniformly firm at six to seven per cent. In some instances, needy borrowers have had to pay a commission, in addition to the legal rate. The discount business of the week has been quite light, as lenders have not been partial to making permanent loans, while temporary and controlable employment has been available at the full legal rate. Prime short date commercial paper has been quoted at from 7½@8½ per cent. per annum. The banks of the country have as a rule safely passed by quarterly statement day, for which they had been so energetically concentrating their resources, to enable them to make as creditable an exhibit as practicable. A failure or two in the oil regions of Pennsylvania transpired during the week, but did not make any perceptible impression on the current movement. Now that quarter has passed, a return flow of money to the great business centres is confidently looked for, which must lead to renewed ease in the various money markets. Government has been making liberal currency disbursements, especially in redemption of the outstanding notes of the first Seven-thirty loan issue, which will mature next August; as also of the compound interest notes of the various 1864 issues, all of which mature during the current year. These disbursements have tended to check, if not relieve, the pressure in the open market, and to restore confidence in general credit. Much encouragement has also been derived from the preliminary announcement of the purport of the April statement of the National indebtedness, which was to have been given to the public in detail on Thursday. It has been advised that the new statement will be a most favorable exhibit of the finances of the Government, showing a reduction of from $17,000,000 to $20,000,000 in the public debt. It will also show that there are about $107,000,000 gold in the Treasury. No reduction in the volume of currency has been reported. The city banks, in their last exhibit, showed an increase of $1,554,853 in their legal tender reserve, with a decrease of $4,117,951 in loans and discounts, $3,895,365 in deposits, $621,304 in specie, and $149,794 in circulation, as compared with the footings of the preceding weekly returns. The specie reserve of the banks is now $8,522,609, against $11,930,392, same time last year. The city bank deposits are now $188,480,250, against $188,554,592 week ending March 31, 1866. The legal tender reserve amounts to $62,450,811, against $72,158,099 same time last year. The circulation now stands at $33,669,195, against $23,736,534 same time last year. The loans are now $255,282,364, against $237,356,099 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $76,641,767 a day, against a daily average of $78,700,396 the preceding week, and $82,423,135 the week ending with March 16th. The current week's exchanges average $93,848,629 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $37,816; decrease of legal tender reserve, $214,782; decrease of deposits, $431,260; decrease of specie, $4,285; and increase of circulation, $19,545.

National Bank notes to the amount of $39,520 were issued last week, making the total issue to 1,664 banks thus far $302,308,706, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,441,882, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,866,824. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,582,450; and for the public deposits, $39,911,450—making a total of $379,543,900. The Treasury Department, last week, redeemed and destroyed $218,000 of worn and mutilated fractional currency, and issued $312,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 30, were $22,834,253, including $2,499,596 from customs duties; payments, $33,090,533; balance at the close of the week, $100,634,126, against $110,890,405, at the close of the preceding week. The business of the Office during the first

two days of the current week, was as follows: Receipts on Monday, $2,832,966, and payments, $1,259,888; on Tuesday, receipts, $1,873,953; payments, $2,365,293. The balance at the close of business on Tuesday stood at $101,715,869, against $110,760,258 a week previous.

Government revenues were quite up to a fair average, last week. In the line of customs, they were unusually liberal in March, having exceeded sixteen million dollars in coin, including $12,198,039 through the port of New York exclusively, against $11,153,954 through the same port, same month last year, showing the satisfactory gain of $1,044,085 during the month just closed, an unusually dull one in general business. The internal revenue in March was over fifteen million dollars, in currency. The excises, last week, yielded $3,155,538, against $2,500,000, the preceding week; customs at the port of New York, $2,499,596, and at the outports, about $850,000 (in coin) more, making the grand total income for the week equal about $7,678,000 in currency, against disbursements of $4,874,047 (making a total of $19,321,999 for all March,) on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $217,500,000.

The customs revenue of the Government through the port of San Francisco, from Jan. 1, to March 8, 1867, was $1,191,293.

A statement has been published on the authority of one of the officers of the Bank of England, that "in all its dealings with the United States the bank has never lost a dollar by an American." The largest note ever discounted by this bank was a "piece of paper" for £800,000, about $4,000,000 in gold.

The gold speculation has been very tame, during most of the week, and the fluctuations in prices have been of no special importance. The *bull* interest is seemingly apprehensive of the adverse influence of the pending coin interest disbursements of the National Treasury, and of hoard of coin under the control of the eminently conservative Secretary of the Treasury. It is known that there are now about $107,000,000 of coin in the Treasury vaults, including only some $15,000,000 to the credit of private depositors. The customs and export calls have not been of sufficient magnitude to influence the market. The extremes of the week have been 134⅝@133⅜, and the closing price on Wednesday was 133¾. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $408,139. The customs demand for Gold last week, averaged $416,599 a day; thus far, this week, it has been equal to $375,086 a day, or equal to a weekly aggregate of $2,250,516. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached $14,985, and from California, $898,281. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $95,482,132, against $101,359,975 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $32,197,065, against $21,718,344 same time last year, showing an increase this year, of $9,580,440. The exports of specie from this port, last week, were $445,038. The total outflow of specie from the port, thus far in the current fiscal year has been $23,284,911, against $17,456,228 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $183,424, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,425,764, against $32,026,736 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 9, 1867, reached $7,361,582, against $6,644,340 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 30th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$289,340	$181,900	$107,440
100s ...	4,949,900	3,319,100	1,630,800
500s ...	713,500	292,000	421,500
1,000s ...	23,656,000	19,964,000	3,692,000
1,500s ...	146,030,000	132,405,000	13,625,000
10,000s ...	5,000,000	5,000,000	.....
Total	$180,638,740	$161,162,000	$19,476,740

The foreign exchange market has been less active since our last, and with a better supply of bills available, there has been some depression in rates especially for sterling drafts. Bankers' 60 day bills on London closed on Wednesday at 108¾@109, and on Paris to 5.22½@5.17½; sight bills on London to 109¼@109⅝; and on Paris to 5.17½@5.15. The offerings of produce bills have been quite extensive, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,650,390, making the total value of exports since July 1, 1866, $132,688,429, against $167,750,567 same time in the preceding fiscal year.

Government securities have improved in price, despite the stringency in money, and the depression in gold. The investment demand has been good, especially for the Five-Twenties of 1862, 1864, and the consolidated issue of 1865; as also for the compound-interest notes. The variable London reports have had more or less influence on the current values of the 1862 Five-Twenties which continue the favorite security with foreign purchasers. The very latest dealings on Wednesday indicated a little heaviness in the older issues of the coin-bearing bonds, in sympathy with the downward tendency in the Gold Market. The registered sales of Government bonds at the Stock Exchange in March amounted to $6,363,000. At the first session of the Stock Exchange on Monday, a resolution was passed providing for a continuous call of government securities. This call is to be held in a separate room in the Stock Exchange Building. A committee was appointed to set the new plan in operation with as little delay as possible. In regard to the terms of admission it is proposed to apply the principle adopted in the Lower Hall, and to admit to dealings in this new government room various responsible firms which are unconnected with the Stock Exchange. U. S. sixes of 1867 closed here on Wednesday at 132; U. S. sixes of 1868, at 129½; U. S. sixes of 1881, 108⅞@109⅛; U. S. Five-twenties of 1862 at 109⅛@109¼; U. S. Five-twenties of 1865 at 108⅛@108⅜; U. S. Five-twenties of 1865, consolidated, 107¼@107⅜; U. S. Ten-forties at 98@98⅛, ex-coupon, and U. S. Seven-thirties at 105⅜@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864..... 118⅛	May, 1865 ..... 112½
July, 1864..... 117⅝	August, 1865.... 111½
August, 1864.... 117⅛	September, 1865.. 111
October, 1864.... 115⅛	October, 1865.... 110¾
December, 1864.. 114⅛	

Messrs. Belding, Keith & Co., an American banking firm in London, have just issued a very important little pamphlet, giving the history of United States bonds and securities, what they are, their cost and the interest they pay, with the amount stated in English as well as American money. The pamphlet will be distributed broadcast throughout England; and as it proves conclusively that the interest from our bonds is twice as large in gold as that from English consols, it can scarcely fail to encourage investments.

Railway and miscellaneous share property has been quite lightly dealt in since our last, and prices have been, as a whole, favorable to buyers. The stringency in money has had an adverse influence on the market. The brokers have been carrying unusually heavy loads of stocks, mainly on margins. The aggregate sales of railway and miscellaneous stocks at the various Stock Boards in March were 1,793,823 shares, against 1,452,804 in February; and of city bank stocks, 3,495 shares in March, against 2,879 shares in February.

General business has been moderately active, since our last, chiefly in the lines of domestic produce. Breadstuffs have been firmer, on an improved export demand. Provisions have been depressed. Cotton has been more freely offered and has been in less request at declining prices. The foreign reports have been unfavorable. Middling grades of cotton left off here very heavily at 29@30½ cents per lb. as extremes. The stock of cotton now here is estimated at about 197,000 bales. The receipts at the port this week, have averaged nearly 5,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 495,000 bales, against exports of 357,977 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,545,000 bales against 1,629 bales same time last year; exports, 941,000 bales, against 1,033,400 bales same time last year; estimated stock at latest dates, 575,000 bales, against 481,556 bales same time last year. In foreign merchandise there has been a moderate movement, chiefly in dry goods, groceries, and kindred lines, but at prices generally more advantageous to buyers, who have not been eager to purchase beyond the limits of immediate wants. The total imports of foreign dry goods, last week, were $1,217,022, and the total amount marketed $1,483,552. The value of foreign merchandise imported last week, was $3,025,178—making the grand total specie value of last week's imports of dry goods and merchandise, $4,242,200, and since July 1, 1866, $194,047,396, against $221,854,260 same time in the preceding fiscal year. The ocean freight market has been more active but less firm with 487 vessels of all classes in port. For Liverpool we quote flour at 2s. per bbl.; grain at 3@3½d. per bushel; cotton at $\frac{9}{32}$@$\frac{5}{16}$d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 20.	March 27.	April 3.
Consols	91	91¼	91
U. S. 5-20's of 1862	74½	74½	75
U. S. 5-20's of 1865	72¾	72¾	73
Erie	40¼	38¾	39
Ill. Central	78½	78½	78¾

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,549,331	$1,217,022
Gen. merchandise	3,423,972	3,025,178
Total for the week	$5,973,303	$4,242,200
Previously reported	73,796,759	58,872,164
Since January 1	$79,770,062	$63,114,364

The New York exports, exclusive of specie, for the week ending March 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,953,456	$4,650,390
Prev. reported	56,918,975	46,431,644
Since January 1	$60,872,431	$51,082,034

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise	$221,854,260	$194,047,396
Exports produce	167,750,567	132,688,429
Exports specie	17,456,228	23,284,911

The balance in the Sub-Treasury on Wednesday was $104,360,221 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago, Rock Island and Pacific 7s, 98¾; Gt. Western 2d mort., 72; Peninsular R. R., 1st mort., 75½; Morris and Essex 1st mort., 96; Ohio and Miss. 1st mort., 87; Dubuque Sioux City 1st mort., 79; Sixth Avenue R. R., 120; Hannibal and St. Joseph pref., 56; Central of New Jersey, 118¼; N. Y. and New Haven R. R., 121; Stonington, 80; Norwich and Worcester, 95; Jersey City Water Loan, 94; N. Y. City 5s, 1870, 95¼; Brooklyn 6s, Water Loan, 96¼; do., Park Loan, 91¼; Virginia 6s, new, 39; Georgia, 7s, new, 84; N. Y. State 7s, 1870, 104; do., 7s, Bounty Loan, coupon, 107⅜; do., reg., 107½; Ohio, 6s, 1881, 102; Western Union Telegraph, 41⅛; Boston Water Power Co., 25; Mariposa pref., 22; Adams' Exp., 56; Wells, Fargo & Co., Express, 68; American Exp., 56½; U. S. Express, 57; Wilkesbarre Coal, 36; American Coal, 46½; U. S. Coal, 37¾; Bank of Commerce, 114; Fourth National Bank, 104½; St. Nicholas Bank, 106; Merchants Bank, 114½; Am. Ex. Bank, 116; Metropolitan Bank, 125; Union Bank, 117; Importers' and Traders' Bank, 111; Shoe and Leather Bank, 111; Central National Bank, 110; Phœnix Bank, 108; Ocean Bank, 103; Alameda Silver, 8.45; American Flag, 1.00; Atlantic and Pacific 2.00; Columbian G. & S., 3.15; Corydon, 4.15; Charter Oak Copper, 1.73; Consol. Gregory Gold, 8.75; Consol. Colorado, 0.07; Davidson Copper, 1.75; Des Moines, 0.30; Gunnell Gold, 4.75; Hope Gold, 0.25; Holman Gold, 0.18; Keystone Silver, 0.04; Kipp and Buell, 0.65; La Crosse Gold, 0.40; Liberty Gold, 0.05; Montana Gold, 0.50; Nye Gold, 0.04; New York Gold, 0.75; Ohio and Colorado G. and S., 0.65; People's G. & S., 1.00; Quartz Hill, 1.85; Rocky Mt., 1.05; Symond's Fork, 1.55; Smith and Parmalee, 5.90; Texas Gold, 20; Walkill Lead, 0.50.

Philadelphia.—Pittsburg 5s, 73¾; New Jersey 6s, 101½; Delaware Division Bonds, 87; Rutland and Burlington 3d mort., 3; West Jersey R. R., 6s, 90; Reading mort., 6s, 1843-'80, 91½; Sunbury and Erie 7s, 94½; Belvidere Delaware 2d mort., 84; Philadelphia, Wil. and Balt., 54½; 13th and 15th streets, R. R., 20⅛; Schuylkill Nav. 7s, Boat Loan, 84; N. Y. and Middle Coal Fields, 3; New Creek, 0.31; Locust Mt. Coal, 49⅞; St. Nicholas Coal, 1¼; Green Mt., 2⅝; Camden and Amboy scrip, 76; Lehigh Valley scrip, 15; Keystone Zinc, 1; Feeder Dam Oil, ⅜; McElhenny, ⅜; Ocean, 3; Commonwealth Bank, 60; Mechanics' Bank, 30; Consolidation Bank, 45; First National Bank, 135; Manufacturers' Bank, 32¾; Fourth National Bank, 108; Girard Bank, 56½. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101@101⅛; State 5s, 99@100; do., coupon, 95¼@95½; do., 6s, W. L., 102½@102½; Phila., Wil. and Balt., 54½; Reading 50⅞@50⅞; do., 6s, 1870, 95@95; do., bonds, 91⅛@91½; do., con., 102@103; Camden and Amboy, 132½@133¾; Penn. R. R., 55½@56¾; do., 1st mort., 99½@99¾; do., 2d mort., 95@95½; Little Schuylkill R. R., 30½@31; Morris Canal, 74@75; do., pref., 120¾@121; do., bonds, 91@95; Wyoming Valley Canal, 56@56; do., 6s, 85@86; Susquehanna Canal, 16@16¼; do., 6s, 65½@65¾; Sch. Nav., 22@22¼; do., pref., 31⅝@32⅛; do., 6s, 1882, 76¾@78½; Union Canal bonds, 21@22; Delaware Div. Canal, 56@56½; do., bonds, 87@87½; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95½@96¼; do., 5s, 62@67; Lehigh Coal and Navigation, 53¾@54¼; do., bonds, 1884, 89¾@90; North Pennsylvania, 30@32; do., 6s, 88½@89; Philadelphia and Erie, 28¼@28⅝; do., 6s, 89@89; Minehill, 57@57½; Catawissa, 13@16; do., pref., 30⅛@30½; Lehigh Valley, 58¾@59; do. bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 79@80; West Philadelphia, 72@73; Spruce and Pine, 28@28; Green and Coates, 30@32; Chestnut and Walnut, 48@48½; Thirteenth and Fifteenth, 20@20; Girard College, 28@30; Tenth and Eleventh, 65@70; Union, 40½@41½; Hestonville, 14@14½.

Boston.—Rutland and Burlington 1st mort., 125; Boston, Hartford and Erie, 12; do., 7s, 42; Vermont Central, old, 1.55; do., 1st mort., 7s, consolidated, 60½; do., 2d mort., 30; Old Colony and Newport 6s, 1876, 96½; Western R. R. 6s, 1875, 100½; Eastern R. R. 6s, 1874@1885, 96; Conn. and Pass. Rivers R. R. pref., 80¾; do., 6s, 95; Boston, Concord and Montreal 7s, 99; Sandusky, Dayton and Cin. old, 16; Union Railway, 88¼; Central Pacific R. R. 1st mort., gold, guaranteed 98½; Ogdensburg and Lake Champlain, 62½; do. pref., 98½; do., bonds, 98; South Shore R. R., 15⅛; Ogdensburg R. R., 1¾; Cary Imp. Co., 8⅞; Boston Water Power Co., 26⅛; Waverly Land Co., 2⅝; Boston and Roxbury Mill, 43; East Boston Co., 12½; Short Mt. Coal, Ophir (N. S.) gold, 2½; Maine 6s, 1880, 99½; do., 1873, 100; Massachusetts 6s, 1875, gold, 108½; do., 5s, 1883@1894, gold, 99¾; Rhode Island 6s, 1883, 99; Cook Co., Ills., 7s, 94; Portland 6s, 1886, 96; Augusta 6s, 95½; Gardiner 6s, 95⅝; Chicago 7s, 1880, sewerage, 99¼; do., 1890, Municipal, 99½; do., 1882, Water Loan, 99½; do., 1890, School Fund, 99⅜; Boston 6s, 1868, gold, 130; do., 1877, currency, 101; Lynn 6s, 1877, 98; Bangor 6s, 1874, 94; Bath 6s, 1891, 94¾; St. Louis 6s, 1882, 77; Boston Gas Light, 752½; South Boston Gas, 100¼; Suffolk National Bank, 115¾; Eliot National Bank, 105; Everett National Bank, 107; Third National Bank, 108¼; Merchants' National Bank, 108¾; State National Bank, 90; Revere National Bank, 129; Globe National Bank, 123; Union National Bank, 120¼; City National Bank, 104½; Shoe and Leather Dealers' National Bank, 127; Webster National Bank, 101¾; Blackstone National Bank, 123; National Bank of North America, 102; Old Boston National Bank, 65¼; New England National Bank, 123¼; Freeman's National Bank, 125¾; Granite National Bank, Quincy, 109⅞; Mt. Vernon National Bank, 95¼; National Bank of Redemption, 111; Pawners' National Bank, 98; Second National Bank, Granite, 127½; National Bank of Commerce, 115; Allouez Mining Co., 4½; Bay State, 6¼; Canada, 55c.; Concord, 2⅝; Dana, 1½; Hancock, 5½; Humbolt, 1⅜; Hanover, 1⅛; Native, 1⅞; Petherick, 2; South Side, 1; Superior, 2.

Baltimore.—Western Maryland 2d mort., 65; Marietta and Cincinnati 1st mort., 81½; Virginia 6s, old, reg., 37; do., coupon, 62; Maryland 6s, 1870, 101; Maryland Anthracite Coal, 8; Gardner Hill, 0.60; Bare Hill, 0.30; Balt. and Cuba S. and M. Co., 45; Howard Bank, 103¾; Union Bank, 61; Mechanics' Bank, 9¾; Merchants' Bank, 7½; Farmers' and Planters' Bank, 30¼; Peoples' Bank, 15. The latest quotations are: Balt. and Ohio, 116½@117; do., 6s, 1867, 98@100⅜; do., 1875, 97¾@88; do., 1880, 97½@97½; do., 1885, 97@97¼; Northern Central, 45@46; do., bonds, 1885, 84@85; N. W. Va., 18@18; do., 1st mort., 1873, 93½@93½; do., 2d mort., 91@93½; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 80@80¾; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. bonds, 63@65; do., guar., 94@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 95@96½; do., 1873, 96@99; do., 1875, 98¾@98; do., 1886, 98@98; do., 1890, 97¾@98; do., coupon, 100@100; do., Park, 97@97½; do., 1892, 93¾@—; do., 5s, 1838, -'70, 83@83; City Passenger R. R., 18@18¼; Canton Co., 46@47; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 6⅞@8; George's Creek, 95@98; Santa Clara, 2@4; Balt. Chrome, 0.25@0.25; Bare Hill, 0.30@0.35; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.30; Baltimore Coal, 150@165.

5-20 Bonds in London.

Messrs. Belding, Keith & Co.'s Weekly *Circular* of March 16, 1867, say: "We notice with much satisfaction and pleasure, the growing confidence evinced by investors in 5-20 Bonds. Small capitalists have now begun to use them in preference to risking their money in undertakings which promise inordinately high rates of interest, and we have every reason to believe that when the character and security of these bonds become really known, and the above average rate of interest they pay, they will rank foremost among the first-class investments of our markets. Illinois Central and Erie both show an improvement, the latter as much 3¼ per cent, with a fair demand for both. Atlantic and Great Western Railway Debentures, close 32 to 33; ditto, Consolidated Mortgage Bonds, 24¾ to 25."

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 16th, 1867, were $126,575 00
Corresponding week of previous year. 123,814 00

Increase..... $2,761 00

The earnings of the Detroit and Milwaukee Railroad for the week ending March 28, 1867, were $30,257 00
Corresponding week of 1866..... 32,202 00

Decrease $1,945 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Mar., 1867..$239,797 38
Corresponding week previous year .. 193,363 88

Increase..... $46,433 50

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Mar. 1867, were $116,459 00
Corresponding week of 1866 ..... 141,275 00

Decrease $24,816 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Mar., 1867...$17,798 00
Corresponding week previous year..... 15,862 00

Increase..... $1,936 00

Journal of Railroad Law.

NEGLIGENCE IN RUNNING OVER CATTLE—WHAT IS.

The case of Brown *vs.* N. Y. Central R. R. Co., lately tried in the Court of Appeals of this State, decides that a railroad company, in the construction and running of its road, is bound to exercise all the care and skill which human prudence and foresight can suggest, so far as regards its passengers.

And this care extends to all measures necessary and proper to secure the safety of the train and passengers, as well as to the care and management of the train itself.

Although the statute has imperatively required certain things to be done, such requirements are not necessarily the full measure of the care, &c., required on the part of the road in the discharge of its duties to the public.

It is gross negligence for the servants of the defendant to run over any part of their road known to be frequented by cattle, at full speed, unless that part of the track is properly guarded from that invasion.

The facts of the case are these:

On the 15th of May, 1859, plaintiff was a passenger on defendant's express train of cars from Buffalo to Syracuse, which train ran off the track about 10 o'clock in the forenoon, near Jordan station, in Cayuga County, and injured plaintiff, for which cause this action is prosecuted.

The Justice ordered a non-suit on the ground that there was no evidence of negligence against defendant, and refused to submit that question to the jury, to which ruling the plaintiff excepted.

Among the facts relied on to prove the defendant liable, are the following: In constructing the railroad where the injury occurred, the defendant laid the railroad across a highway running north and south, at a point where another highway came into it from the west, and then used the bed of said west highway as the track of the railroad, for twenty-four rods, longitudinally, by raising an embankment over three feet high on that highway, and moving back the highway fences over three rods on each side of the track, and excavated the earth of the west highway north of the track, and making an open space, subject to the intrusion of cattle from these highways, without any fences or cattle guards to protect the track.

The defendant turned the west highway across the railway embankment at a point two chains and seventy-one links west of the north and south highway, and constructed a new highway entirely south of the boundaries of the old highway, from the new crossing thus made to the north and south highway, as shown on the map. It was proved that the track of defendant's road thus on the old east and west highway, was not and could not easily be traveled upon.

Having thus, as the plaintiffs insists, discontinued the old west highway from the new crossing made by them, to where it formerly entered the north and south highway, being a distance of about twelve rods, they omitted to fence the railroad between these two crossings.

At the time of the accident, the defendant had a continuous pile of ties for about four rods between the west crossing and the east crossing, on the north side of the iron rails of the track, and about four or five feet therefrom. Like piles of wood were on the south side of the track, but not quite so near. Cattle were in the habit of coming on to the track at this place to feed on the grass there growing. The railway track is straight and level for the distance of two miles west of the north and south highway.

At 10 o'clock A. M., the express train in which plaintiff was seated came to this point from the west, "running very swift," and struck a cow which stood feeding on the track, or just by it, opposite the piles of ties between the two crossings, threw the cars off the track and injured the plaintiff. The cow was feeding along the track, her head to the east, and as the cars came up to her from the west, she raised her head and immediately started to cross to the south of the track, but was struck. Five or six other cattle were near the track at the same time.

The piles of ties on the north side where the cow was hit, were deranged, and the south ends turned round to the east, and one of the ties thrown off and driven along the ground to the east. The end of this tie was bloody, and a hole was made in the side of the cow.

It was proved that the defendant had kept a watchman at different times at these crossings to drive away cattle, but that at this time he was absent. Afterwards he came back.

The defendant removed the wood and ties from the road soon after the accident.

The plaintiff offered to prove that previous to this accident, on other occasions, the defendant's cars had run over and killed cattle at the same place where the accident occurred. The defendant objected to this evidence, and the Court excluded it, and the plaintiff excepted.

The cow was struck at about the centre of the old west highway. The opinion of the Court was written by PECKHAM, J.—A clearer illustration of defendant's duty cannot well be presented than this case affords. It appears that cattle had been in the habit of pasturing upon the track at this point. The cars, on this occasion, were on a straight plain for some two miles directly before they reached this place. It was in the open day; the cow, of course, plainly visible to those upon the engine; yet the train rushes with undiminished speed until the injury occurs. The engineer, of course, saw or might have seen her. The result to the defendant is the same in either case. If her being there was a surprise to him, he should have seen her in the exertion of that extreme care he was bound to exhibit at such a place, and then the defendant would have been liable, if the accident might have been avoided "by the most skilful and prompt use of all the means in its power."

But he could not say it was a surprise. Cattle, it was proved, had been frequently seen there feeding. A man in defendant's employ had been there at different times engaged in driving them off the track, until a fortnight prior to this injury.

The plaintiff offered to show that other cattle had been killed there by defendant on other occasions. The fact of their having been killed was perhaps not important; but the fact that they had been there—was clearly pertinent. It put the defendant and its officers and agents on their guard. It bade them prepare for such perils. It gave them full notice. If, then, they rushed on with undiminished speed, they were guilty of gross carelessness. It is said the cattle were trespassers, and the road was not bound to expect that such trespasses would be repeated.

But the trespasses were repeated, and the defendant's agents and employees knew it. At such an open, morting place, they should have expected it, too, and used the proper precautions to prevent a collision. Is it any, the slightest, excuse that the road is filled with trespassing cattle? Has the engineer a right to rush on to them, because they are trespassers? The peril to the passengers is precisely the same, whether trespassers or otherwise, and their lives he must guard. It is also urged, that though the engineer saw this cow, he could not have known with any certainty, that she would turn upon the track and cause this injury. The defendant's agent knew the position of things at that point. He passed daily. It was as clear as any proposition in Euclid, that this cow would not be quiet while this train ran within a foot of her, with its tremendous force and noise. He knew she could not go through the ties. The only other path lay across the track. But suppose he was entirely uncertain whether she would go on to the track or not, had he a right to speculate as to the result, at the peril of the lives of his passengers? Clearly not. The result might have been the same, whether the ties had been there or not. The cow might have gone the other way; and no right minded man would have dared to run the chance of her crossing the track and imperiling the lives of his passengers. If he did, it would have been negligence, plain, clear and palpable; and injury following, the defendant would have been liable.

Enough has been said, it seems to me, to show that a proper case was made for the jury, and that the non-suit was erroneous.

But it is insisted that, if the defendant be held responsible for such accidents, it will be compelled to keep a watchman at road crossings, and that such an expense the defendant could not afford. The plain answer to such a position is that the law requires of defendant the exercise of the highest care that human prudence and foresight can suggest for the safety of its passengers

If such a measure be necessary, it must be adopted, or defendant must answer the consequences. If this road, running through a rich and populous country, cannot afford to adopt the measures necessary to the safety of its passengers, what road can?

But the rate of fare will not change the rule of law governing the road, either as a carrier of goods or of passengers. The defendant might run its train very slowly at such points, and thus secure its passengers.

In some States the law requires a train, crossing another track where cars are frequently passing, to come to a stop as it approaches the other track; also to stop as it comes to a bridge where there is a draw. This is the measure of caution which some Legislatures have deemed necessary and proper, in such cases, to prevent accidents. Yet the chances of an accident would plainly be greater, by more than five to one, at a place like this, where cattle are commonly found, than at either of these places.

Again railroads have the power, by law, to avoid these perils. They may generally avoid running on the same surface with a public highway as they cross it, and at comparatively trifling expense. They may go above or below the surface in laying their track.

Less regard in this respect is here paid to the safety of passengers and of the public than in any country in Europe. Is human life of less consequence here? It should not be so regarded. If a change be necessary, it should not be a change in the Courts to relax the rigor of the rule requiring the highest care from the defendant as well as other roads. If higher rates be necessary to their proper running, let the Legislature be less economical in the fare, and more so in the lives of its citizens.

Wherever questions of this nature have arisen in other States, the Courts have expressed views similar to the above, as to the rules that should govern railroads. (Bowen *vs.* N. Y. Central R. R. Co., 18 N. Y., 408; Messerno *vs.* Nashville R. R., 1 Sneed (Tenn.,) 220; Cornwall *vs.* Sullivan R.R., 28 N. H., 161; Streck *vs.* Mil. R. R., 7 Am. Law Reg., 722; Sullivan *vs.* Philadelphia and Reading R. R., 30 Penn., 234. Most of these are quite analogous cases.

In the case at bar, it is not necessary to resort to any rigorous rules. Here was a cow directly by the track, and in a position difficult of escape except upon the track. She was in plain sight of the engineer in open daylight. Besides she was where he had been warned to expect cattle. He pays not the slightest heed to this danger, but he rushes on in seeming entire disregard of it and of the consequences. It seems to me his conduct would have been inexcusably careless if his train had been freighted with dry goods instead of human beings. At least, there was sufficient evidence of negligence to go to the jury.

The judgment should be reversed and a new trial ordered; costs to abide the event.

Judgment accordingly.

Railroad Bridge at St. Louis.

We learn that the subscriptions required for the organization of this company have been made in St. Louis, and the surveys for the structure have commenced. The bridge has been finally located at Washington avenue on the St. Louis side, and the dike on the opposite shore. It will be a truss bridge, built of iron and stone, and made as strong as these materials can make it.

Pork and Beef Packing at Chicago.

The following from the Chicago *Tribune*, will show the number of hogs and cattle packed in that city in 1866-'67, in comparison with previous years:

	Cattle.	Hogs.
1859-'60	51,899	167,918
1860-'61	25,209	231,335
1861-'62	55,212	544,118
1862-'63	42,163	970,264
1863-'64	70,086	904,658
1864-'65	92,459	750,147
1865-'66	23,728	501,462
1866-'67	26,998	635,732

The average weight of the hogs is 227⅜ lbs. this season, against 226.73 last season, and the yield of lard 38 lbs., against 34⅛ lbs. last season.

The receipts and shipments of hogs at Chicago during the past eight seasons have been as follows:

	Received.	Shipped.
1859-'60	255,384	71,266
1860-'61	354,684	119,886
1861-'62	746,697	228,682
1862-'63	1,236,545	316,881
1863-'64	1,377,652	471,000
1864-'65	1,065,392	306,121
1865-'66	801,821	248,158
1866-'67	875,251	267,651

The Trade of Toledo.

From the annual trade report of the Toledo *Blade* we extract the following items of interest. The supply of flour and grain, including receipts and stocks on hand January 1, 1866, and the shipments and stocks on hand January 1, 1867, are shown by the annexed table:

	Supply.	Shipped.	Stock Jan. 1, '67.
Flour, brls.	800,580	754,813	7,767
Wheat, bush.	2,185,885	1,794,894	150,991
Corn, bush.	4,535,473	4,413,066	47,407
Oats, bush.	1,316,249	1,230,989	21,260
Rye, bush.	122,737	102,100	3,418
Barley, bush.	501,160	257,014	113,928
Total flour to wheat, bush.	12,664,404	11,572,128	375,839

The receipts of wool for the year were 9,024,818 lbs., against 6,420,517 lbs. for 1865, showing an increase of 2,604,301 lbs.

The receipts for the year of Cattle were 132,256 head; hogs, 181,320; sheep, 178,200. The shipments of live stock in 1866 and four preceding years were:

	Cattle, cars.	Hogs, cars.	Sheep, cars.
Total, 1866	9,194	4,012	678
" 1865	7,195	2,405	251
" 1864	5,281	3,494	679
" 1863	8,621	14,149	298
" 1862	5,591	5,926	120

The following table shows the total value of imports and exports for a number of years:

	Imports.	Exports.
Total value, 1866	$161,652,597	$181,329,496
" 1865	158,967,000	177,547,671
" 1864	81,180,366	95,905,758
" 1860	46,727,754	52,243,627
" 1858	31,700,085	35,460,031

The receipts of black walnut lumber show an increase over the previous year of 20,000,000 feet.

The receipts of lath for the year were 22,996,264, against 16,128,000 for the year previous; and of shingles, 33,625,500, against 31,745,000, showing in each an immense increase.

London Metal Market.

From the weekly *Circular* of Messrs. Belding, Keith & Co., London, we learn that the general tenor of the metal trade is more satisfactory, and in a few articles considerable business is reported at former prices. English Tin is firm at official rates and orders are not readily taken. Sales of Banca at £23 cash to £94, prompt. Tin Plates continue in moderate demand, and prices are not firm. Tin Plates (per box of 225 sheets) IC Coke, 24s. 6d. to 27s. 6d.; do., 30s. 6d. to 33s. 6d; IC Charcoal, 30s. to 32s.; IX do., 36s. to 38s. Spelter—A fair business has been done at some advance on last week's quotations. English Sheet, £27 to £28; Copper, Best British, £81 to £82; Burra, £84; Chili Slab, £73; Scotch Pig Iron, £2 12s. 6d. cash; Single Sheets, £10; Lead, £19 to £19 5s.; Quicksilver, £6 17s. 6d. per bottle. Petroleum has been dull throughout the week, and the market is less buoyant. For forward delivery prices are also lower, and we close flat on the spot at 1s. 5s. to 1s. 5½d. June delivery 1s. 6d.; Sept., 1s. 8d.; Dec., 1s. 9d. Tonnage for the United States is not so much inquired after. A large number of vessels have been taken up for railway iron for all the principal ports.

Interest and Dividends.

The Hudson River Railroad Company have declared a dividend of four per cent. free of government tax, payable April 15.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 2½ per cent., payable April 15th.

James River and Kanawha Canal.

At a meeting of the stockholders of this company recently held in Richmond, the committee appointed at a previous meeting to examine the accounts of the office, reported the total debt of the company to be $629,480, of which $140,000 are due on the bonds of the North River Navigation Company, and $42,000 interest on the same; bills payable, $165,000, interest $29,700; open accounts $108,500, interest $19 530; debt contracted during the present year and interest $30,000, and $87,750 on the debt of $180 000 (with interest of $54,000 for which the company is held held responsible by act of Assembly of March 1st, 1867, the State bonds in which the debt is made payable being held at 37½ cents. The committee recommended the adoption of resolutions authorizing the issue of bonds to the amount of $750,000, secure by a mortgage on the property and net revenues of the company; the bonds to be payable within twenty years, and to bear six per cent. interest yer annum, payable semi-annually. These bonds are to be used in payment of the debts of thh company, but not to be disposed of at less than their par value, the remainder of the bonds to be used only for the permanent repair or improvements of the works of the company. The report of the committee was adopted.

☞ A meeting was held in Bangor, Me., on the 30th ult., in aid of the Bangor and Piscataquis railroad to Milo, Dover, and Moosehead Lake, *via* European and North American Railroad, to Milford. Bangor it is said, will loan its credit for half a million of dollars, and subscriptions of $200,000 or $300,000 will probably be made in a short time there, and on the line of the proposed road.

Pewabic Mining Co.

The report of the directors for the year 1866 says: "Our product in mineral, the past year, was 1,791,181 pounds, yielding 75.15 per cent., or 1,346,140 pounds ingot, against 1,731,418 pounds the previous year, a difference of 385,278 ponnds. We stamped last year 12,000 tons rock more than the previous year while the cost has been reduced nearly 50 cents per ton, or 70 per cent. On the 1st of January, 1867, we had of smelted copper at the Lake 228,030 pounds against 289,901 pounds at the same date the year previous. On the 26th of March last year we had smelted 421,100 pounds; the same date this year, 454,759 pounds, a gain of 95,530 pounds, and our expenses are, at least, $8,000 per month less. If our product and expenses continue in the same ratio, we shall stand in a much better position at the close of the year than at the date of this report."

Baltimore and Ohio Railroad.

The only reports published by this company since the outbreak of the rebellion are those for the fiscal years ending September 30, 1861, 1862, 1863 and 1864; and these were not presented to the stockholders until the annual meetings in November, 1863, 1864, 1865 and 1866—in each instance two years later than usual. The cause of the delay in making these annual statements is attributed "to the protracted difficulties connected with the war, and the great delays in the adjustment of the accounts with the Government."

The President's reports, being a general resume of the year's business, have been published in the JOURNAL—that for 1861, in the number for Nov. 21, 1863, that for 1862, in the number for Dec. 3, 1864, and that for 1863 in the number for Dec. 9, 1865. A brief abstract of the report for 1864 was given in our issue of March 9, 1867. A comparative statement of the business of the years 1861 and 1862 was also published in the JOURNAL for March 11, 1865, and a similar statement for the years 1862 and 1863, on the 13th of January, 1866.

We have recently received the report of this company for the year 1864, containing the tabular statements of the Treasury, Transportation, Road and Machinery Departments. These reports embrace much matter of peculiar and marked interest, showing, in addition to the usual statistics, the continued and immense destruction of the tracks, bridges and equipment, stations and other property of the company, with particulars of the reconstruction, as far as accomplished, and of the working operations of the road.

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch, (two-thirds of the stock of which is owned by the Baltimore and Ohio Railroad Company,) and the Northwestern Virginia Railroad, which at the date of the report was under lease to the Baltimore and Ohio Company, and in which it possessed large financial interests. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Northwestern Virginia Railroad	103.5 "
Total length of road	513.1 miles.

The stock of engines on hand at the close of the fiscal year 1864, numbered 221, of which 168 were first class; 30 second class; and 23 third class. Of these, 36 were passenger engines, and 175 coal, tonnage, ballasting, etc. Ten were out of use. During the year eight new engines were added to the equipment, which took the places of those out of use; and a large number were repaired.

Eleven new passenger, one mail, and 505 freight, truck, box, and hand cars were added to the equipment, and a number of freight cars rebuilt and repaired; 80 were broken up. No detailed statement of cars in service is given, for the reason that no reliable date could be arrived at "in consequence of the irregularities resulting from the repeated burning and destruction by the enemy."

The mileage of engines in 1863 and 1864, on the lines severally was as follows:

	1863.	1864.
Main Stem	2,938,010	3,493,376
Washington Branch	494.213	435,144
Northwestern Va. R. R.	298,035	416,837
Total	3,730,258	4,345,357

No returns are given of the number of passengers carried, and very incomplete reports of the tonnage. The through tonnage, which in 1863 amounted to 120,848, was in 1864, 166,118, showing an increase of 45,270 tons.

In 1863, the entire road was in the company's possession for only about 6 months, while in 1864 it was in use for some 9 months of the year as a through line.

The aggregate quantity of coal paying freight was in 1863, 307,547; in 1864 it was 359,561—showing an improvement of 52,014 tons.

The tonnage of live stock in 1863 was 24,151; in 1864 it was 25,433—an increase of 1,282.

The quantity of flour brought to Baltimore in 1864 over the Main Stem and Washington Branch was 616,917 lbs., against 474,168 in 1863. And the lumber trade which in 1863 amounted to 7,466 tons, was in 1864, 9,868 tons.

The following table gives the receipts of the last five years, those for 1860, 1861, 1862 and 1863 being inserted as a measure for comparison:

	Passenger.	Tonnage.	Total.
Main Stem—			
1860..	$967,735 44	$3,224,467 50	$3,922,202 94
1861..	889,159 05	2,324,266 65	3,211,425 70
1862..	1,769,497 13	2,712,361 85	4,481,858 98
1863..	2,332,806 37	4,177,138 69	6,509,945 06
1864..	3,250,307 42	5,327,384 83	8,577,692 25
Washington Branch—			
1860..	$361,026 57	$101,853 87	$462,880 44
1861..	327,897 03	110,260 66	438,139 69
1862..	444,262 30	334,154 37	778,416 67
1863..	500,117 08	203,006 51	703,123 59
1864..	688,643 92	175,836 87	864,480 79
N. W. Va. R. R.—			
1860..	$111,357 20	$227,845 92	$269,203 12
1861..	134,386 14	216,145 59	350,531 73
1862..	125,780 09	238,242 10	364,022 19
1863..	147,874 97	298,345 89	446,220 86
1864..	236,814 99	459,888 00	696,702 99
Aggregate—			
1860..	$1,100,119 11	$3,554,167 29	$4,654,286 50
1861..	1,349,424 22	2,650,672 90	4,000,097 12
1862..	2,339,539 52	3,284,758 32	5,624,297 84
1863..	2,980,798 42	4,678,491 09	7,659,289 51
1864..	4,175,766 33	5,963,109 70	10,138,876 03

The aggregate gross earnings of the lines separately for the last two years, gives the following amounts:

	1863.	1864.
Main Stem	$6,509,945 06	$8,577,692 25
N. W. Virginia R. R.	446,220 86	696,702 99
Washington Branch	703,123 59	864,480 79
Total	$7,659,289 51	$10,138,876 03

The expenses of operating and repairs were as follows:

	1863.	1864.
Main Stem	$1,965,847 41	$3,270,509 05
N. W. Virginia R. R.	404,095 07	569,667 83
Washington Branch	273,233 32	606,018 40
	$2,643,175 80	$4,446,195 28

And the revenue, after deducting the cost of operating and repairs, as follows:

	1863.	1864.
Main Stem	$4,544,097 65	$5,307,183 20
N. W. Virginia R. R.	42,125 79	127,035 16
Washington Branch	429,890 27	258,462 39
	$5,016,113 71	$5,692,680 75

The earnings and expenses of the Main Stem proper for the years ending September 30, 1863 and 1864, have been as follows:

MAIN STEM.

Earnings:	1863.	1864.
Passengers	$2,382,806 37	$3,250,307 42
Tonnage	4,177,138 69	5,327,384 83
Total	$6,509,945 06	$8,577,692 25
Working expenses:		
Transportation exp.	$485,251 85	$801,061 21
General expenses	40,769 66	52,013 87
Losses by accidents, etc.	12,197 04	32,007 59
Repairs of railway	364,354 64	809,362 48
" locomotives	304,184 95	494,039 27
" burden cars	270,112 66	461,527 55
" pass. cars	43,787 45	98,960 03
" dump cars.	4,469 57	2,925 95
" stationary machinery.	21,101 38	71,849 26
" depots	71,941 27	135,332 13
" water stati's.	23,486 59	20,798 90
" bridges	126,949 42	82,221 07
" telegraphs	5,927 32	6,238 45
Fuel and preparing, etc.	122,184 41	107,145 93
Cleaning engines and cars.	27,544 88	39,780 66
Pumping water	7,993 61	9,309 12
Watching cuts, tunnels and bridges.	31,785 90	42,326 40
Contingent expenses of machinery department	1,864 81	3,609 38
Total	$1,965,847 41	$3,270,509 05
Net earnings	$4,544,097 65	$5,307,183 20

Statement of Profit and Loss for the years ending September 30—

CR.	1863.	1864.
Balance from previous year	$6,109,213 55	$9,648,991 85
Net earnings	4,544,097 65	5,307,183 20
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	45,756 00	101,680 00
Increment of five million loan S. F.	47,300 52	35,121 18
Increment of mortgage debt S. F.	65,523 42	.....
House rents	1,331 03	4,571 86
	$10,815,222 17	$15,097,548 09

DR.	1863.	1864.
Dividend on stock	$393,345 75	$1,311,954 00
Interest on bonds	749,500 86	672,583 00
Ground rents	23,384 21	25,359 78
Balance	9,648,991 85	13,087,651 31
	$10,815,222 17	$15,097,548 09

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1863 and 1864:

Liabilities:	1863.	1864.
Stock	$13,116,500 00	$18,123,000 00
Stock scrip not funded	4,802 00	4,402 00
Certificates of indebtedness not conv. into stock.	28,280 00	22,890 00
Scrip issued for fractional certif.	2,380 00	1,670 00
Preferred stock	3,000,000 00	3,000,000 00
Loan redeemable in 1867	960,083 78	915,280 50
Loan of 1875	1,085,000 00	1,024,750 00
" 1880	676,000 00	628,500 00
" 1885	2,391,500 00	1,852,000 00
City Loan	5,000,000 00	5,000,000 00
Open accounts	140,056 81	422,136 14
Unclaimed dues	27,940 32	33,355 29
Wash. Br. road	729,841 66	567,477 35
Profit and loss	9,648,991 85	13,037,651 31
Total	$36,811,376 42	$39,683,112 59
Assets:		
Cost of road	$18,515,666 08	$18,515,666 08
" second track.	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	3,621,755 03
" real estate	1,256,434 00	1,204,547 05
Property	$24,945,093 17	$24,993,206 22
Bonds of Central Ohio R. R. Co.	1,665,304 36	1,776,895 15
Stock of Pittsburgh and Connellsville R. R. Co	43,550 00	80,808 74
Northwestern Va. R. R. Co	2,697,542 96	4,054,515 25
Stock of Washing-Br. R. R. Co	1,016,800 00	1,016,800 00
Stocks and bonds including municipal and R. R. corporations		1,473,599 45
S.F.$5.000.000 loan	859,965 24	899,864 24
" N. W. Va. bonds	476,000 00	646,000 00
" ground rents on Camden station.	101,191 66	101,191 66
Bills receivable	2,614,926 62	975,899 64
Cash, dues and uncollect'd revenue	1,762,933 70	2,934,147 16
Materials on hand.	394,730 00	462,161 76
Balance after paying interest on bonds due Oct. 1.	233,238 71	268,023 30
Total	$36,811,376 42	$39,683,112 59

NORTHWESTERN VIRGINIA RAILROAD.

Statement of the earnings and expenses for the years ending September 30:

Earnings:	1863.	1864.
Passengers	$147,874 97	$236,814 99
Tonnage	298,345 89	459,888 00
Total	$446,220 86	$696,702 99
Expenses:		
Transportation	$43,933 94	$82,229 82
Repairs of road	145,744 43	238,567 81
" water stations.	539 42	876 73
" telegraph	1,003 14	2,215 40
" stationary machinery	1,332 10	3,441 31
" locomotives	99,866 26	111,289 39
" burden cars	60,442 92	63,772 31
" passenger cars	8,198 04	9,445 26
" dump cars	1,046 39	727 11
" bridges	12,743 04	13,615 02
" depots	4,245 26	5,928 42
Pumping water	1,937 80	2,201 90
Losses by accidents	357 49	592 28
Fuel and preparation	10,465 76	17,327 90
General expenses	9,087 84	12,902 50
Cleaning engines & cars	2,912 77	4,274 78
Contingent expenses	238 47	359 89
Total	$404,095 07	$569,667 83
Net earnings	$42,125 79	$127,035 16

The profit and loss and General Ledger Accounts are not given in the report, the Baltimore and Ohio Company not having charge of the books.

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September, 30:

Earnings:	1863.	1864.
Passengers	$500,117 08	$688,643 92
Tonnage	203,006 51	195,836 87
Total	$703,123 59	$864,480 79
Expenses:		
Repairs of roadway and improvements	$254,751 64	$528,962 80
Repairs of depots	3,163 70	8,064 32
" water stations	2,054 11	8,027 28
" bridges	7,479 82	58,978 07
Pumping water	5,784 05	1,985 93
Total	$273,233 32	$606,018 40
Net earnings	$429,890 27	$258,462 39

Statement of profit and loss for the years ending September, 30:

Cr.	1863.	1864.
Balance from prev. year.	$557,261 90	$704,841 66
Net earnings	429,890 27	258,462 39
Total	$987,152 17	$963,304 05
Dr.		
Dividends on stock	$74,250 00	$165,000 00
State tax on passengers	207,540 51	254,056 70
Ground rents	20 00	20 00
On account of annuity.	500 00	1,750 00
Balance carried to next year	704,841 66	542,477 35
Total	$987,152 17	$963,304 05

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1863 and 1864:

Liabilities:	1863.	1864.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	25,000 00	25,000 00
Profit and loss	704,841 66	542,477 35
	$2,379,841 66	$2,217,477 35
Assets:		
Road & equipment.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co	729,841 66	567,477 35
	$2,379,841 66	$2,217,477 35

☞ During the recent called session of the Vermont Legislature, a bill was passed and received the executive approval, to incorporate the second mortgage and part of the first mortgage bondholders of the Rutland and Burlington railroad into a new company, under the title of the Rutland Railroad Co. A bill was also passed, authorizing towns to subscribe to the stock of the Montpelier and St. Johnsbury Railroad Company.

Debt of Baltimore.

The Commissioners of Finance, in their Report to the City Council of Baltimore state that the entire stock debt of the city on the 1st of January last was $19,728,656 47, included in which is $435,033 71 of six per cent. water stock of 1876; $210,668 98 of six per cent. consolidated loan of 1893, and $38,700 87 of six per cent. almshouse loan of 1890. During the year 1866 the commissioners of finance have purchased $100,000 of the guaranteed bonds of the Northwestern Virginia Railroad Company, at a cost of $97,254, which have been placed to the credit of the sinking fund for the redemption of said bonds, as will be seen in the report of that fund.

They also extended the time for payment of five and six per cent. stocks to the amount of $176,284 30.

The stock debt of the city on the first day of January, 1866, amounted to $18,929,550 57 and was composed of the following issues:

Six per cent. stock, redeemable after July, 1890	$2,937,093 65
Six per cent. stock, redeemable after the year 1890	301,568 82
Six per cent. stock, redeemable after the year 1870	854,940 89
Six per cent. stock, redeemable at pleasure, unredeemed	4,662 70
Six per cent. Baltimore and Ohio Railroad loan, redeemable 1890.	5,000,000 00
Six per cent. Pittsburg and Connellsville Railroad loan, redeemable in 1866	1,000,000 00
Six per cent. water stock, redeemable in 1875	3,900,000 00
Six per cent. jail stock, redeemable in 1873	250,000 00
Six per cent. park stock, redeemable in 1890	553,966 25
Six per cent. park improvement stock, redeemable in 1895	170,000 00
Six per cent. consolidated loan, redeemable in 1893	1,981,499 07
Six per cent. exempt loan, redeemable in 1893	319,967 77
Six per cent. almshouse loan, redeemable in 1890	400,015 24
Six per cent. floating debt and defense loan, redeemable in 1882	225,000 00
Five per cent. consolidated loan, redeemable in 1885	893,421 84
Five per cent. court-house loan, reable at pleasure	137,414 84
Stock debt January 1st, 1866	$18,929,550 57
And there has been redeemed of the above during the year, pleasure stock	2,866 66
	$18,926,683 91

The above amount has been increased during the year 1866 by the following issues:

Six per cent. water stock of 1875		$435,033 71
Six per cent. consolidated loan of 1893		210,668 98
Six per cent. almshouse l'n of 1890.	$49,984 76	
Less amount cancelled per Ord. 88, of 1866	11,283 89	
		38,700 87
Six per cent. exempt loans of 1893		77,569 00
Six per cent. loan of July, 1890		40,000 00
		801,972 56
Total stock debt Jan. 1, 1867		$19,728,656 47

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A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 4t11

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
4t11 Chief Engineer

Collins Iron Company,

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As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851. page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensity of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn	58,009
" " Sweden	68,131
" " Center Co., Pa	59,400
" " McIntyre, Essex Co., N. Y	59,962
" " England, (Cable Bolt,) E. V	59,105
" " Lancaster Co., Pa	58,661
" " Russia	76,069
" " **C. R. Lake Superior**	**89,582**

Extract from Letter of Engineer-in Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1855.

* * * * A piece was drawn down to 1¼ inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,) D. B. MARTIN,
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE,
Secretary and General Agent.

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April 11—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Sutton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 1:, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street North River, New York.

?m35 F. R. BABY, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
6t12 Board of Public Works.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXIII., No. 15.] SATURDAY, APRIL 13, 1867. [WHOLE No. 1,617, VOL. XL.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 13, 1867.

Detroit and Howell Railroad.

This organization now extends from Detroit to Lansing. Thirty miles of the heaviest work, between Plymouth and Howell, are under contract, at $6,111 per mile, and the work commenced—the road to be prepared for the iron on or before June, 1868; and arrangements are in progress looking to the prompt extension of the work. The right of way for 25 miles has been given free, and is worth $15,400. The subscribed and other stock is as follows: Subscription of stock between Plymouth and Howell, $161,000; votes of towns, $140,000; value of land, $15,400—making a total raised for Detroit and Howell of $316,000. Subscriptions of stock from Howell to Lansing, $34,000—making a total of $350,000. We have before us a statement setting forth the condition and prospects of the road. In this it is estimated that the earnings of the road from transportation of freight alone in 1869, will amount to $268,037; of passengers, $140,850; and of mails, etc., $6,000—making a total of $414,887. The operating expenses are estimated at $163,941—leaving a balance of $250,946. The estimated cost of the road is as follows: Grading, etc., 81½ miles, $498,049; iron, and laying, 91 miles, including side tracks, $730,775; rolling stock, land and stations, engineering, etc., $360,000—making a total of $1,588,821, or $19,495 per mile. Included in the estimated traffic given above, we find 2,057,111 bushels of wheat, corn, potatoes, etc., 273,130 lbs. of wool, 1,045,744 lbs. of butter, 332,526 lbs. cheese, 13,824 hogs, 141,472 sheep, 143,982 bbls. apples, 15,000 head of cattle, horses, etc., and 25,456 tons of other articles, including beef, coal, flour, lumber, etc. The statement concludes as follows:

Independent of paying a large interest on stock, this road will benefit upwards of 700,000 acres of land by increased value, from one to ten dollars per acre. Take only three dollars per acre and it amounts to $2,100,000, which is more than the cost of the whole road. The value in the transport of produce alone saved will annually reach three hundred thousand dollars, going into the pockets of the farmers and consumers, and saving their time and horses for other work.

The foregoing estimate of traffic does not include the trade that will reach us at Lansing from the three railroads projected to that city from the southwest, west, and northwest. The road from Lansing to Battle Creek is under contract, grading with a large force, and has resulted in the discovery of large beds of fine building stone and lime, while in and around Williamston and Lansing miles of the country is underlaid with coal of the finest quality. The northwest road to Ionia, Greenville and Pere Marquette abounds in fine lumber, and it is reasonable to suppose when these roads are joined as intended at Lansing, the Detroit, Howell and Lansing Railroad, with its small cost, will be the best paying road in the State of Michigan.

Belfast and Moosehead Lake Railroad.

Belfast, Maine, has voted to pledge its credit for $360,000 in aid of the Belfast and Moosehead Lake Railroad. The Legislature has exempted the capital of the proposed road from taxation for ten years, and authorized the issue of preferred stock, bearing interest at six per cent. for thirty years. The road will run from Belfast to Moosehead Lake, *via* Newport, having its terminus as the former place. It will pass northwardly through Waldo County intersecting the Maine Central at Newport, joining the Dexter and Newport road and continuing on to the foot of the lake, near or at Greenville, a distance of about eighty-one miles, to wit: thirty to Newport; fourteen from thence to Dexter, and thirty-seven from Dexter to the foot of the lake. The distance from Newport to Dexter will be built by a separate company, who are nearly ready to commence work, leaving sixty-seven miles, the first section of which—thirty miles—it is proposed to construct as soon as the stock is taken up.

The action of the city guarantees the success of the project, as other wealthy towns on and near the route only waited such a result to subscribe liberally to the non-preferred stock. The cost of this section, inside of the rolling stock, is estimated at from $25,000 to $30,000 per mile, or about $900,000 for the road from Belfast to Newport. Of this, Belfast takes over a third, leaving a third for the other towns and about $300,000 of preferred stock. This road will pass through the great valley of the Piscataquis lying between the Penobscot and Kennebec Rivers, and rich in lumber, mineral and agricultural productions and resources, which have heretofore remained locked up for want of facilities for transportation.

Newark and New York Railroad.

We understand that this company are about making contracts for two iron draw-bridges for the Passaic and Hackensack Rivers, the one over the Passaic to have two openings of the width of 90 feet each. The contractors for the construction of the road have already opened the deep cut through Bergen Hill for a distance of 2,000 feet, from Bergen Avenue, west to Back-lane, and about half a mile of embankment has been constructed from this point to the canal, across which a temporary bridge has been thrown, to enable the laborers to continue their work toward Newark. The contractors are using a somewhat novel steam excavator, which removes the earth in the deep cut with great facility, and deposits it in cars for removal to various points along the track where it is required. More of these excavators are to be put at work in a few days, and the contractors advertise for 200 additional laborers. On the east or New York side of Bergen Hill considerable excavation has also been made, and more laborers are at once to be put upon this portion of the work. It is thought the whole route will be completed and in running order by the coming Autumn.

Milwaukee and St. Paul Railway.

The earnings of this road for the years ending December 31, 1865 and 1866, were as follows:

	1865.	1866.
From freight	$1,680,235 96	$1,643,167 08
" passengers	706,741 31	694,423 77
" mails, rents, etc.	148,024 16	201,209 11
	$2,535,001 43	$2,538,799 96
Expenses, viz:		
Repairs of road	$210,694 59	$389,880 56
" locomotives	128,945 34	123,890 07
" cars	153,824 53	139,089 12
" bridges	7,374 11	85,735 26
" fences	1,976 28	3,932 41
" buildings	15,847 10	48,780 11
" tools, etc	14,078 40	23,575 49
Management and general offices	37,593 59	47,202 96
Station service	112,175 28	129,740 17
Conductors, etc	62,743 85	58,848 62
Enginemen, etc	106,479 96	101,849 77
Train and station supplies	16,002 24	21,366 70
Fuel	186,986 88	150,140 41
Oil and waste	40,747 66	25,267 97
Loss and damage	15,770 16	19,792 01
Taxes and insurance.	148,198 87	125,472 12
Interest & exchange.	42,424 16	42,672 32
All other expenses	116,379 18	67,460 42
	$1,419,242 11	$1,604,696 49
Earnings less exp	$1,115,759 32	$934,103 47
Deduct interest on mortgage debt	422,710 00	437,500 00
Balance	$693,049 32	$496,603 47
Add dividends on Milwaukee and Prairie du Chein Railway Company's stock held by this company		168,388 00
Leaving the net earnings of 1866		$664,991 47

Compared with the previous year, the gross earnings of 1866 show an increase of $3,798 53; with an increase in expenses of $185,454 88—making the decrease of net earnings $181,655 85. The report says:

These increased expenses, are mainly owing to the heavy rains and freshets in the spring and summer months, which greatly impaired the road-bed, bridges and culverts, and to the destruction by fire of the bridge across the Wisconsin River at Kilbourn City. The rebuilding of this bridge and two other bridges across Rock River, repairing other bridges, road-bed and culverts, injured by these freshets, have been charged to operating expenses, as well as $73,913 99 paid to the State of Wisconsin for taxes. These accidents by water and fire, besides the expense incurred, deranged for a time the traffic, and seriously affected the earnings of the road.

While the past year, has been unusually disastrous to railroads generally, throughout the country, in the unprecedented number of accidents and in the loss of life and injuries to passengers, we are happy to be able to state, that the road for the year, conveyed 249,240 passengers without injury to a single person. The year previous, we conveyed 249,444 passengers, with the like fortunate result, showing the good condition of the road-bed and equipments, and the care and skill of those engaged on the management and operating of the road.

The floating debt of the company at the close of the year, including pay rolls and supply bills up to that time, was $311,103, while at the close of the year previous it was $817,373.

During the year, the company has paid $437,500 of annual interest, upon their funded debt, and $12,000 sinking fund on the second mortgage.

In the same period, we have expended in the purchase and building of additional equipments $300,291 54, and expended $11,583 77 in the erection of new building and structures. The value of supplies on hand at the close of the year 1864, was $198,682; 1865, $227,457; and 1866, $260,326.

While the protracted litigation with the Milwaukee and Minnesota Railroad Company involving the title to a portion of our rolling stock and ownership of the Eastern Division of the old La Crosse and Milwaukee Railroad, from Milwaukee to Portage, 95 miles, is not yet finally determined, yet such decisions have been made, as lead us to believe that in the course of a few weeks we will be in full possession of that line of road.

The State of Minnesota, on which this road is largely dependent for its earnings, is increasing in wealth and population, with a rapidity unexampled in the history of the settlement of new States. It contains an area of more than 52,000,000 of acres, but a small portion of which is yet under cultivation. The healthfulness of the country, the fertility of the soil, the cheapness of land, the ease with which farms are opened, render Minnesota one of the most attractive of the new States, to those seeking homes in the West. It is admirably adapted to the growth of wheat, yielding more to the acre, and giving more certain crops, than any of the grain growing States of the Union. While in 1858, Minnesota imported wheat for its home consumption, "in 1865—from 400,000 acres of wheat, there was harvested 10,000,000 of bushels, an average yield of 25 bushels to the acre." In 1859 there were in the State only 125,000 acres under cultivation, in 1866, it is estimated there were over 500,000, and it is believed that there will be more than 600,000 in 1867. In 1860 the population of the State was 172,000. It is now estimated at 360,000, of which large increase, about 100,000 entered the State the past year. So late as 1864, there was no railroad in operation in Minnesota. In the latter part of 1866, there were in full operation, 285 miles, which will be increased the present year to 400 miles.

Minnesota has received from the General Government, 4,500,000 acres of land, to aid in the construction of railroads, through different parts of the State; all of which are in progress of construction, and will be pushed on as rapidly as the necessities of the country may require. Extending through a region peculiarly adapted to the growth of wheat, and easily prepared for cultivation, they will rapidly hasten the settlement of the country, and in return its products will furnish a profitable traffic to these roads and largely increase the earnings of those extending from Lake Michigan to Minnesota. We have thus briefly referred to the past and present condition of Minnesota, as her growth and prosperity are intimately connected with the prosperity of this company. Our confidence in the rapid increase in the population, wealth and production of that great State, has had much to do, in shaping the policy of this company during the last year.

In the month of April last, an arrangement was entered into, between this company and the Milwaukee and Prairie du Chien Railway Company, whereby the earnings of the two roads were to be stocked and divided mile per mile, in proportion to the length of their respective lines. This arrangement took effect on the 1st of May last, and has resulted in this company owing the Prairie du Chien Company a balance of $15,865, from that day till the close of the year.

After perfecting this arrangement, we became satisfied that it was for the interest of both roads as well as that of the public, that a closer connection should be formed between the two companies.

Fortunately, as we conceive, for the interest of both companies, and of the public, a large portion of the stock of the Prairie du Chien Company was owned by parties who reciprocated our views, and apprreciated the advantage of uniting the two lines on a fair and equitable basis.

A successful negotiation was opened, resulting in an arrangement by which a majority of the Prairie du Chien stock has been transferred to the Trustees of this company, in exchange for our own stock, on terms mutually beneficial and satisfactory. At the annual election of directors of the Prairie du Chien Company we were enabled to vote on about two-thirds of the shares represented, and thus elect a management identified with our views and friendly to the objects of the union now so successfully accomplished.

To all who are familiar with the relative position and practical working of the two lines, the importance of thus combining their strength and harmonizing their administration, has long been manifest. Indeed, it was so evident at the time of forming the organization of the St. Paul Company, that ample provisions and authority were embodied in our articles of incorporation, with a view to the ultimate purchase of the capital stock of the Prairie du Chien Company. Experience has fully demonstrated the wisdom and necessity of making our corporate powers thus ample and comprehensive. The two lines have the same starting point in Milwaukee; their business centres in a common depot, connecting with the Milwaukee and Chicago Railroad; and each has its western terminus on the Mississippi River at points less than one hundred miles distant from each other. By placing both under a common administration at Milwaukee, the immense freight business can be more conveniently and economically managed; the grain elevators can be made available for both lines; the western traffic will follow its natural and legitimate direction without collision; many expensive and useless agencies, commissions and drawbacks will be discontinued, and we are enabled, without sacrifice, to serve the public with more liberality, cheapness and efficiency.

Since the last election of Directors of the Milwaukee and Prairie du Chien Company, this company has had the virtual control of that road, both having the same general offices as far as was possible so to do. In acquiring possession of that road, we also acquired the control of the Mc Gregor Western Railroad, which had been previously leased to the Prairie du Chien Company. Subsequently the McGregor Western Railroad acquired the control and possession of the Minnesota Central Railroad. This company is therefore in the control of the entire line from Milwaukee by way of Praire du Chien and McGregor to Minneapolis and St. Paul. The former line is now completed and in operation from McGregor to Cresco, 66 miles, and the latter from Minneapolis to Owatonna 71 miles. The entire line between these two points, about 90 miles, is under contract, with a fair prospect of being completed in October, 1867. The construction of this additional 90 miles, requires no cash payment on the part of this company, the contractors receiving $2,000,000 of mortgage bonds upon the line to be constructed and $1,000,000 of the stock of this company, one half preferred, and one half common.

This company has also agreed, whenever authorized by the legislature of Wisconsin, to guarantee jointly, with the Winona and St. Peters Railroad, the first mortgage bonds of the La Crosse, Trempeleau and Prescott Railroad Company to an amount, not exceeding $1,000,000, to aid in building a road from La Crosse to a point opposite to Winona, 28 miles, and at that point a bridge across the Mississippi River. In giving the present and prospective condition of this company any liability for this guarantee is omitted, as we deem the road and bridge, ample security, for the amount of our proposed guarantee.

The McGregor Western Railroad in 1864 received from the Government of the United States, a valuable land grant of twenty sections or 12,800 acres per mile to aid in extending the road to O'Brien County, Iowa, about 200 miles. It is not the intention of this company, to undertake the construction of the land grant line at this time, but to wait until the cost of labor and material is reduced sufficiently low to justify the undertaking. It is believed that whenever this company shall undertake the construction of this line, that the land and a small mortgage upon the road, will

be sufficient to complete the same, without requiring the advance of any stock or money on the part of this company.

These two additions completed, we believe this company will have one of the best railway properties in the United States, and at the least cost of any in the country, its whole cost, including stock dividends, it is believed will not much exceed $37,000 per mile.

The Milwaukee and St. Paul Railway Company, January 1st, 1867, is represented as follows:

Length of road—	Miles.
Milwaukee to La Crosse *via* Watertown	196
Horicon to Berlin and Omro	53
Watertown to Sun Prairie	26
	275
Milwaukee to Prairie du Chien	200
Milton to Monroe	35
	235
McGregor to Cresco	66
St. Paul and Minneapolis to Owatonna	71
	137
Total length of finished road	647

With materials and supplies on hand valued as follows:

Milwaukee and St. Paul, 275 miles	$260,325 93
Milwaukee and Prairie du Chien	242,607 18
McGregor Western	39,875 50
Minnesota Central	37,520 98
	$580,329 59

Total Milwaukee and St. Paul Railway Company property, January 1st, 1867, represented as follows:

Milwaukee & St. Paul, preferred stock	$7,370,900
" " common stock.	3,627,800
" " 1st mort. bonds	4,592,000
" " 2d mort. bonds.	1,488,000
" " real estate b'ds.	135,000
Total Milwaukee and St. Paul securities issued	$17,213,700

Portions of the lines above named are subject to the following incumbrances, not represented by shares issued by the St. Paul Company:

On Prairie du Chien Line—

First preferred stock	$3,204,296
Second "	841,400
Common stock	99,000
Mortgage bonds	390,500
	$4,535,196

On McGregor and Minnesota Line—

Common stock reduced as per agreement	$138,500	
Mortgage bond	2,109,000	
		2,247,500
		$6,782,696
Add St. Paul securities, as above		17,213,700
Total cost of 647 miles		$23,906,396

Equal to $37,000 per mile.

Gross earnings on above property for 1866:

Milwaukee & St. Paul Line,	275 miles		$2,538,799
Prairie du Chien	" 235	"	2,013,749
McGregor Western	" 66	"	263,754
Minnesota Central	" 71	"	281,350
Total	647 miles		$5,097,652

The McGregor Western Line had but 50 miles in operation for most of the year.

The Minnesota Central Line was opened to Owatonna, where it gets an outlet, or connection with the railroad world, East and South, in September, 1866.

Some of our Shareholders have expressed a desire to know what our position will be after completing all of the proposed and contemplated extensions and consolidations, so far as we can tell, and as we believe, it will be about as follows:

Length of road when all completed—

	Miles.
Milwaukee to La Crosse *via* Watertown	196
Horicon to Berlin and Omro	53
Watertown to Sun Prairie	26
	275
Milwaukee to Portage, *via* Horicon	95
Milwaukee to Prairie du Chien	200
Milton to Monroe	35
	235
Prairie du Chien to St. Paul	212
Fort Snelling to Minneapolis	8
	220
	825

Represented in cost as follows:

Milwaukee and St. Paul common stock	$5,400,000
Milwaukee and St. Paul preferred stock	8,100,000
Milwaukee and St. Paul 2d mort. bonds	1,488,000
Milwaukee and St. Paul 1st mort. bonds	4,592,000
Milwaukee and St. Paul real estate bonds	135,000
Total St. Paul securities	$19,715,000

Portions of the line of road will be subject to the following incumbrances not represented in the above amount:

On 95 miles Eastern Division La Crosse Railroad—

First mortgage	$875,000
Milwaukee city bonds	314,000
Soutter, or 2d mortgage	1,080,000
	$2,269,000

On Prairie du Chien Line—

Common stock	$99,000	
2d preferred stock	841,400	
1st preferred stock	3,204,296	
Mortgage bonds	290,500	
		4,535,196

M'Gregor to Minneapolis—

Mortgage bonds	4,000,000
Add amount of St. Paul securities	19,715,000
Total cost of 825 miles	$30,519,196

Equal to $37,000 per mile.

Gross earnings	$5,102,855
Add Eastern Division of La Crosse, estimated	400,000
Total gross earnings of 1866	$5,502,855

From the foregoing it will be seen that the amount of unproductive capital locked up by the St. Paul Company, for the year 1866, and part of 1867, in the extensions, and in said Eastern Division, is very large, and that the gross earnings of that year are not a fair criterion of the real value of the property, nor will the present year be so, although nearer than the year 1866. It is obvious to the most casual observer of the map of the country, that with our proposed connections made close and complete, with the four hundred miles of railroad in Minnesota, that our earnings will be largely increased. To see the full development of the value of this property, the Shareholders must wait patiently until the line is completed from Prairie du Chien to Minneapolis, which we hope will be during 1867, and until the link is built from La Crosse to Winona, which we hope will be during 1868.

The equipment of the road consists of 58 locomotives, 25 first-class and 4 second-class passenger cars, 3 sleeping cars, 21 baggage, mail and express cars, 977 box cars, and 160 flat cars. Miles run by passenger trains, 283,496; by freight trains, 591,103; by wood and gravel trains, 112,128—total miles run, 986,727. Number of through passengers carried, 51,025; do., way, 198,215—total, 249,240, of which 114,366 went eastward, and 134,874, westward. Total passengers carried one mile, 17,350,885. Tons of freight carried eastward, 254,141; do., westward, 107,546—total 361,687, of which 173,781 was through and 187,906 way. Tons of freight carried one mile, 43,674,502.

General Account, Dec. 31st, 1866.

Purchase of road	$8,039,499	24
Construction of road	1,827,959	91
" elevator, Milwaukee.	361,412	76
Equipment purchased and built	674,110	86
Stock of material on hand	260,325	93
Railway shares held by this Co.	6,739,670	99
Second mort. bonds, (E. D. L. & M. R. R.)	68,000	00
U. S. Government P. O. Department.	18,661	72
Balance due from Agents and other companies	80,057	85
Dividend receivable	80,878	00
Discount and commissions, (chiefly upon 2d mort. and income bonds)	252,799	66
Miscellaneous accounts	27,406	17
Sinking fund 2d mort. bonds.	12,000	00
Cash on hand	65,591	28
	$18,508,373	87
Capital stock, preferred	$7,371,050	00
" common	3,627,900	00
Bonds—First mortgage	4,269,000	00
" Incumbrances assumed	324,000	00
" 2d mort. and Income	1,500,500	00
" real estate purchase money	135,500	00
Unpaid pay rolls and bills	105,997	08
Bills payable	131,191	80
State Treasurer, Wisconsin	73,913	99
Due other roads freight and ticket accounts	73,603	20
Miscellaneous accounts	45,840	48
Income account	849,877	32
	$18,508,373	87

President.—Alex. Mitchell.

Directors.—Alexander Mitchell, Walter S. Gurnee, Russell Sage, N. A. Cowdrey, Fred. P. James, Selah Chamberlain, Washington Hunt, John W. Cary, S. S. Merrill, E. B. Wesley, H. C. Stimson, Isaac Scott, Julius Wadsworth.

Vice President—Walter S. Gurnee.

Gen'l Manager.—S. S. Merrill.

Secretary and Treasurer.—Alanson Cary.

Superintendent.—Andrew Reasoner.

Northern (Ogdensburg) Railroad.

In reference to the suit of certain parties, claiming to be the Northern Railroad Company of New York, against the Ogdensburg and Lake Champlain Railroad Company, the Boston *Journal* is informed that the present organization hold the property under certain decrees of the Supreme Court of the State of New York, having reference to the foreclosure of the mortgage, sale under the same, and final transfer to the new corporation; to all of which the Northern Railroad Company were made parties, and to none of which did they appear, or make opposition. The constitutionality of all these proceedings has been confirmed by the Supreme Court, and the legality of the same has been recognized by three separate acts of the New York Legislature, and by virtue of an act of the Supreme Court the Northern Railroad Company has been dissolved. The *Journal* is assured that the Directors of the Ogdensburg and Lake Champlain Railroad view these proceedings as altogether harmless, and entertain no apprehensions as to the result.

☞ About two hundred and fifty men are at work on the Hudson River Railroad, at Rhinebeck, building the double track, one hundred at Tivoli, and fifty at Barrytown. The track will be finished from New York to Albany in ample time for next winter's traffic.

Rates of Railroad Travel in Europe.

The following statement of prices on the railroads of Europe, per one hundred miles, in first, second and third class carriages, and on express trains, may be interesting to Americans who are about to visit Europe, or to those who would contrast the expense of traveling here and there:

Russia—First class, 14s. 5d.; second class, 10s. 10d.; third class, 8s.

Prussia—First class, 12s. 6d.; second class, 10s.; third class, 8s. 2d. Express train—First class, 14s.; second class, 12s.

The Rhine—First class, 11s. 10d.; second class, 8s.; third class, 3s. 10d.

Norway—First class, 13s.; second class, 9s.; third class, 4s. 6d.

Sweden—First class, 11s.; second class, 7s. 6d.; third class, 4s. 9d. Express trains—First class, 13s.; second class, 10s.

Bavaria—First class, 10s.; second class, 7s.; third class, 4s. 10d.

Belgium—First class, 10s. 3d.; second class, 7s. 6d.; third class, 5s.

Wurtemburg—First class, 10s. 3d.; second class, 6s. 8d.; third class, 5s. 1d.

Denmark—First class, 12s.; second class, 9s.; third class, 6s.

Spain—First class, 14s. 7d.; second class, 10s. 5d.; third class, 6s. 3d.

Austria—First class, 13s.; second class, 10s. 3d.; third class, 6s. 6d.

Saxony—First class, 11s.; second class, 8s. 3d.; third class, 6s. 8d.

Switzerland—First class, 12s; second class, 9s.; third class, 6s. 8d.

Italy—First class, 14s.; second class, 10s. 6d.; third class, 7s. Express trains—First class, 16s.; second class, 12s.

Portugal—First class, 13s, 3d.; second class, 10s.; third class, 7s.

Holland—First class, 14s.; second class, 10s.; third class, 7s.

France—First class, 14s. 6d.; second class, 11s.; third class, 7s. 6d.

Great Britain and Ireland—First class, 18s. 6d.; second class, 13s. 4d.; third class, 8s. Express trains—First class, 24s.; second class, 16s. 8d.

From this table it will be seen that on the express trains on European roads there are no third class carriages. It will also be seen that Russia and Prussia accommodate the working classes at the cheapest rate, while the tariff of Great Britain and Ireland is the highest of all for first, second, and third class carriages and express trains. It must, however, be borne in mind that in those foreign countries where the railways do not belong to the State, the shareholders receive considerable Government assistance in consideration of their being obliged to adopt a low tariff. The rates per mile on these roads, reduced to our currency, will not bring travel to as low a standard as in this country, unless we take their third class carriages.

On their first class and express trains the average is from four cents per mile to six and a half cents per mile; on the second and third from two and a quarter to three and three-quarter cents per mile.

Milford and Woonsocket Railroad.

A meeting of the citizens of Milford, Mass., was held on the 8th inst., to promote the construction of the Milford and Woonsocket Railroad. This road is designed to connect Milford with towns and cities to the northward, and was chartered several years ago, but its construction has been delayed by the war and other causes. Several addresses were made, and the meeting voted to instruct the selectmen to insert an article in the warrant for the next town meeting to see if the town will subscribe $50,000 towards building the road, and a strong disposition was manifested to carry out the enterprise.

Commerce of New York.

The foreign imports at New York for the month of March are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$15,200,809	$11,373,974
Entered for warehous'ng	9,539,100	9,069,756
Free goods	1,179,177	923,377
Specie and bullion	285,854	145,867
Total entered at port	$26,204,940	$21,512,974
Withdrawn fr. warehouse	7,844,644	13,318,411

The foreign imports at New York for three months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$51,147,040	$35,785,742
Do. for warehousing	31,407,353	29,368,472
Free goods	3,922,187	2,559,551
Specie and bullion	530,747	409,077
Total entered at port	$87,007,327	$68,122,842
Withdrawn fr. wareh'se.	22,935,572	34,493,051

The foreign imports at New York for nine months ending March 31, were:

	1866.	1867.
Six months	$142,730,367	$143,210,153
January	30,109,830	20,979,087
February	30,692,557	25,630,781
March	26,204,940	21,512,974
Total for 9 months	$229,737,694	$211,332,995
Deduct specie	1,602,205	8,806,920
Total merchandise	$228,135,489	$202,526,075

The duties received at New York for nine months ending March 31, were:

	1866.	1867.
Six months	$65,077,328 87	$60,531,571 82
January	12,437,474 16	9,472,248 48
February	12,008,273 74	11,466,418 42
March	11,173,154 62	11,977,418 19
Total 9 months	$100,696,231 39	$83,447,656 91

The exports from New York to foreign ports in the month of March, were:

	1866.	1867.
Domestic produce	$23,291,485	$19,679,955
Foreign free goods	57,167	31,133
Do. dutiable	320,165	764,138
Specie and bullion	1,045,039	1,891,141
Total exports	$24,713,856	$22,366,367
Do. exclusive of specie	23,668,817	20,475,226

The exports from New York to foreign ports for three months from January 1st, were:

	1866.	1867.
Domestic produce	$59,844,602	$47,206,684
Foreign mdse., free	122,073	182,143
Do. dutiable	1,005,856	1,987,552
Specie and bullion	5,558,405	6,566,953
Total exports	$66,530.936	$55,843,332
Do. exclusive of specie	60,972,531	49,376,379

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March 31, were:

	1866.	1867.
Six months	$107,699,914	$84,590,637
January	20,108,207	13,448,647
February	17,195,507	15,452,506
March	23,668,817	20,475,226
Total mdse	$168,672,445	$138,967,016
Specie	17,646,329	23,338,223
Total exports 9 mos	$186,318,774	$157,305,239

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$3,247,469	$1,828,233
" cotton	2,265,679	1,477,868
" silk	2,493,788	1,286,894
" flax	1,553,309	1,088,056
Miscellaneous dry goods	988,188	747,292
Total entered for consump.	$10,548,433	$6,428,343

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$1,710,779	$3,545,386
" cotton	787,537	1,221,428
" silk	852,541	1,216,550
" flax	462,888	752,040
Miscellaneous dry goods	129,486	207,354
Total withdrawn from warehouse	$3,943,181	$6,942,758
Add entered for consump.	10,548,433	6,428,243
Tot. thrown on the market.	$14,491,614	$13,371,101

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$2,378,645	$1,477,232
" cotton	722,588	775,686
" silk	1,115,531	755,808
" flax	918,432	701,714
Miscellaneous dry goods	149,644	88,796
Total entered for wareh'g.	$5,284,840	$3,799,236
Add entered for consump.	10,548,433	6,428,343
Total entered at the port.	$15,833,273	$10,227,579

The imports of foreign dry goods at New York for three months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$11,586,198	$5,479,333
" cotton	6,645,208	4,399,258
" silk	7,408,429	3,465,032
" flax	4,928,041	3,011,115
Miscellaneous dry goods.	2,698,505	2,035,242
Total ent. for consump.	$33,266,381	$18,389,980

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$4,366,298	$7,263,444
" cotton	2,633,093	3,849,426
" silk	2,079,721	2,477,518
" flax	1,503,105	3,357,340
Miscellaneous dry goods.	375,476	565,277
Total withdrawn from warehouse	$10,957,693	$17,013,005
Add ent. for consump.	33,266,381	18,389,980
Total thrown on the market	$44,224,074	$35,402,985

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$6,839,501	$5,149,481
" cotton	2,644,384	3,384,240
" silk	2,904,282	2,518,814
" flax	2,217,820	1,948,863
Miscellaneous dry goods	431,574	551,688
Total entered warehouse.	$15,037,561	$13,553,086
Add ent. for consumpt'n.	33,266,381	18,389,980
Total entered at the port.	$48,303,942	$31,943,066

The imports of foreign dry goods at New York for nine months from July 1st, were:

Year.	Value.
1860–1	$76,848,495
1861–2	28,379,637
1862–3	51,065,196
1863–4	67,131,882
1864–5	86,628,697
1865–6	115,644,914
1866–7	88,451,059

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point...100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah....100	763,700		
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '66 4
Do. Washington Br.....100	2,350,000	A. & O.	Oct. '66 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.100	459,500		
Do., do. pref.100	1,340,400		
Boston and Lowell.....100	183,000	J. & J.	Jan. 67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000		
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod 60	721,926	J. & J.	Jan. '67 5
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110		'65 3
Central of Georgia.....100	4,666,900		
Central of New Jersey....100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio.....100	2,600,000		
Central Ohio, pref.....100	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River.100	955,900		
Charlotte & S. Carolina....100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Apr.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..100	19,193,010	M. & N.	Nov.'67 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebraska*.1 0	1,000,000		Jul. '66 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '67 5
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*... 50	2,044,800	M. & N.	Nov.'66 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Con...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'67 5
Concord	1,500,000	M. & N.	Nov.'66 4
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan.'67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,678,304	J. & J.	Jan. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	M. & N.	N. '66 2½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg.....100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Forty-Sec. St. & G. St.Fy.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '97 3
Georgia 100	3,156,000	A. & O.	O. '66 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.).....	15,123,430		
Great Western (Ca.).....	16,802,745		
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A J&O	Apr.'67 3
Hannibal and St. Joseph..100	$1,900,000		
Do. do pref.100	5,253,830		
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	Nov.'66 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	Jan. '67 3
Illinois Central.....100	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv..Mad. & Indan.100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,784,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville...100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	J. & J.	Jan. '67 5
McGregor Western*.....100			
Mahanoy & B'd Mount'n* 50	921,515		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'66 4
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,136	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '67 5
Michigan Central 100	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 6
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3.627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '67 4
Minnesota Central.....100			
Mississippi Central.....100	2,090,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950		
Nashua and Lowell.....100	600,000	M. & N.	Nov.'66 4
Nashville & Chattanooga..100	2,056,544		
Nashville & N. Western..			
Naugatuck.....100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '67 5
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '67 3
New Jersey.....100	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,265,050	J. & J.	Jan. '67 4
" " pref. 50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston ..100	1,755,251	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue.....100	795,360		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh..100	3,067,400	J. & D.	Dec.'66 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3.581,000		
Panama.....100	7,000,000	J.A.J&O.	Apr.'67 6
Pennsylvania 50	20,000,000	M. & N.	Nov.'66 4
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg .100	1,365,500		
Phila. & Balt. Central..... 50	218,100		
Philadelphia and Erie*... 50	5,069,450		
Philadelphia and Reading 50	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*.....1 0	999,200	J. & J.	Jan. '57 5
Phila., Wil. & Balt..... 50	9,019,300	J.A.J&O	Jan. '67 5
Philadelphia City..... 50	100,000	J & J.	Jan. '67 5
Philadelphia and Darby... 20	100 000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,791,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin..... 100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec....100	1,000,000		
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	$800,000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2.000.000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	893,078	M. & N.	Nov.'66 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Oct. '66 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....100	844,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*.50	869,450	r. & A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	2.203.400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana..100	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan '67 2
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	N. '66 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834.400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250.000	J. & D.	Dec. '66 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'tts.100	2,000 000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710,800	J. & J.	Jan. '67 5
Western Union 100	2,687,237		
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,238		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,963	J. & D.	Dec.'66 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 3
Delaware and Raritan.....100	2,297,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
James R. and Kanawha 100			
Lehigh Coal and Navigat.. 50	6,187,000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
North Branch 100			
Sault Ste Marie.....100			
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2.888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,800		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4.000.000		
Pacific Mail Steamsh p....100	20,000,000	M.J.S&D.	Mar.'67 3
Union Navigation 100	4,000.000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000		
Central Coal 100	2,000.000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '67
Rutland Marble 25	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 3
American Express 500	9,000.000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66
Wells, Fargo & Co. Exp...100	10,000,000		

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	7
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1½	20,000	5½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3½
Aztec ..... "	25	4½	20,000	4
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	6¼
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	----	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	2½	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	½	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	½	20,000	----
Concord ..... "	25	4	20,000	2½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	25
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	----
Dana ..... "	25	3½	20,000	1½
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	16
Flint Steel River .. "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd .. "	25	6	20,000	----
Franconia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	19½
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	2½
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	5
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	----	20,000	----
Humboldt ..... "	25	5	20,000	1½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	19	20,000	11
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	----	2½	200,000	----
Isle Royal ..... L. S.	50	33	20,000	6½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4½	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	8½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	9
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	2
Petherick ..... "	25	5½	20,000	----
Pewabic ..... "	25	3½	20,000	15½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	5½	20,000	40
Pontiac ..... "	25	10	20,000	1½
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	25	10	20,000	28½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	2½	----	200,000	----
Rockland ..... "	25	12	20,000	8
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	2
Salem ..... "	25	----	20,000	----
Seneca ..... "	25	1	20,000	5½
Sharon Consol ..... "	25	½	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	½	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1
Star ..... L. S.	25	11½	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	1½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	25c
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauba Yuma ... Ariz.	100	----	60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	6½	20,000	1
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	104
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	25	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	----	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	40
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	5	2½	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.40
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	46½
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	24½
Atlantic & G. C. ... Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou ... N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	45
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	27
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	----
Fulton ..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	----
Mammoth Vein	----	----	----	----
Maryland Anth ... Md.	20	20	25,000	7½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'da. Pa.	----	----	----	3
North Carbondale.. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	12
Shamokin ..... "	----	----	----	----
Somerset I. & C. ... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas ..... Pa.	----	----	----	1½
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	86
Wolf Creek ..... "	----	----	----	----
Wyoming Valley.. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	0.95
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	2.00
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	1.05
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Brigge ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	8.90
Copalinsche ..... "	----	----	250,000	----
Corydon ..... "	25	----	100,000	4.10
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	4.50
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	0.15
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.65
La Crosse ..... "	10	----	100,000	2.05
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	7
Do. preferred ... "	100	100	57,744	19½
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.50
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.75
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.05
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	2.45
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	----
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	----
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	0.14
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	3.15
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	9,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	27½
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'al't in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	——	——	——	—	Boston and Chelsea	110,000	119,000	——	——	8,800	7,525	6½	----	37
30 Nov.'66	5.78	——	218	32	—	Broadway, Boston	348,279	325,000	——	20,451	168,846	44,203	7	----	43½
30 Nov'66	27.43	——	——	——	—	Cambridge	734,671	727,800	150,000	94	——	65,502	9	----	90½
30 Nov.'66	2.57	——	35	6	—	Lowell (Horse)	46,536	46,000	——	——	20,389	8,281	——	----	——
30 Nov.'66	11.75	——	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	——	----	25
30 Nov.'66	3.41	——	——	——	—	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	----	25½
30 Nov.'66	3.07	——	——	——	—	Medford and Charlestown	36,600	21,000	9,500	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	——	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	——	129,096	753,414	113,472	——	----	52½
30 Nov.'66	6.28	——	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	——	----	40
30 Nov.'66	3.22	——	——	——	—	Northampton & Williamsb.	300,000	300,000	——	4,627	2,686	211	——	----	——
30 Nov.'66	5.69	——	60	9	—	Quincy	141,233	71,600	58,400	55,000	31,256	2,535	——	----	——
30 Nov.'66	7.78	——	48	18	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	——
30 Nov.'66	3 61	——	——	——	—	Somerville	75,000	75,000	——	——	4,379	2,251	3	----	39½
30 Nov.'66	2.50	——	12	3	—	Stoneham street (Boston)	37,300	33,000	——	——	9,628	1,991	6	----	——
30 Nov.'66	6.74	——	——	——	—	Suburban	95.000	5,000	——	——	——	——	——	----	——
30 Nov.'66	——	——	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	88½
30 Nov.'66	1.58	——	——	——	—	West Cambridge	13,600	13,600	——	——	——	516	4½	----	47
30 Nov.'66	2.25	——	——	——	—	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	----	——
30 Nov.'66	11.60	——	——	——	—	Worcester	91,174	75,000	52,000	——	——	——	——	----	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	----	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	----	——
						NEW YORK.									
30 Sep. '65	7.17	——	——	6	6	Albany	85,544	50,000	31,000	------	65,155	501	——	----	——
30 Sep. '65	17.50	——	...	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,003	103,215	37,588	——	100	----
30 Sep. '65	10.76	——	...	32	28	Broadway (Brooklyn	228,286	200,000	27,500	5 802	81,027	12,500	——	100	----
30 Sep. '65	14.33	——	...	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	——	100	----
30 Sep. '65	7.75	——	...	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	——	100	----
30 Sep. '65	24.00	——	...	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	----
30 Sep. '65	56.18	1.90	...	146	29	Brooklyn City	1,333,460	1,000,000	170,000	------	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	...	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	——	100	----
30 Sep. '65	0.09	9.41	...	——	——	Brooklyn City & Ridgewood	147,200	164,000	20,000	3,200	——	——	——	100	----
30 Sep. '65	——	2.50	...	——	——	Brooklyn City & Rockaway	------	7,500	35,000	------	——	——	——	——	----
30 Sep. '65	24.00	——	...	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	------	528,090	74.053	——	100	----
30 Sep. '65	——	2.00	...	——	——	Clinton Avenue (Albany)	------	2,800	------	------	——	——	——	——	----
30 Sep. '65	——	2.00	...	——	——	Cohoes & Waterford	------	500	------	------	——	——	——	——	----
30 Sep. '65	19.75	——	...	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	——	100	----
30 Sep. '65	11.82	——	...	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	——	100	----
30 Sep. '65	——	6.00	...	——	——	East & North River (W. Co.)	650	650	------	------	——	——	——	——	----
30 Sep. '65	18.00	1.00	...	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90,670	6	100	----
30 Sep. '65	12.00	——	...	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	——	...	——	——	Grand st. & Newtown (W'g)	------	------	------	------	——	——	——	——	----
30 Sep. '65	10.00	——	...	17	2	Harlem Br, Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	——	100	----
30 Sep. '65	——	19.00	...	——	——	Harlem & Tarrytown	------	3,550	------	------	——	——	——	——	----
30 Sep. '65	19.10	——	...	30	—	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	——	100	----
30 Sep. '65	——	11.00	...	——	——	Port Morris & Westchester	1.200	1,200	------	------	——	——	——	——	----
30 Sep. '65	11.00	——	...	16	—	Rochester City & Brighton	251,559	133,460	100.000	------	80,028	29,616	——	100	----
30 Sep. '65	16.00	——	...	——	——	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	——	100	----
30 Sep. '65	8.37	——	...	——	——	Sixth Avenue (N. Y.)	1,409,516	750,000	------	139 604	482,224	loss.	——	100	120
30 Sep. '65	17.50	——	...	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	----
30 Sep. '65	——	5.00	...	——	——	Third Avenue & Fordam	975	975	------	------	——	——	——	——	----
30 Sep. '65	4.46	1.00	...	——	——	Troy and Cohoes	50,000	50 000	------	ope:by	T. & L. R. R.	——	——	——	----
30 Sep. '65	——	——	...	——	——	Troy and Lansingburg	------	------	------	------	——	——	——	——	----
30 Sep. '65	6.50	9.00	...	——	——	Utica City	209,325	124,500	100,000	------	30,752	loss.	——	——	----
30 Sep. '65	1.50	——	...	——	4	V. Brunt st & Erie Bas. (Bk'n)	62.000	50,000	12,000	------	12,839	808	——	——	----
30 Sep. '65	——	——	...	——	——	Westchester	5.949	7,370	------	------	——	——	——	——	----
30 Sep. '65	——	4.00	...	——	——	West Shore	1,457	2,200	------	------	——	——	——	——	----
						NEW JERSEY.									
31 Dec. '62	5.32	——	...	7	—	Hoboken and Hudson City	82,000	30,000	——	2,000	——	——	——	——	——
31 Dec. '62	5.05	2.50	...	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	----	----
31 Dec. '62	10.47	——	...	...	—	Jersey City & Bergen Point	------	------	------	------	——	——	——	——	——
31 Dec. '66	17.00	——	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	——	50	----
31 Dec. '62	5.80	——	...	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct. '65	7.80	——	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	——	——	——	40	10	48
31 Oct. '65	5.50	——	122	21	3	Citizens' (Pittsburg)	188,024	100,000	56.300	10,318	114,721	34,877	10	50	----
31 Oct. '65	12.33	——	282	40	—	Frankford & Southw'k (Ph.)	765,569	491,620	200,000	——	286,861	91,545	——	50	43
31 Oct. '65	6.00	——	86	15	2	Fairm't P'k & Del. Riv. (Ph.)	------	------	------	------	62,732	8.227	——	——	——
31 Oct. '65	4.50	——	195	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	——	158,803	39,721	2	50	31
30 Nov.'65	19.00	——	250	44	—	Germantown	385,169	112,245	250,000	——	197,195	49 561	——	——	28½
31 Oct. '65	5.04	——	120	25	—	Girard College (Phila.)	114,611	160,000	——	——	122,866	36,832	4	50	27
31 Oct. '65	2.00	——	25	4	1	Harrisburg City	49,504	30,118	——	9.000	6.726	3 562	——	25	——
31 Oct. '65	19.00	——	328	56	—	Hestonv., Mantua & Fairm't	------	------	183,600	75,131	153 813	39,179	——	50	13½
31 Oct. '65	4.50	——	105	16	2	Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,460	14,007	——	25	14½
31 Oct. '65	——	——	——	——	——	Oakland (Pittsburg & E. L.)	------	------	------	------	——	——	——	——	——
31 Oct. '65	3.75	——	124	18	6	Pittsb., Allegheny & Manch'r	96,885	75,000	35.000	150	88,795	20,243	16	50	----
31 Oct. '65	2.06	——	67	12	—	Pittsburg and Birmingham	66,840	54,000	22,600	——	67,040	14,278	14	50	----
31 Oct. '65	3.80	——	166	27	—	Philadelphia City	240,264	100,000	135.000	——	149,978	59,722	7½	50	----
31 Oct. '65	5.00	——	64	10	3	Philadelphia and Darby	86,383	100,000	17,000	——	36,781	6,494	5	20	12
31 Oct. '65	4.50	——	51	10	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	——	41,737	6,903	——	50	13
31 Oct. '65	18.09	——	431	67	5	Second & Third st. (Phila.)	472,031	203,757	137,300	——	437 562	158,830	10	50	79
31 Oct. '65	5.62	——	87	9	7	17th & 19th st. (Phila.)	114,368	120000	——	——	51,683	9,187	——	50	13
31 Oct. '65	7.00	——	118	16	3	Spruce & Pine (Ph.l. & Gr'n F.)	249.411	217,627	15,000	10,000	84.900	20,545	4½	50	27
31 Oct. '65	7.00	——	210	35	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	210,143	87,810	9½	50	66
31 Oct. '65	6.25	——	143	23	—	13th & 15th st. (Phila.)	------	------	------	——	143,038	38,435	5	50	19½
31 Oct. '65	28.05	——	412	70	—	Union (Philadelphia)	527.185	291,475	80,000	263,128	266,593	5,800	——	50	40½
31 Oct. '65	6.00	——	327	52	5	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335	10	50	75
31 Oct. '65	1.00	——	9	4	—	Williamsport	------	15,150	——	522	3,637	1,851	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	——	——	18
						OHIO.									
31 Dec. '62	5.00	——	...	...	...	Cincinnati Street	151,913	150,000	------	------	------	------	------	------	------
31 Dec. '62	5.00	——	...	...	...	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	------	------	------
31 Dec. '62	3.81	——	...	...	...	Passenger (Cinc.)	69,837	50,000	------	------	------	------	------	------	------
31 Dec. '62	3.63	——	...	...	...	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	------	------	------	------	------	------	------

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	——	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	57,900	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	------	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose:					
1st Mortgage guaantied	58,727	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	------	------	----
Middlesex:					
1st Mortgage	38,000	--	------	------	--
Malden & Melrose bonds	46,971	--	------	------	----
Real Estate	6,000	--	------	------	----
Ninth Avenue:					
1st Mortgage	112,000	7	------	------	----
North Philadelphia:					
1st Mortgage	200,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mor. gage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	135,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	----
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	------	------	----
Union:					
Real Estate Mortgage	24,000	6	J. & D.	1868	----
Utica City:					
1st Mortgage	100,000	7	------	------	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, April 1.					
Loan of Jan. 28, 1847 ... registered	$6,770,100	6	Jan. & July.	1867	101¼
Loan of March 31, 1848 ... registered	8,712,542	6	" "	1868	128
" " " ... coupon		6	" "	1868	129
Texas Indemnity, of Sep. 9, 1850 ... coupon	384,000		Due.		
Loan of June 14, 1858 ... registered	20,000,000	5	" "	1874	102
" " " ... coupon		5	" "	1874	102½
Loan of June 22, 1860 ... registered	7,022,000	5	" "	1871	109
" " " ... coupon		5	" "	1871	109½
Oregon War Loan of March, 1861 ... coupon	1,016,000	6	" "	1881	105
" " " " " ... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ... registered	18,415,000	6	Jan. & July.	1881	109
" " " ... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ... registered	254,314,600	6	" "	1881	109
" " " ... coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	107½
" " " (5-20s) ... coupon		6	" "	1882	109
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) ... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ... registered	378,781,000	6	May & Nov.	1885	108
" " " (5-20s) ... coupon		6	" "	1885	108
Loan of March 3, 1864, (10-40s) ... registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " ... coupon		5	" "	1904	97½
Pacific R. R. Bonds of (currency) ... registered	12,922,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	
" June 30, '64 & Mar. 3, '65 1st series	582,330,150	7.3	Feb. & Aug.	1868	106
" March 3, 1865 ... 2d series		7.3	June & Dec.	1868	106½
" " 1865 ... 3d series		7.3	Jan. & July.		106½
Matured Debt not presented	12,274,308	6	At maturity.		
Gold Certificates of Deposit	12,590,600			3 y'rs	
Compound Interest Notes of 1864	139,028,630	6	At maturity.		
United States Notes (greenbacks)	375,417,249				
Fractional currency	29,217,495				
Navy Pension Fund	12,500,000				
STATE SECURITIES.					
Alabama—Dollar Bonds ... coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July.	1876	
" — " "	688,000	6	" "	1886	
" —Funded Interest Bonds "				1868	
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds "	1,548,000	7	" "	'72-'90	
Connecticut—State Bonds ... coupon	10,400,000	6	Jan. & July.	1892	100
" " " (free.) "		6	" "	1889	
Georgia—State bonds (sterling) ... coupon	72,000	5	Jan. & July.	'68-'86	69
" — " " "	2,271,750	6	" "	'72-'86	
" — " " "	434,000	7	" "	1879	
Illinois—Canal Bonds ...	1,288,887	6	Jan. & July.	1870	99½
" — " " ... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ... "	436,000	6	" "	'62-'79	
" — " " 1865-'79 ... "	229,372	6	" "	'65-'75	
" " 1870-'79 ... "	2,371,725	6	" "	'70-'79	102
" — " ...	1,778,677	6	" "	1877	100
" — " " ... "	241,000	6	" "	1879	
" " War Loan ...	1,157,700	6	" "	1879	97
Indiana—State Bonds ... registered	236,000	5	Jan. & July.	1866	91½
" — " " ... "	2,058,178	2½	" "	1866	
" " War Loan ... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ... registered	200,000	7	Jan. & July.	1886	
—War Loan Bonds ... coupon	300,000	7	" "	1877	
Kansas—State Bonds ... coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds ... coupon	447,000	5	" "	'66-'73	
" " " ... "	3,204,000	6	" "	'68-'72	95½
Louisiana—State Bonds ... coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons ... "		6			
Maine—State Certificates ...	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds ... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ... coupon	2,171,902	5	quarterly.	var.	82
" — " " ... "	1,727,000	6	"	1870	102
" — " " ... coupon	3,192,763	6	"	1890	102
" — " " ... inscribed		6	"	1890	
" — " " (sterling) ... coupon	6,401,000	5	"	var.	
Massachusetts—State Scrip ...	53,000	5	June & Dec.	'68-'72	102½
" — " " ...	244,000	5	Jan. & July.	'70-'74	100
" — " " ...	375,000	5	April & Oct.	'72-'74	100
" — " " ...	220,000	5	May & Nov.	1880	100½
" — " War Loan ...	6,429,000	5	" "	1894	100
" — " Scrip ...	297,000	6	June & Dec.	'68-'77	113
" — " " ...	150,000	6	April & Oct.	1868	125½
" — " " ...	1,024,000	6	Jan. & July.	'71-'75	108½
" — " " ...	2,030,000	6	" "	'76-'78	111½
" — " War Loan ...	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds ... coupon	250,000	7	Jan. & July.	1868	
" — " " ... "	1,760,000	6	" "	'78-'83	96
" —Canal Loan ... "	100,000	6	" "	1873	
" —Renewal Loan ... "	216,000	6	" "	1878	96
" —War Loan Bonds ... "	1,122,000	7	" "	1886	
" —Bounty Bonds ... "	700,000	7	May & Nov.	1890	
Minnesota—State Bonds ... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ... "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad) ...	13,701,000	6	Jan. & July.	'71-'89	95
" — " " (H. & St. R. R.)	3,000,000	6	" "	'72-'85	80½
" — " " (Pac. R. R.) ...	7,000,000	6	" "	'72-'87	95½
" —New Sinking Fund Bonds ...		7	" "	1896	
New Hampshire—State Bonds ...	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ... coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes ...	2,306,000	8	var.	var.	
New Jersey—State Stock ... inscribed	95,000	6	Jan. & July.	var.	101½
" —War Loan ... coupon	731,000	6	" "	'71-'72	101½
New York—State Bonds ... general fund	700,000	7	quarterly.	1870	104
" — " " ... bounty fund	25,566,000	7	Jan. & July.	1877	107½
" — " " ... general fund	1,189,780	6	quarterly.	pleas.	
" — " " ... canal fund	702,000	6	"	1866	
" — " " ... general fund	500,000	6	"	1868	100
" — " " ... canal fund	3,050,000	6	"	1871	100
New York—State Bonds ... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ... "	2,250,000	6	"	1874	99½
" — " " ... "	500,000	6	"	1875	100½
" — " " ... "	900,000	6	"	1877	100
" — " " ... general fund	800,000	6	"	1878	92½
" — " " ... "	909,507	5	"	pleas.	
" — " " ... canal fund	192,585	5	"	1866	
" — " " ... "	1,163,000	5	"	1868	
" — " " ... general fund	442,960	5	"	1868	
" — " " ... canal fund	167,000	5	"	1871	
" — " " ... "	4,500,000	5	"	1874	34
" — " " ... general fund	900,000	5	"	1875	93
" — " " ... "	800,000	5	"	1873	
North Carolina—State bonds ... coupon	9,386,500	6	Various.	'66-'91	65
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	48½
Ohio—State Bonds ... coupon	634,853	5	Jan. & July.	1866	
" — " " ... "	536,798	6	" "	1860	98
" — " " ... "	379,866	6	" "	1868	
" — " " ... "	2,183,532	6	" "	1870	99½
" — " " ... "	1,800,000	6	" "	1875	101
" — " " ... "	4,095,309	6	" "	1881	102
" — " " ... "	2,400,000	6	" "	1886	100
" —Domestic Bonds ...	681,038	6	May & Nov.	'68-'71	
Pennsylvania—State Stock ... registered	20,209,000	5	Various.	'66-'90	99½
" — " " ... coupon	6,168,000	5	"	'77-'82	96½
" —Military Loan ... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	
" " " ... inscribed	1,708,000	6	" "	'68-'90	
" — " " ... coupon	1,499,000	6	" "	'77-'90	
" — " " (new) ...		6	" "		
Tennessee—State Bonds ... coupon	1,949,440	5	April & Oct.	'76-'90	
" — " " ... "	239,167	5½	" "	'72-'79	
" — " " ... "	1,706,000	6	" "	'82-'89	
" —Railroad Loans ... "	24,382,832	6	" "	long.	90
" —Funded Interest ... "	873,813	6	" "	1892	62½
Vermont—State Bonds ...	175,000	6	Various.	'67-'83	
" —War Loan ... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ... registered	21,888,398	6	Jan. & July.	'84-'95	28
" — " " ... coupon	11,108,000	6	" "	'86-'95	39
" " (sterling) ... "	1,865,000	5	" "	1872	
" —Funded Interest ... registered		6	" "	'76-'96	
" — " " ... coupon		6	" "	'76-'96	
West Virginia—State Bonds ... coupon		6			
Wisconsin—State Bonds ... coupon	200,000	6	April & Oct.	'67-'68	
" — " (war) ... "	641,800	6	Jan. & July.	'77-'88	
" — " (") certificates ...	700,000	6	April & Oct.	'82-'98	
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds ...		5	quarterly.	1870	
" — " " ...		6	"	1870	97½
" — " " ...	19,024,523	6	Jan. & July.	1873	97½
" — " " ...		6	May & Nov.	1875	99
" — " " ...		6	Jan. & July.	1886	97
" — " " ... coupon		6	quarterly.	1890	98
Boston—Municipal Scrip ...	983,205	6	"	1890	
" — " " ...		4	April & Oct.	'78-'79	
" — " " ...		5	Various.	'66-'70	125½
" — " " ...		5	"	'71-'75	125
" — " " ...	7,846,026	5	"	'76-'80	99½
" — " " ...		5	"	'81-'86	102
" — " " ...		6	"	'67-'76	134½
" —Water Loan ...	663,000	5	May & Nov.	'70-'71	
" — " " ...	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling) ...	1,949,711	4½	" "	'72-'78	
Brooklyn—Municipal Bonds ... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ... "	3,036,200	6	" "	'81-'97	93
" —Improvement Loans ... "		6	" "	'66-'95	90
" —Water Loans ... coupon	5,500,000	6	" "	'81-'97	96
Chicago—Municipal Bonds (old) ...	371,000	7	Various.	'67-'81	99½
" — " " (new) ...	956,000	6	Jan. & July.	1876	98½
" —Water Loan ... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ... coupon	925,000	4	June & Dec.	1894	
New York City—Municipal Stock ...	3,478,900	6	F., M., A. & N.	'73-'75	
" — " " ...	4,714,000	6	" " "	'76-'78	
" — " " ...	1,800,000	6	" " "	1883	100
" — " " ...	5,149,271	6	" " "	1887	100
" — " ...	275,000	6	" " "	1898	
" —Fire Indemnity Stock ...	402,768	5	Feb. & Aug.	1868	
" —Municipal Stock ...	150,000	5	F., M., A. & O.	'67-'69	
" — " " ...	3,125,200	5	" " "	1870	94½
" — " " ...	319,000	5	" " "	1873	
" — " " ...	1,000,000	5	" " "	1874	
" — " " ...	334,700	5	" " "	1875	
" — " " ...	2,016,000	5	" " "	1876	
" — " " ...	2,375,000	5	" " "	79-'80	93
" — " " ...	900,000	5	" " "	1890	
" — " " ...	674,300	5	" " "	1898	97
Philadelphia—City Bonds (old) ...	552,700	5	Jan. & July.	'67-'81	83
" — " (new) ...	739,222	5	" "	'67-'82	83
" — " (old) ...	2,232,800	6	" "	'66-'93	98
" — " (new) ...	7,898,717	6	" "	'66-'99	100½
Pittsburg—Municipal Bonds ... coupon	1,000,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ... "	1,800,000	6	" "	1913	
Portland—Municipal Bonds ...	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ... coupon	1,500 000	6	April & Oct.	'68-'71	98
Sacramento City—Municipal Bonds ...	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds ... coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan ... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ... "	425,000	6	" "	'79-'88	79½
" —Railroad Loans ... "	1,161,000	6	" "	'71-'77	84½
San Francisco—City Bonds ... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ... "	329,000	6	Jan. & July.	1875	
" —City and County B'ds. "	1,133,500	6	" "	1888	
" — " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,922	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	676,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,621	464,507	493,243	466,898	568,589	633,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	434,043	---- --	----- --	------	----- --	----- --	----- --	----- --	----- --	-- ----	---- ----
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,706
1864	100,991	154,419	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307.803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409.251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	228,262	------	----- --	----- --	------	------	------	----- --	------	----- --	---- ----
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,351	289,403	196,580	234,612	321,818	244.121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,460	3,351,331
1867	267,626	184,497	253,507	------	----- --	----- --	------	------	------	----- --	------	----- --	---- ----
Chicago and Northwestern:													
1863	------	------	---- -	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,11 ,566
1865	541,005	482,164	499,296	468,358	685,623	747,942	702,621	767,598	946,707	921,886	749,191	546,069	7,958,990
1866	523,566	405,634	528.744	518,736	736,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	----- --	----- --	------	----- --	----- --	----- --	----- --	----- --	----- --	---- ----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,298	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97.145	106,389	119,610	116,293	91,564	1,103,821
1866	90,415	79,430	110.079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	77,620	93,872	------	----- --	----- --	------	------	------	----- --	------	----- --	---- ----
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400 834
1863	845,695	859,949	956.445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1331.046	1,536,615	1,438,689	1,522,472	1,429,765	15.434,775
1866	...including Buffalo Division.. 1,187,188	983,856	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,299 330	1,411,347	1,480,251	1,417,347	1,044,003	14,586,323
1867	...including Buffalo Division --- 906,795	917,639	------	----- --	----- --	------	----- --	------	------	-------	------	------	---- ----
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,262	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275.643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	515,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6.546,741
1867	660,438	554,201	------	------	----- --	------	----- --	------	------	------	------	------	---- ----
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	35,326	40,706	58.704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91 809	90,972	93,078	93,546	96,908	95,453	1,068,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	106,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	------	----- --	------	----- --	------	------	------	------	------	---- ----
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217.160	170,555	228,020	310,595	226,840	110,664	1,985,713
1866	121,776	84,897	72,135	106,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	------	----- --	------	----- --	------	------	----- --	------	------	---- ----
Michigan Southern & Northern Indiana:													
1863	248,784	220,508	557,227	268,613	264.935	241,236	189,145	238,012	308.106	375,567	332,260	348,043	3,302.542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,439	387,095	301,613	418,575	486,808	524,760	495,072	351.799	4,826 727
1866	312,846	277,234	412,393	409,427	426 493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,685,717
1867	302,714	302,437	379,761	---- --	----- --	------	----- --	------	------	----- --	------	----- --	---- ----
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	376,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	406,445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460.631	490,694	447,670	328,969	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4.260,112
1867	304,095	283,661	375,310	------	----- --	------	----- --	------	------	----- --	------	----- --	---- ----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	340.841	395.579	346,717	171,125	2.535,021
1866	131,707	123,401	123,957	121,553	245,622	244,376	208,785	189,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	------	----- --	------	----- --	------	------	----- --	------	----- --	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,045.401	1,157,818	11,069,353
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227.113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,854	14,575,128
1866	1,086,820	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,155,461	1,285.911	1,480,929	----- --	------	----- --	---- ----
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	228,242	268,176	332,596	332,400	278,008	346,243	275,980	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,319	3,743,095
1866	267,541	246,109	326,236	277,424	283,130	263,924	247,262	305,454	278,700	310,762	302,426	281,613	3,350,581
1867	------	219,065	------	------	------	------	------	------	------	------	------	------	---- ----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283.996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324.083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	663,053	60 ,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351.579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,169,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,350	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,994	395,845	350,753	407.077	463,509	505,814	486,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,041	625,947	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646 935	594,623	712.495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	862,163	599,806	682,510	633,667	552,378	645,201	654.926	767,441	679,935	555,222	7,467,217
1867	560,115	522,823	------	----- --	----- --	------	----- --	------	------	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,585	202,966	204,726	2,064.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	178,120	155.893	192,133	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,143
1867	149,658	149,342	---- --	---- --	----- --	------	----- --	------	------	----- --	------	------	---- ----
Toledo, Wabash and Western:													
1863	86,321	91,971	103.058	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,469,794
1864	79,735	95,843	132,896	123,987	127,010	166,588	139,626	244,114	241,840	221,570	229,209	205,164	2,060,242
1865	144,084	139.171	155.758	144,001	138,788	194,525	271,799	374,024	377,981	275,534	261,910	247,023	2,924,542
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,794,975
1867	237,674	200,793	------	----- --	----- --	------	----- --	------	------	----- --	------	----- --	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	62,862	82,147	68,199	59,862	75,677	92,715	61,770	37,830	669,241
1866	45.102	36,005	39.301	43,382	86,913	102,918	85,276	60,868	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,392	------	----- --	------	----- --	------	------	------	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

\ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	97
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,380	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97
2d Mortgage Coupons	250,000	7	" "	New York.	1870	99
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	----	----	1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93–'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	2,535	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1893	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E Div.	800,000	7	Feb. & Aug.	"	1865	----
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,305,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57–'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	94½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	---	Jan. & July.	Frankfort a. M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,100,000	7	May & Nov.	"	1883	91

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	59
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	51,000	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,087,000	7	Jan. & July.	" "	1886	102
Columbus and Xenia:						
Dividend	36,660	---	June & Dec.	New York.	1866	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,220	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	91
1st Mortgage (R. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	90
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Easton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----	----	1869	----
Mortgage Bonds	160,000	7	----	----	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
+ Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	80½
Land Security	3,344,600	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,868,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	107
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,000	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1890	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1,000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	85
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1888	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	6	" "	"		
Mongomery and West Point:						
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	86
2d Mortgage	516,950	7	" "	" "		
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,060	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	92
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1880	
New York Central:						
Premium [S. F.] Bonds	5,450,439	6	May & Nov.	New York.	1883	94½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	106
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	115
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	July & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	2,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	101½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1876	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'75-'76	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction .2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	196,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	5	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	97
2d Mortgage (now stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95⅝
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'72–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	814,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German't'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1860	
" 1842, "	2,695,600	6	April & Oct.	"	1870	96¾
" 1861, "	106,000	6	Jan. & July	"	1871	92⅛
" 1843, "	1,525,300	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	415,500	6	" "	"	1886	104½
1856, "	60,000	7	" "	"	1856	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74⅛
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	183,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1872	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1878	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16,000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July		'73–'74	
Domestic Bonds	648,800	7	April & Oct		'69–'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	286,111	5	Jan. & July	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	800,000	7	Feb. & Aug.	New York.	1865	87½
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1961	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	27½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	96¾
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond,	1880	
Mortgage (coupons)	208,500	5	" "	Richm'd & New York	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'58–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester.						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,461,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	----	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,727	184,996	—	1,037,006	777,777	240,485	2,476,023	109.6	.....	207,926	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,778	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,302	2,185,562	—	3,615,400	7,661,831	1,591,291	17,922,359	482.5	8 mos.	1,324,547	642,499	—	----
19 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,266	100,000	1,419,769	922,822	23,579	2,582,505	116.9	.....	606,156	260,269	6	----
								ARKANSAS.													
1 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,257	104,894	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	----------	----------	23.8	52,855	103,332	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,611	—	2,037,940	1,936,740	----------	----------	122.4	319,453	644,736	166,186	—	—
30 Nov. '66	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	----------	3,927,000	75.2	.....	1,591,804	653,483	12	175
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150,648	2,787,594	124.0	192,989	478,096	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,633	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	30 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----------	----------	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	----------	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	383,283	122,500	1,370,783	100.0	228,845	332,570	58,084	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,456,302	970,220	855,456	5,000,000	2,000,000	140,735	8,081,181	117.4	629,209	1,982,213	549,834	9	122½
30 Nov. '66	69.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,652,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	6,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,456	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	—
-- -- '62	100.0	3.9	10.0	153 6	...	...	.....	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	----------	----------	----------	—	—
								GEORGIA.													
30 Jun. '66	36.7	—	----	—	16	6	85	Atlanta and West Point	1,200,078	*	96,462	1,232,700	36,500	22,721	1,296,541	36.7	.....	415,411	54,648	4	—
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	----------	----------	----------	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,662,200	*	—	733,700	129,500	----------	----------	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,690,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '66	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,158,000	*	1,003,650	4,158,000	312,500	----------	8,123,343	222.0	----------	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	----	—	19	15	171	Macon and Western	1,600,000	*	—	1,500,000	----------	12,295	1,658,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	----	—	...	2	107	Muscogee	774,245	162,534	—	669,950	249,000	----------	1,026,868	50.0	----------	202,714	110,516	6	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,654	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	----------	----------	----------	—	—
31 July '66	106.1	100.8	16.2	—	23	20	260	South Western	3,350,606	411,573	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,849	343,802	—	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	----------	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	428,049	12,990,904	280 0	1,934,115	3,695,153	1,484,616	8	106
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77 552	2,670,210	2,070,679	10,193,010	5,754,406	294,207	17,518,440	400.0	2,083,530	8,175,558	2,799,435	31	155
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,325,731	*	2,356,666	26,155,841	12,026,483	825,398	39,680,452	930.0	----------	6,829,740	1,802,272	—	32
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500 000	1,448,000	—	10,515,764	228.4	1,234,851	3,154,236	1,442,781	10	86½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,581	*	—	1,648,561	2,350,000	----------	4,214,342	180.0	----------	742,097	377,476	—	—
31 Dec '66	454.8	252.5	—	—	150	83	3,546	*Illinois Central*	30,984,455	*	10,523,828	23,415,780	12,144,000	—	41,376,280	708.8	3,603,862	6,546,741	2,175,447	10	112½
31 Dec. 65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,124,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	209.0	----------	2,240,744	488 558	—	31½
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	—	4,390,000	5,600,000	----------	----------	224.0	----------	----------	----------	—	44
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,812,544	288,555	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	248,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	268	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,636	1,589 900	1,362,284	140,688	3,158,108	110.0	----------	448,858	230,834	9	55
31 Dec. '64	84.0	—	----	—	15	...	...	Ind., Pittsburg and Cleveland	2,735,756	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	622,000	----------	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,247	*	—	819,900	640,000	—	1,538,763	132 0	----------	315,172	117,941	6	100
— — '68	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	—	35½
30 Nov. '65	78.0	—	----	—	26	23	664	Terre Haute and Indianapolis	1,938,150	*	967,278	1,928,150	60,000	218,000	2,955,428	78 0	411,278	1,248,726	598,671	12	166½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,216,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,045	*	172,100	3,562,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237 861	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Kook. Ft. Desmoines & Minn.	1,057,526	52,493	—	921,449	570,000	----------	----------	38.6	11 mo's.	468,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	220.0	----------	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,745,971	276,021	—	1,582,169	2,980,000	337,532	4,375,993	111.8	----------	426,406	227,534	—	----
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	865,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	229,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,755	142,613	1,109,994	319,519	20,497	1,676,258	65.1		389,171	108,903	5	55
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,064,764	*	2,691,582	5,390,105	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,056	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,092,425	1,730 600	2,504,768	8,628 793	80.0	105,960	414,741	260,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,561,000	281,157	12,089,613	206.0	----------	1,533,042	386,268	—	----
31 Aug '66	58.7	—	----	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,391	*	—	1,235,016	248,300	108,434	1,710,816	58 7	----------	----------	----------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Trk R.	R. Co. of	Canada			----------	----------	----------	----------	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,570,823	647,590	—	2,960,000	4,250,000	----------	9,008,369	188.6	----------	340,898	----------	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	87,707	6,982,866	7,463,489	281,632	16,188,190	329.3	1,741,670	4,446,490	1,638,114	15	107½
31 Mar. '66	246.0	277.8	----	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,153	1,844,259	1,314,784	10,471,500	8,537,176	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,460,000	—	—	----------	1,560,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	—	----------	575,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	—	----------	600,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	—	----------	800,000	----------	----------	----------	----------	----------	----------	—	—
								MISSISSIPPI.													
26 Apr. '60	236.0	----	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	236,0	----------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----------	176,402	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----------	250,047	121,662	—	----
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,600	—	----------	206.8	579,324	1,047,567	420,026	—	45
28 Feb. '66	132.0	—	17.7	210.0	23	27	429	*North Missouri*	6,344 583	815,063	266,715	2,489,540	4,400,000	106,235	8,026,361	192.0	----------	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	----------	----------	----------	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,686,014	1,504,015	439,157	3,581,599	9,200,000	1,150,745	15,628,186	283.0	831,433	1,794,356	409,846	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,340,000	1,280,000	2,000,000	—	5,000,000	127.0	----------	----------	----------	—	----
Sep '66	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,068	260,922	—	1,971,222	3,501,000	40 555	6,352,199	86.1	230,189	899,291	726	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	2,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,904	51.3	161,086	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,989	39,633,113	236.8	3,493,376	8,577,692	5,307,183	10	116½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45
								MASSACHUSETTS.													
30 Nov. '66	.....	.....	.....	—	18	16	60	Boston, Hartford & Erie	12,519,917	412,896	—	11,877,000	3,201,350	47,990	20,126,330	94.9	113,400	84,579	.....	—	11½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,466,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	118
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	126
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	130½
30 Nov. '66	44.6	34.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	142
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	58.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108
30 Nov. '66	61.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	98.5	477,106	1,107,444	347,247	7	116½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	382,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	661	Old Colony and Newport	6,666,571	334,503	—	4,348,300	2,141,000	858,000	7,347,300	141.0	669,552	1,332,307	509,790	7	10
30 Nov. '66	18.0	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Operated by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	8½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	130
30 Nov. '66	46.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	1,124,585	1,141,000	—	13,196	1,265,385	46.7	259,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	67½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,200,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	69
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	117½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,308,696	83.2	387,789	615,728	215,973	9	102½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	5,607,652	1,444,705	15	130
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,151 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,868	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	135
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	164,045	7	91
31 Dec. '66	33.5	—	.....	42.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,000	—	1,741,650	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	53.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	338.0	—	332	138	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,511	4	53½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	136
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	386,319	588,406	383,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	99
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,030	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	978,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	16.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	43.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	25.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	600,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	28,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,058	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	326,107	1,249,734	3,000,000	1,629,000	320,500	5,996,577	202.0	.....	1,361,566	582,289	9	88½
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2,386,132	663,205	10	99
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101.0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	68
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	118
30 Nov. '65	84.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	operated w. Lit.		Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,067	2,446,391	682,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	435	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,395	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	329,932	119,032	—	.....
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,364	596 400	391,992	3,382,163	1,218,972	109,818	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & Newk	2,189,890	*	38,934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
Dec. '64	242.4	—	.....	—	48	18	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,258	2,050,822	945,492	3½	56½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	356,277	123,892	—	16
31 Dec. '65	387.0	103.0	.....	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	.....
31 Oct. '65	66.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	*	—	3,350,000	279,000	.....	3,629,000	69.5	240,418	370,223	149,587	—	13
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83½
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	38,671	15	120
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	.....
31 Dec '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	—	1,000,000	1,620,000	Leased	to North.	Cen.	302,872	580,973	loss.	5	30
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.5	149,538	454,480	138,683	10	.....
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	.....
31 Oct. '65	36.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	54.0	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	.....
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	—	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	.....
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	.....	8,109,250	87.5	647,080	3,049,860	1,851,630	10	58½
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,263	*	—	2,646,100	905,000	73,555	3,624,655	(oper. by Reading		R. R.)		3	31½
31 Oct. '65	130.5	—	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,708,200	*	—	3,708,200	.....	.....	3,708,200	(	"	"	")	8	57½
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,064	412,353	—	32½
31 Dec. '65	354.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,319	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	339.2	6,604,300	17,459,149	4,189,111	10	55
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,489	—	1,476,300	183,000	.....	1,659,300	24.0	311,691	656,739	336,376	8	60
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,662,766	—	—	5,069,450	13,000,000	2,000	18,071,450	(oper. by Penn. R.R. Co.)				—	27½
30 Nov. '65	93.0	59.5	233.3	—	254	68	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,678	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10	49½
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,895	999,200	200,000	.....	1,199,200	28.2	177,433	1,030,438	345,891	10	131
31 Oct. '65	98.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,364,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,466	3,884,609	1,046 804	10	53½
31 Oct. '65	59.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361 664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130 361	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,183,381	*	3,362,312	9,312,442	12,573,000	1,597,620	26,545,698	483.3	4,623,073	8,489 062	3,283.547	10	90½
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	144,006	316,498	116,006	4	46
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,036	962,300	130,840	1,777,176	26.4	138,578	347,240	200.598	—	.....
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	125,826	4	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	.....	.....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,975	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	.....	367,252	173,729	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '65	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	100
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	.....	696,703	127,935	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,600	880,780	.....	167.7	6 mos.	300,101	102 651	—	.....
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49.581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	.....	240,446	121.053	7
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	.....	487,449	120,136	—	.....
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	.....	18,508,374	275 0	996,727	2,538,800	934,103	—	25
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,939	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,900,980	768,959	5,678,989	96.1	402,670	467,266	191,133	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	105.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	*	—	4,658,706	.....	.....	.....	105.0	.....	148,339	55,777	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	.....
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,272,401	*	—	4,272,281	.....	.....	4,272,281	92.0	158,416	139,107	37,181	—	.....
								NEW GRANADA.													
Dec 62	8.		.....	—	11	22	120	Panama	9,900,000	*	668	5,000,000	15,000	.....	10,763,725	48.7	.....	917,438	1,328,924	20	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)-	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.) -	1 340,400	6	----	61
Buffalo, N. Y. & Erie, (guarantied) -	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	----	22
Catawissa (preferred)	1,150,000	7	----	29½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.) -	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	55
Chicago & Alton (preferred)	2,425,400	7	7	108
Chicago & Northwestern (pref.)	12,994,720	7	7	59½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,'73,300	10	10	80½
Cumberland Valley (1st preferred) -	241,900	8	8	----
" (2d preferred) -	243,000	8	8	----
Detroit & Milwaukee (preferred) --	1,500,000	----	----	----
Dubuque & Sioux City (preferred) -	1,988 171	7	3½	75½
Elmira, Jeff. & Canandaigua (guar.) -	500,000	----	----	----
Elmira & Williamsport (preferred) -	500,000	----	----	42
Erie (preferred)	8,535,700	7	7	71
Hannibal & St. Joseph (preferred) --	5,253,856	7	----	53
Harrisburg & Lancaster (guar.) ----	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.) ----	407,900	8	8	----
Kennebec & Portland (preferred) --	372,000	6	----	----
Lackawanna & Bloomsburg (pref.) -	500,000	7	----	----
Marietta & Cincinnati (1st pref.) ---	6,205,475	7	3	25
" " (2d pref.) ---	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.) --	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.) -	3,204,296	8	8	85
" " " (2d pref.) -	841,400	7	7	73
Milwaukee & St. Paul (preferred) -	7,370,909	7	----	49½
New Haven & Northampton (guar.) -	1,010,000	----	4	----
New York & Harlem (preferred) ---	1,500,000	8	----	----
Niagara Br. & Canandaigua (guar.) -	1,000,000	6	6	----
Paterson & Hudson (guarantied) --	630,000	----	8	----
Paterson & Ramapo (guarantied) ---	248,000	----	5½	----
Peoria & Bureau Valley (guar.) ---	1,200,000	----	6	----
Philadelphia & Reading (pref.) ----	1,551,800	7	7	----
Philadelphia & Trenton (guar) ---	1,000,000	----	10	----
Pittsfield & North Adams (guar.) -	450,000	6	6	94
Port., Saco & Portsmouth (guar.) ---	1,500,000	6	6	----
Rutland & Burlington (preferred) -	382,700	8	----	----
" " (preferred) -	608,176	6	----	----
St. L., Alton & Terre Haute (pref.) -	1,700,000	6	7	61
Toledo & Wabash (preferred) ----	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,332	7	----	----
" " " (2d pref.)	908 422	7	----	----
Troy & Greenbush (guarantied) ---	274,400	6	6	48
Vermont & Canada, (guarantied) --	1,600,000	8	8	102½
Warren (guarantied)	1,405,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.) -	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	90
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,623,350	—	56½
Delaware and Hudson	100	10,000,000	10	143
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	54½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	120½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.) -	50	1,908,207	—	22½
" " (preferred).	50	2,838.983	—	31½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 39 —	@ 42 —
Pig, American, No. 1		— —	@ 42 —
Bar, Refined, English		85 —	@ 95 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		(Store Prices.)	
Bar, Swedes, assorted sizes		160 —	@ — —
Bar, English & American, Refined		110 —	@115 —
Bar, English & American, common		100 —	@105 —
Scroll, English		140 —	@190 —
Ovals and Half round		135 —	@145 —
Band, English		140 —	@ — —
Horse Shoe		135 —	@ — —
Rods, English		115 —	@172 50
Hoop, English		145 —	@205 —
Nail Rod		per lb. —	9 @ — 10½
Sheet, Russia		per lb. —	17½@ — 18c
Sheet, English, Single, Double and Treble		—	6½@ — 8
Rails, English	(gold)	per ton 53 —	@ — —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. —	18 @ — 23
English Spring	(1st & 2d qlty.)	—	10½@ — 12½
English Blister	(1st & 2d qlty.)	—	11½@ — 20
English Machinery		—	13½@ — 16
German		—	14 @ — 16
American, Blister		—	11½@ — 17
American, Cast, Hammered		—	19 @ — —
American, Cast, Rolled		—	— @ — —
American Spring		—	12 @ — 15
American Machinery		—	13 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits)	per lb. —	35 @ — 36
Sheathing, Yellow		—	25 @ — —
Pig, Chile		—	— @ — —
Bolts		—	— @ — 35
Braziers'		—	35½@ — 36
American Ingot	(cash)	—	— @ — 23

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	— @ — —
Spanish		—	6 50 @ 6 62½
German Refined		—	6 50 @ 6 62½
English		—	6 50 @ 6 87½
Bar		per lb. —	— @ 10 —
Pipe and Sheet		—	— @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold).	per lb. —	25 @ — 25½
Straits	(gold)	—	22 @ — 22½
English	(gold)	—	22½@ — 22½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 12½@ 9 50	12 50 @ 13 —
Plates, I. C. Coke	7 75 @ 9 —	10 50 @ 12 —
Plates, Coke Terne	6 75 @ 7 —	9 25 @ 9 50
Plates, Charcoal Terne	8 50 @ 9 —	11 50 @ 12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash)	per 100 lb. 6 —	@ 6 25
Clinch	(cash)	7 50	@ 7 75
Copper		—	@ — 48
Ausable Horse, Norway Iron, Forged		—	25 @ — 27
Zinc Nails	(6 mos.)	—	18 @ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		—	16 @ — 16½
Refined, free U. S. to White		—	40 @ — 42
Refi'd, in bond, prime U. S. to White		—	26 @ — —
Refi'd, in bond, Standard White		—	27 @ — —
Naptha, Refined (60@63 gravity)		—	21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 10.

	Th 4	F 5.	Sat 6.	M 8.	Tu 9	W 10
Atlantic M. S. S. Co	82½	81	81	80½	80	77
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	95	95	----
California 7s	----	----	----	----	----	----
Canton Co.	45	44½	45	----	43½	43
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	107	----	107½	108	106	106
" " pref.	----	----	----	----	----	109
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	185	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	83½	84½	84	83½	83½	82
" " pref.	64	63	62½	62	61	59½
" " 1st M.	86	----	----	84½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	80	----	----	----	80	----
Chicago & Rock Isl.	89½	90½	89½	89½	87½	87
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	99	----	----	----
Clev. and Pittsburg	76½	77½	74½	73½	72½	68½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	90	----	----	----
" " 4 M.	----	----	----	74	----	----
Clev. and Toledo	119	120	119½	----	119½	117½
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref	31	30½	31	30	----	28½
Del. & Hudson Canal	----	145	----	----	----	143½
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	55½	56	55½	55½	55½	54½
" pref.	70	70½	----	71	----	----
" 1 M. 7 p.c. '67	102½	----	----	----	103	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	97
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	89	----	----	----
Hudson River	136	136	----	136	136	136
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114½	114½	114½	114½	114	113
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	107	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	8	----	7½	8	----
Michigan Central	107½	108	108½	108	108	107½
" S. F. 8 p.c. '82	107	----	----	----	----	----
" conv. 8 p.c. '61	----	----	----	----	----	----
M. S. and N. I.	70½	71½	70½	71	69½	67½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	100	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	40	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	32	----	----	----	----	----
" " pref.	51½	52½	52½	52	51	49½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95½	96½	95½	96½	95½	95
" 1st. to H. & St. J. R.	81	80½	----	----	----	80½
" " Pacific	----	----	----	----	95½	----
New York Central	102½	101½	100½	100½	100½	99½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	94½	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	101½	----
" 2M. 7 p.c. '84	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	50	----	----	----	49	49
" new	----	----	----	----	----	----
Ohio & Miss. cer.	25½	26	26½	25½	24½	23½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	125	122	121	121	123	121
Panama	----	----	----	----	----	----
Phila. and Reading	101½	101½	101½	101½	100½	99½
Pitts. Ft. W. & Chicago	92	93½	93	93	92½	90½
" 1M.	----	----	----	----	----	----
" 2M.	94½	----	94½	----	94	----
" " 3M.	----	----	85	----	----	----
Quicksilver Mining Co.	31	32	31½	31½	29	27
St. L., Alton & T. H.	----	----	----	33	32½	----
" " pref.	----	----	----	----	61	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	64½	----	----	----	----	----
" new	62½	62½	63	63	63	63
Tol. Wab. & Western	38	38½	38	37½	37	37
" Pref.	----	----	----	66	66	----
" " 1M. ex.	----	87½	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 10.

	Th 4	F.5	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	109½	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	102
U. S. 5s, 1874, coup.	102	102	----	102½	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	98½	98½	98½	98	98	
U. S 5s, 10-40s, reg	98	----	----	----	97⅝	
U. S. 6s, 1881, reg.	109½	----	109⅝	109	----	
U. S. 6s, 1881, cou.	109	----	109½	108⅝	108⅝	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	131½	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	109½	109½	109½	109⅝	109⅝	109
U. S. 6s, 5-20s. c. 1864.	107⅝	107⅝	107⅝	107⅝	107⅝	107⅝
U. S. 6s, 5-20s, c. 1865.	107⅝	108	108⅛	----	----	----
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, 1st series.	106	106	106	----	106	106
" " 2d series.	105⅝	105⅝	----	105⅝	105⅛	105⅝
" " 3d series.	105⅝	105⅛	----	105⅛	----	105⅛
American Gold	----	----	----	135⅞	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 9.

	W.3.	Th.4	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	13	----	----	----	----	----
" preferred	30	----	30½	30	29⅞	29⅞
Camden & Amboy	132½	131½	130½	130	130½	130½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	89	----	----	----	----	90
" " 6s,'89	89½	----	90	----	89½	90
" mort. 6s,'89	96	----	96	----	----	95½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	56½	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53⅝	----	----	54½	54½	54½
" " 6s, '84	90	90	90	90	90	90
Lehigh Valley R. R.	59	59	----	58½	----	58½
" " 6s	----	----	----	----	----	95½
Little Schuylkill R. R.	31½	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57½	----	57½	57½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	112	112½	----	----	45	45
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	55½	55½	55½	55½	55½	55½
" 1st m.	99½	99½	----	----	99	----
" 2d m.	95½	95½	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon.	95½	95½	----	----	----	----
" " 6s. W. L.	103	----	----	----	----	102½
Philadelphia City, 6s	98	98	----	97½	----	----
" " new	101½	101½	101	100½	100½	100½
" " muncl	101½	----	----	----	----	100⅝
Philad., Germ. & Nor.	59½	59½	----	59½	----	----
Phila. & Reading	51½	50½	50½	50½	50½	50½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28½	28½	----	----	----	28½
" " 6s	----	90½	90½	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	22½	22½	----
" pref.	----	----	----	----	----	----
" 6s '82	----	----	----	----	77⅛	----
" 6s '75	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	16½	16	15½	16	16½	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	48½	----	48	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	27	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 9.

	W.3.	Th 4	F.5.	Sat.6.	M 8.	Tu.9
Baltimore City 6s, 1875	99	----	----	----	----	----
" " 1886	----	97	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98	98	98½	98½	98	----
Balt. and Ohio	----	116½	----	116½	116½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	97½	----	----
" " " '80	----	----	----	----	----	----
" " " '85	97½	----	----	----	----	97½
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85	----	----	83	----	----
" " " 1900	----	----	----	----	----	83
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W10
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	127	----	----	126	
Boston and Providence	----	132	----	----	130½	
Boston and Worcest.	----	143	----	142	----	
Cheshire, pref.	----	54½	----	----	55	
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	----	108	108	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	116	116	116½	116½	
Manchester & Lawr'ce.	----	----	----	----	117½	
Michigan Central	107	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony & Newport	91½	90	90	90	90	
Ph., Wil. & Baltimore	----	55½	53½	53½	53½	
Portl'd, Saco & Porta.	100	101	----	101	101	
Vermont & Canada	----	----	100	100	100½	
Vermont & Mass.	55	55	----	----	----	
Western	139	139	139	139	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	90½	----	----	90½	90½	
Metropolitan "	52½	----	53	52½	52½	
Middlesex "	40	----	----	----	40	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	18½	18	19	22	23	
Franklin "	----	18	18	18	19½	
Huron "	8	9	----	9½	11	
Isle Royale "	----	----	6¼	----	----	
National "	----	----	----	----	----	
Minnesota "	----	----	----	----	----	
Pewabic "	16½	16	----	----	15½	
Pittsburg "	----	40	----	----	----	
Quincy "	----	----	----	----	----	
Rockland	8½	8½	8½	----	8	

London Stock Exchange.

The following were the closing prices for American Securities on the 15th and 22d of March.

	Closing Prices. Mar. 22.	Mar. 15.
U. S. 5-20 yrs, 1882, 6 per cent	74¼@ 74¼	74¼@ 74½
Virginia State 5 per cent.	50 @ 55	48 @ 52
Do., 6 per cent	44½@ 45½	43½@ 44½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	53 @ 58
Do. do., 2d mort., 1881	50 @ 55	47 @ 52
Do. Penn., 1st mort, 1877	55 @ 60	53 @ 58
Do. do, 2d mort., 1882	50 @ 55	47 @ 52
Do., consolid. mort. bonds, 1890	25½@ 28½	24½@ 25
Erie shares, $100 (all paid) 8 p. c	28½@ 29½	39½@ 39½
Do., convertible bonds, 6 p. c.	65 @ 70	65 @ 67
Do., 3d mort., 1883, 7 p. c	66 @ 68	66 @ 68
Illinois Central, 6 p. c., 1875	85 @ 90	84 @ 86
Do., 7 p. c, 1875	72 @ 74	73 @ 75
Do., $100 shares (all paid)	78½@ 78½	77½@ 78
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 70	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	66 @ 68	66 @ 68
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	68 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	100 @103
Penn. R.R bonds, 2d mort. con. 6 p c.	92 @ 94	91 @ 93
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, April 13, 1867.

Stock Exchange and Money Market.

Money has not varied much in price, since our last. Any changes that have occurred have been favorable to responsible borrowers. The Treasury negotiations have been on an extensive scale, here, drawing heavily on the deposit and legal tender resources of the local banks, the first in the form of transfers of public deposits from the bank vaults to the Sub-Treasury and the latter, in part, through the marketing of Treasury coin. The increase of $4,500,000 in the balances of the Sub-Treasury was nearly all in currency, and cost the local banks from three to four millions in greenbacks, owing to the scarcity of National Bank notes, which the Treasury would quite as willingly receive in all payments from or through the banks—whether for 5-20s, of which a considerable sum was delivered on previous engagements on and after Monday, or for Gold sold in the open market, amounting, it may be, to four-fifths of the Customs receipts of the week, or for transfers of the current Internal Revenues originally deposited in the Country National Banks and paid into the Treasury here, by their city correspondents. These three sources of accumulation are being now relieved by the purchase of United States 7.30 per cents, and by the ordinary disbursements of the Treasury at Washington by draft on New York, which chanced to be lighter than usual last week. The purchases of 7.30 per cents and 1864 Compound Interest Notes were large, and the money market has already partially felt relief from these disbursements, and has become comparatively easy at 6@7 per cent. on call, and 7@ 8½ per cent. per annum on strictly prime to good short date commercial paper. On Wednesday, the offering of capital to the leading borrowers were decidedly more liberal, and the tendency of the market was increased ease with far less pressure for accommodation. The city banks, in their last weekly exhibit, showed a decrease of $812 337 in loans and discounts, $383,796 in specie, $3,438,036 in legal tenders, $4,618,981 in net deposits, and an increase of $105,378 in circulation. This result was not as favorable as had been generally anticipated. It was explained by a statement that the checks from the Sub-Treasury receiving and paying debts, for the settlement of the purchases of maturing interest-bearing unfunded obligations, in place of having been drawn out at once in currency, at the close of the week, were deposited by the great dealers in the Public Funds in bank, and were not all drawn out when the bank averages of the week were made up last Saturday. The specie reserve of the banks is now $8,138,813, against $11,436.295, same time last year. The city bank deposits are now $183,861,269, against $189,094,961 week ending April 7, 1866. The legal tender reserve amounts to $59,021,775, against $71,445,065 same time last year. The circulation now stands at $33,774,573, against $24,127,061 same time last year. The loans are now $254,470,027, against $242,643,753 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $88,639,197 a day, against a daily average of $76,641,767 the preceding week, and $78,700,396 the week ending with March 23d. The current week's exchanges average $86,642,303 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $117,925; increase of legal tender reserve, $25,797; decrease of deposits, $353,690; decrease of specie, $173,429; and increase of circulation, $29,083.

National Bank notes to the amount of $27,550 were issued last week, making the total issue to 1,664 banks thus far $302,336,256, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,447,582, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,888,674. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,610,956; and for the public deposits, $38,890,950—making a total of $379,491,900. The Treasury Department, last week, redeemed and destroyed $338,800 of worn and mutilated fractional currency, and issued $209,200 worth of new.

The U. S. Sub-Treasury receipts, week ending with April 7, were $13,889,357, including $2,406,-

907 from customs duties; payments, $9,342,692; balance at the close of the week, $105,180,790, against $100,634,126, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,725,717, and payments, $5,551,161; on Tuesday, receipts, $5,464,274; payments, $2,194,205. The balance at the close of business on Tuesday stood at $105,625,416, against $101,715,869 a week previous.

Government revenues have been quite liberal, in both forms of excises and customs, since our last, giving promise of a satisfactory yield for the closing quarter of the current fiscal year. The excises begin to feel the favorable influence of the payment of annual taxes, which this year, are levied a couple of months earlier than has been customary, in conformity with the requirements of the amended internal revenue act. The excises, last week, yielded $5,888,886, against $3,155,538, the preceding week; customs at the port of New York, $2,406,207, and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal about $10,298,500 in currency, against disbursements of $3,245,956 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $221,000,000, or equal to a weekly average of fully $5,525,000, which would give a yearly aggregate of over $287,000,000. We feel confident that the aggregate, for the whole of the fiscal year, ending with June 30th 1867, will exceed $300,000,000.

The Gold Market has started from its moorings, this week, and gone adrift with the current of speculation, which has been greatly stimulated by the warlike reports from the continent of Europe. Of these reports, the *bulls* in the Gold Room have made the utmost use, without the aid of anything like an active demand for coin for legitimate purposes. The customs inquiry has been very moderate for some days past. The tendency of the price, which, through the first half of the week, was downward, has since Monday, been decidedly upward, though characterized by frequent fluctuations. The extremes of the week were 132⅝ on Saturday, and 138⅛ on Wednesday following, and the closing price was 138 on an active and excited market. These figures indicate a rise, during the week, of fully four per cent. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $438,000. The customs demand for Gold last week, averaged $401,151 a day; thus far, this week, it has been equal to $258,593 a day, or equal to a weekly aggregate of $1,551,558. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $30,000, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $97,900,132, against $104,212,985 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $32,197,065, against $21,718,344 same time last year, showing an increase this year, of $10,478,721. The exports of specie from this port, last week, were $500,618. The total outflow of specie from the port, thus far in the current fiscal year has been $23,785,529, against $17,663,070 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $56,200, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,481,964, against $32,089,870 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 9, 1867, reached $7,361,582, against $6,644,340 same time last year.

Foreign exchange has been in more active demand, and has advanced materially. The rates for sterling bills are now close up to the rate, at which exports of specie become profitable, and a renewed outflow of the precious metals is now considered quite imminent, in view of the squally complexion of recent financial and commercial advices from Great Britain and the Continent. Bankers' 60 day bills on London closed buoyantly on Wednesday at 109⅛@109⅜, and on Paris to 5.20@5.15; sight bills on London to 109⅝@110; and on Paris to 5.15@5.12½. The offerings of produce bills have been again quite liberal, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,392,123, making the total value of exports since July 1, 1866, $137,080,552, against $173,820,077 same time in the preceding fiscal year.

The public funds have been comparatively firm in price, all through the week, on a fair investment business, sustained in good measure, by the favorable interpretation of the first of April exhibit of the National indebtedness. The unfavorable foreign advices have been counterbalanced by the sudden rise, and decided buoyancy, in the Gold Market. The increase of four and a half millions in the Treasury coin reserve, during March, has been considered as a strong point for the public credit, in view of the dullness of the season, in general business. Over fifty millions of Seven-thirties, chiefly of the first, or August issue, were redeemed during the past month; two and a quarter millions of compound interest notes were bought in and canceled, and over one and three quarter millions of past due indebtedness were liquidated. The outstanding legal tender circulation was diminished to the amount of less than a million dollars, as Secretary McCulloch preferred employing his currency in reducing the interest bearing debt, rather than enforce contraction at present. The net indebtedness of the Government was reduced over seven million dollars; bringing the net aggregate down to $2,523,428,070. It is confidently anticipated that by the close of the current fiscal year, the net aggregate will not exceed two thousand five hundred millions. U. S. sixes of 1867 closed here on Wednesday at 132; U. S. sixes of 1868, at 129½; U. S. sixes of 1881, 108⅞@109⅛; U. S. Five-twenties of 1862 at 108⅛@109; U. S. Five-twenties of 1865 at 108; U. S. Five-twenties of 1865, consolidated, 107⅛@107¼; U. S. Ten-forties at 97⅞@98, ex-coupon, and U. S. Seven-thirties at 105⅜@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864	118½	May, 1865	112¾
July, 1864	118	August, 1865	111¾
August, 1864	117½	September, 1865	111¼
October, 1864	115⅛	October, 1865	111
December, 1864	114½		

Railway and miscellaneous stocks have been quite variable in price through the week. The drift of the dealings has been adverse to buoyancy in values. This has been particularly true of the closing transactions, which indicated a rather panicky, and decidedly *bearish* market, under a pressure to realize, on speculative account, in view of the disturbing news from abroad. The business of the week has been of less than average magnitude.

Domestic produce has been more freely dealt in, since our last. Breadstuffs and provisions have been in very good request, the former at much higher prices, and the latter at irregular figures. The cotton market has been seriously depressed by the adverse news from Liverpool. Middling grades of cotton left off here very tamely and heavily at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 195,000 bales. The receipts at the port this week, have averaged nearly 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 504,459 bales, against exports of 372,993 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,581,000 bales against 1,675,487 bales same time last year; exports, 1,031,500 bales, against 1,100,441 bales same time last year; estimated stock at latest dates, 560,000 bales, against 455,000 bales same time last year. Foreign merchandise has been in fair request. Groceries have been on the advance. Dry goods have been heavy in price. The total imports of foreign dry goods, last week, were $1,714,385, and the total amount marketed $1,604,521. The value of foreign merchandise imported last week, was $3,045,022—making the grand total specie value of last week's imports of dry goods and merchandise, $4,750,411, and since July 1, 1866, $198,806,803, against $229,438,510 same time in the preceding fiscal year. The ocean freight market has been moderately active and rather firmer with 530 vessels of all classes in port. For Liverpool we quote flour at 2s. per bbl.; grain at 2¾@3½d. per bushel; cotton at ¼@$\frac{7}{32}$d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 27.	April 3.	April 10.
Consols	91¼	91	90½
U. S. 5-20's of 1862	74½	75	73¾
U.S. 5-20's of 1865	72¾	73	71¾
Erie	38¾	39	37½
Ill. Central	78½	78¾	77¼

The New York exports, exclusive of specie, for the week ending April 9, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$6,069,510	$4,392,123
Prev. reported	60,872,431	51,082,034
Since January 1	$66,941,941	$55,474,157

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,918,981	$1,714,385
Gen. merchandise	4,665,269	3,045,022
Total for the week	$7,584,250	$4,759,407
Previously reported	79,770,062	63,114,364
Since January 1	$87,354,312	$67,873,771

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$229,438,510	$198,006,403
Exports produce.	173,820,077	137,080,552
Exports specie	17,663,070	23,785,529

The balance in the Sub-Treasury on Wednesday was $106,564,495 29.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cleveland and Toledo 7s, 1886, 94; Morris and Essex 1st mort., 96; Ohio and Miss. 1st mort., 85; Chicago and Milwaukee 1st mort., 87; Galena and Chicago 1st mort., 100; Great Western 2d mort., 72; Chicago, Rock Island and Pacific 7s, 89¾; Connecticut 6s, 100; N. Y. State 5s, 1875, 92½; do., 7s, 1870, 104; do., 7s, Bounty Loan, reg., 107½; Georgia, 7s, new, 84; Ohio, 6s, 1881, 102; Virginia 6s, ex-coupon, 43; do., new, 39; Brooklyn 6s, Park Loan, 93; do., Water Loan, 96; Rhode Island 6s, 99; Hannibal and St. Joseph R. R., 45; do., pref., 53; N. Y. and New Haven R. R., 122½; Central R. R. of New Jersey, 118¼; Stonington, 80; Central Coal, 45; Boston Water Power Co., 25½; Adams' Exp., 56; Wells, Fargo & Co., Express, 69; U. S. Express, 57; Western Union Telegraph, 38; Mariposa pref., 19½; Fourth National Bank, 104½; Ocean Bank, 101½; Corn Ex. Bank, 118½; Bank of Commerce, 114; Bank of New York, 108; Bank of North America, 106; St. Nicholas Bank, 107; Park Bank, 140; Metropolitan Bank, 125; Bank of Republic, 115; Continental Bank, 103; Importers' and Traders' Bank, 110; Central National Bank, 110¾; Merchants' Bank, 115½; Bank of America, 135; Mechanics' Bank, 117; Alamada Silver, 8.65; American Flag, 0.95; Benton Gold, 1.05; Columbian G. & S., 3.40; Consol. Gregory Gold, 8.90; Corydon, 4.90; Charter Oak Copper, 1.85; Davidson Copper, 1.50; Gunnell Gold, 4.50; Grass Valley, 1.75; Holman Gold, 0.15; Keystone Silver, 0.02; Kipp and Buell, 0.65; La Crosse Gold, 2.65; Montana Gold, 0.50; New York Gold, 0.75; People's G. & S., 1.05; Quartz Hill, 2.45; Symond's Fork, 1.50; Texas, 0.14; Walkill Lead, 0.40; United States Petroleum, 3.90; Cherry Run Special, 0.10.

Philadelphia.—Morris and Essex 7s, 95¾; Vermont Central 2d mort., 20; Phila. and Reading mort., 6s, 91; Chester Valley 7s, 45⅜; Belvidere Delaware bonds, 84; Camden and Atlantic pref., 22; Harrisburg bonds, 91; New Jersey 6s, 101½; Morris Canal Boat Loan, 90; Union Canal, 2; 13th and 15th streets, R. R., 19½; Camden and Amboy scrip, 75⅜; Maple Shade Oil, 1; Ocean, 2⅝; Feeder Dam, ⅜; Caldwell, ⅜; St. Nicholas Coal, 1¼; Keystone Zinc, 1; Bank of Northern Liberties, 101; Girard Bank, 56½; Mechanics' Bank, 33; Bank of North America, 233; Commercial Bank, 56; Western Bank, 95; Seventh National Bank, 103. The latest quotations are: City 6s, 98@98¼; do., free of tax, 100@100¾; State 5s, 97@98; do., coupon, 95¼@95½; do., 6s, W. L., 102@102½; Phila., Wil. and Balt., 53½; Reading 49@49⅛; do., 6s, 1870, 95@94; do., bonds, 91@91; do., con., 100@102; Camden and Amboy, 130@130½; Penn. R. R., 55@55¼; do., 1st mort., 99@99½; do., 2d mort., 94@95; Little Schuylkill R. R., 29@31; Morris Canal, 74@75; do., pref., 120½@121½; do., bonds, 90@91; Wyoming Valley Canal, 56@56; do., 6s, 85@90; Susquehanna Canal, 15@15⅞; do., 6s, 65¼@66; Sch. Nav., 21½@22½; do., pref., 30@31½; do., 6s, 1882, 77¾@78½; Union Canal bonds, 21¾@23½; Delaware Div. Canal, 56@56½; do., bonds, 85@87½; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95½@96½; do., 5s, 62@67; Lehigh Coal and Navigation, 54@54½; do., bonds, 1884, 89¾@90⅛; North Pennsylvania, 32¼@34; do., 6s, 88@89; Philadelphia and Erie, 27@28; do., 6s, 90@90½; Minehill, 57½@57¾; Catawissa, 13@15; do., pref., 28½@29⅝; Lehigh Valley, 58@58½; do., bonds, 95⅝@96¼; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 79@80; West Philadelphia, 72@73; Spruce and Pine, 27@28; Green and Coates, 30¾@31; Chestnut and Walnut, 47@48; Thirteenth and Fifteenth, 19½@20; Girard College, 27½@30; Tenth and Eleventh, 65@67; Union, 40@41½; Hestonville, 13⅞@14.

Boston.—Boston, Hartford and Erie, 11¾; do., 7s, 43; Ogdensburg 1st mort., 97; Vermont Central, 1st mort., 7s, consolidated, 60½; do., 2d mort., 27½; Eastern R. R. 6s, 1874, 95⅞; do., 1885, 95; Rutland and Burlington 1st mort., endorsed, 123¾; do., 2d mort., 50; Indianapolis and Cincinnati R. R., 41¼; Cheshire R. R., 6s, 95; Vermont Central and Vermont and Canada 8s, 100; Cin. Dayton and Eastern Ass., $2 paid, 15⅓; South Shore R. R., 15¼; N. Y. and Boston Air Line 6s, 37¾; N. Y., Prov. and Boston, 6s, 1873, 93; Boston, Concord and Montreal 6s, 1889, 95; Vermont and Mass. R. R. 6s, 96¾; Ogdensburg and Lake Champlain R. R., 61; do. pref., 99¼; Chelsea horse, 37; Conn. and Pass. Rivers R. R. 6s, 1876, 95; Ogdensburg R. R., 1¾; Boston Water Power Co., 26⅛; Essex Co., 108; East Boston Co., 12; Cary Imp. Co., 8½; Ophir (N. S.) gold, 2⅜; Rhode Island 6s, 1882, 99; Massachusetts 6s, 1871@1875, gold, 108½; do., 5s, 1894, gold, 100; New Hampshire 6s, 1868, 99¼; Chicago 7s, 1880, sewerage, 99½; do., 7s, 1890, River Imp., 99½; Portland 6s, 1886, 96; do., 1877, 94⅞; Boston 6s, 1874, currency, 101¼; do., 5s, 1877@1886, gold, 102; do., 1868, 125¼; Lynn 6s, 1887, 98; Bath 6s, 1891, 91½; Cambridge Gas, 100; Tremont National Bank, 119¾; National Bank of North America, 102; Mt. Vernon National Bank, 97¼; Everett National Bank, 100½; Merchants' National Bank, 110; Atlantic National Bank, 114; Boyleston National Bank, 131½; Eliot National Bank, 104¾; Suffolk National Bank, 114½; National Bank of Redemption, 110¾; National Bank of Commerce, 114½; Freeman's National Bank, 127; Hide and Leather National Bank, 134⅛; Webster National Bank, 102; Market National Bank, 106¼; Union National Bank, 119¾; New England National Bank, 124; Globe National Bank, 126¼; National Bank of Republic, 129; State National Bank, 97½; City National Bank, 105⅛; Traders' National Bank, 98½; Shoe and Leather Dealers' National Bank, 127½; Continental National Bank, 107¾; Blackstone National Bank, 123¼; Allouez Mining Co., 5¼; Canada, 50c.; Concord, 2½; Dana, 1⅜; Eagle River, 2½; Hanover, 1⅛; Hancock, 5; Native, 1½; St. Clair, 4⅛; Superior, 1¼.

Baltimore.—N. W. Va. 1st mort., 94; Marietta and Cincinnati 1st mort., 79¾; Western Maryland R. R., 15⅜; Virginia 6s, reg. new, 37; do., coupon, 38; do., old, reg, 37; Maryland coupon 6s, 1870, 101; Maryland Anthracite Coal, 6⅜; Balt. and Cuba S. and M. Co., 49; Citizens Bank, 14¼; Mechanics' Bank, 9⅝; Franklin Bank, 13⅝; Bank of Baltimore, 103½; Union Bank, 61. The latest quotations are: Balt. and Ohio, 116½@116¾; do., 6s, 1867, 98@100⅜; do., 1875, 97⅛@97⅞; do., 1880, 97@97⅝; do., 1885, 97@97¼; Northern Central, 44@45; do., bonds, 1885, 83@84; N. W. Va., 18@18; do., 1st mort., 1873, 93¾@—; do., 2d mort., 91½@92; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 78¼@79; Central Ohio, 25@27½; do., 1st mort., 89@90; Western Md. 5s, 64@65; do., 6s, guar., 94@96; Maryland 6s, coupon, 1870, 100@102; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s 1870, 95@96; do., 1873, 96@99; do., 1875, 99@99¼; do., 1886, 98@98; do., 1890, 98¼@98¼; do., coupon, 100@100; do., Park, 97⅛@97½; do., 1892, 93@—; do., 5s, 1838, –'70, 83@83; City Passenger R. R., 18@18½; Canton Co., 41@43½; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.75; Maryland Anthracite Coal, 5@7; George's Creek, 95@95; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.25@0.35; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@164.

The Harrison Boiler.

We invite attention to the Advertisement of J. B. Hyde, Esq., Agent in this city for the Harrison Boiler. Having had a practical test for more than two years past among nearly every class of enterprise or work employing steam, and to an extent of power varying from 10 to 300 horses, this boiler is presented as embracing the following advantages: It is absolutely free from destructive explosion. It has no superior in saving fuel. It is a rapid steam generator, and if required is made its own super-heater without extra apparatus. It is easily transportable, and may be passed in sections through an ordinary doorway. It may be enlarged to any required size without disturbing parts already erected. It is safe from all incrustation, or any of the evils arising therefrom. It is compact, neat and cleanly, and easily managed.

Circulars may be procured, a model seen, and all information respecting it obtained, at the Branch Office in this city, Rooms 9 and 10, No. 119 Broadway. Nearly 300 of these boilers are now in practical rise.

Lindsay's Improved Screw Wrench.

The attention of Master Mechanics, and Railroad Supply Houses in general, is respectfully called to the Advertisement of the Lindsay Screw Wrench on last page. This wrench has the following advantages over all others. The rib on the back of the bar (see cut,) is forged with the bar and prevents the same from bending or breaking. The workmanship is perfect. The parts are interchangeable and subjected to rigid inspection, the same as in gun work. The material is warranted of the best quality.

These wrenches are manufactured at the rate of five hundred per day, and are for sale at all the hardware and railroad supply houses in the United States.

☞ It is expected that the Welland Canal will open about the middle of April.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 23rd, 1867, were.... ....$119,159 00
Corresponding week of previous year. 124,123 00

Decrease.. .... $4,964 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 4th, 1867, were $30,127 00
Corresponding week of 1866..... ..... 29,515 00

Increase.. .... $612 00

The earnings of the Chicago and Northwestern Railroad for week ending Apr. 4, 1867..$187,355 00
Corresponding week previous year .. 140,789 00

Increase.... .... $46,566 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in April 1867, were.... .... $81,455 00
Corresponding week of 1866 .... 93,714 00

Decrease $12,259 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Mar.,1867...$27,300 00
Corresponding week previous year.... 29,351 00

Decrease... .... $2,051 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in March, 1867, were.... .... $57,759 00
Corresponding week of previous year.. 83,389 00

Decrease..... ....$25,630 00

The earnings of the Western Union Railroad for the week ending March 31, 1867. .$10,541 47
Corresponding week previous year.... 13,550 33

Decrease.... .... $3,008 86

Journal of Railroad Law.

NEGLIGENCE OF ENGINEERS IN CROSSING STREET, WITHOUT SIGNAL.

By the case of Beisiegel *vs.* N. Y. Central R. R. Co. it is decided that a plaintiff, who was injured by a locomotive crossing a street, without signals, in violation of law, where his omission to discover its approach was due to the neglect to give the usual warning, was entitled to recover.

A foot passenger on the public highway, who is not aware of the vicinity of a moving train, is at liberty to assume that none is approaching, when no flag is displayed and no whistle or bell is sounded.

As between him and the railroad company, he is not bound to be on the alert for danger, when he has the assurance of the company that the crossing is safe.

The facts of the case are these:

The plaintiff sued the railroad company for damages for negligently running a steam engine against him while crossing the track on St. Joseph street, in the city of Rochester. The evidence shows that the plaintiff was passing on the east side of South St. Joseph street, from North to South, when he saw a long train coming up from the West, and he waited until it had passed. He stood on the second track on the sidewalk. There were five tracks, and the two north tracks were on the east side, and near to the sidewalk. When the long train had passed, making a good deal of noise, the plaintiff started on, looking to the east as far as he could see. He then turned his head to the West as he started to go across the tracks, and, while crossing, an engine coming from the east struck him on the shoulder and caused the injury. He did not hear the bell ring except on the long train, and no flagman was there at the time.

The plaintiff had crossed the track often before this. He was standing on the second track when the long train passed, and remained there a minute and a half or two minutes. The empty cars which were standing on the first and second tracks were so near him that he could touch them with his hand. The first step he took he looked east, but did not look eastward again after he got over the South rail of the second track. He was looking west all the while after that, until he was struck by an engine backing down from the east. He could see down the third track about eight or ten feet when he looked east, which was before he stepped over the South rail of the second track. It was conceded that the tracks are straight at this point.

The empty cars that stood near the crossing were box freight cars, eight feet high.

The engine that struck him was running very fast toward the Rochester depot, and the evidence tended to prove that the bell on the engine was not rung until after the accident.

The engine that struck the plaintiff was on the third track, and the engine fender projected over the track eighteen inches. The freight cars projected over the same distance. It also appeared that St. Joseph street is in a populous and thickly settled part of the city. By the map it appears that the five tracks at this point cross St. Joseph street at an obtuse angle, so that a person crossing from the North to the South side of St. Joseph street could not see an engine approaching on the third track from the east, standing where the plaintiff did, on the second track, with freight cars on the first and second tracks to intercept his view.

The court non-suited the plaintiff, upon the ground that it was his duty to have looked and ascertained, before attempting to cross the railroad, that he could safely pass the same, and that it was negligence in him not to do so.

PORTER, J.—The nonsuit seems to have been granted on the theory that a citizen, who crosses a railway track at its intersection with a public highway, is an absolute insurer of his own safety against the criminal negligence of a wrong-doer. It was sustained at the General Term on the equally untenable theory that the plaintiff, who looked in each direction before crossing and saw no engine approaching, was guilty of culpable negligence in not continuing to look both ways simultaneously. In either aspect the decision was plainly erroneous.

The plaintiff owed no duty to the defendant beyond the exercise of ordinary care. The proof is clear, not only that he was free from negligence, but that he exercised more circumspection and care than most men would, under similar circumstances. He was on the east side of St. Joseph street, proceeding in a southerly direction, and on arriving at the crossing, he observed the approach of a train of cars from the West on the fifth or Southern track. He stopped at a safe distance and waited until the entire train had passed. He stood at the point where the second track crossed the sidewalk. This and the first or Northern track, through some unexplained neglect of the company, were used a place of deposit for empty freight cars, eight feet in height, extending up to within three feet of the sidewalk, and thus obstructing, in a considerable degree, the eastern view of the tracks used by the trains. No other cars were in view, and there was no signal from any quarter of approaching danger. The flagman whose duty it was to be at his post and display his flag when an engine was drawing near, or when from any cause the crossing was unsafe, did not appear to give the customary warning.

It turned out, however, that, at the moment the plaintiff resumed his way, an engine unincumbered with cars was running rapidly backward from the east on the track next to that on which he had been standing. Its approach was so sudden and noiseless, that although four of the witnesses stood on South side of the crossing, looking toward the North, and with nothing to obstruct their view, neither of them saw it until an instant before the accident. The plaintiff knew nothing of this, and his first step brought him within some four feet of the point where he was struck by the projecting fender of the engine, which though vailed from view, must then have been within forty feet of him.

At the first step he looked East, at the second West, and he was prostrated at the third. The whole affair was so instantaneous that he did not get to the track, but was knocked down before he reached it. After he started, less than two seconds intervened before his leg was crushed. All the witnesses swear that the engine was moving at a rapid rate of speed. All agree that the bell was not rung until after the accident.

Upon this state of facts, it is obvious that the gross negligence of the defendant's agents was the sole cause of the injury. The omission of the customary signals was an assurance by the company to the plaintiff that no engine was approaching within a quarter of a mile on either side of the crossing. On this he was entitled to rely, and to the defendant he owed no duty of further inquiry. He was not bound to be on the look-out for danger when assured by the company that the crossing was safe. The view expressed in the case of Ernst *vs.* The Hudson River Railroad Company, decided at the present term, are equally controlling in this case.

The judgment should be reversed and a new trial ordered.

All the judges concurred, except Davies, Ch. J., who expressed no opinion.

Judgment accordingly.

Railroads in Peru.

A very important concession has recently been made in Peru to an American company represented by Col. Ferand, Brown & Braisted, to build a tram road between Lima and Callao; also the privilege of laying a railroad through the principal streets of Lima. The capital of the company is 2,000,000 soles. The privilege is for 28 years. Shares are to be placed on the market during the present year, and one-third to be reserved for sale in Peru. The Government concedes any lands they may possess that are required for the use of the road, and all private lands are to be valued by assessors. The company will place their toll-gates upon the road at such places as they may deem fit, and the Government binds itself to enforce their tariff. There is not the least doubt but the projectors of

the road will make a splendid profit from the speculation.

☞ A meeting was held in Hamilton, Ca., recently, to advance what is called the "Northwestern Railroad" project, a proposed line from Guelph to Owen Sound, or about parallel with the existing road from Toronto to Collingwood. Another similar project, further removed westward from the existing competition, was recently agitated, being the proposal of a line from Stratford to some point on Georgian Bay or on Lake Huron, in that vicinity.

Orange and Alexandria Railroad.

In consequence of some difficulties in the settlement of accounts between the company and the agents of the Board of Public Works, the possession of the railroad and equipment was retained in the hands of the latter until April 6, 1866, when the company was re-instated. The financial period closing Sept. 30, 1866, therefore covers somewhat less than one-half of the year thus ending.

The gross earnings from the 6th April to the end of September, were as follows:

Revenue from passengers	$274,823 37
" from freight	87,808 07
" from expresses	28,629 20
" from U. S. mail	8,498 65
" sundries	342 48
Total gross revenue	$300,101 77
Expenses of working road	197,450 31
Earnings less operating cost	$102,651 46

For the operations of the six months, the earnings for April were least, having been only $37,998 62, and those for September the largest, being for that month $72,553 67. "This result," the President says, "cannot be regarded as unfavorable under existing circumstances. Much of the immediate country (and that heretofore the most productive part,) through which the line of the railroad extends, having been devastated by the ravages of war, and the usual production of crops curtailed, and its population greatly restricted in their present means necessary for travel and locomotion. As the country regains its capacity for production and can realize from sales of its crops hereafter, it is fair to assume that the local business of the road will largely increase. The through business both passenger and freight, must also improve as communications are perfected with other railroads, and an additional daily train already a necessity, put on the great direct through line from Washington to New Orleans of which your railroad forms a part."

The total financial operations of the company for the same six months is shown in the general account to have been as follows:

RECEIPTS.

Revenue from operations		$300,101 77
" cotton investment in Georgia		16,698 22
Balances due to sundries		24,253 87
Bills payable (current business)		68,353 59
Balances due U. S. on purchases of machinery and materials		77,704 09
September pay rolls not paid till Oct.		19,063 98
In bank per last report	$1,644 61	
In Virginia registered bonds (old issue)	3,500 00	
		5,144 61
Total		$511,320 13

Against which the following disbursements are exhibited—

Expenses of operating road		$197,450 31
Paid for buildings on depot grounds	$825 00	
Paid for interest to U.S. &c.	12,483 23	
Paid for loss on Va. stock sold	2,082 75	
Paid for old claims and balances	22,568 31	
Paid on bills payable	20,327 42	
Paid for accidents & losses.	52 00	
		58,338 71
Due by U. S. for transp	$3,390 25	
Due by express companies.	28,629 20	
		32,019 45
Materials on hand		61,829 04
Balances in banks		1,200 84
Total		$511,320 13

The property of the company consists of the original road from Alexandria to Gordonsville 88.3 miles, or, including the Warrenton Branch, 97.2 miles, and the extension from Charlottesville to Lynchburg 59.5 miles—total length of road 156.7 miles. The distance between Gordonsville and Charlottesville, about 22 miles, is made on the Virginia Central Railroad. This makes the route between Alexandria and Lynchburg a total of 169.8 miles.

The rolling stock of the company consists of 16 locomotives; 16 passenger cars, 4 baggage cars, 3 mail cars, 1 pay car, 1 conductor's car, and 114 freight cars.

The business of the road from April 6, to Sept. 30, consisted chiefly in the transportation of 19,075 tons of freight, of which 11,250 tons were carried southward, and 7,825 tons northward, of 62,258 passengers of which 31,437 were carried south, and 30,821 north.

The expenses for working and maintaining the road for the same period were as before stated $197,450 31, viz., for maintenance of road $58,552 17, of motive power $69,658 47, and of cars $10,801 32—total $139,011 96, for transportation expenses $38,401 65, and for salaries, rent, taxes, &c., $19,946 59.

From the General Superintendent's Report we learn that arrangements have been made with the Baltimore and Ohio, (Washington Branch,) and Philadelphia, Wilmington and Baltimore Railroads by which freight is received in Baltimore and Philadelphia, and delivered in Lynchburg without breaking bulk, and *vice versa*. Arrangements have also been made with the Camden and Amboy Railroad leading out of New York for the same purposes.

The Report contains no General Balance Sheet. We learn from the Report of the President all that is material to know of the financial condition of the company. In the form of funded debt secured by mortgage there is due and outstanding as follows:

1st issue of bonds due 1st Nov., 1866		$400,000 00
2d " " " "		1,110,500 00
3d " " " "		570,500 00
4th " " " "		56,400 00
Total mortgage debt		$2,137,400 00
There is also due of loan made by the State of Virginia		249,962 27
And interest on the same		26,246 00
The company also stood indebted on the 1st July last, for overdue and matured coupons (inclusive of those on 1st mortgage due Nov. 1, 1866,) at that date in the sum of.		509,396 00
Making a total funded debt of.		$2,923,004 27

The following was the amount of temporary or floating debt outstanding Sept. 30, 1866, viz:

Bills payable & other debt due 1861.	$149,176 06
Estimated interest on same	50,000 00
Interest due on preferred stock	11,104 00
" on dividend scrip	5,000 00
Indebtedness of present year	165,497 21
Total indebtedness	$380,780 27

Against which the company held the following resources:

Mortgage bonds, 1st issue on hand	$89,500 00
" 2d "	29,500 00
" 3d "	643,600 00
Preferred stock	55,800 00
Total resources	$818,400 00

Of the above bonds, the report continues, $130,000 have been hypothecated to secure certain temporary loans. In addition to the bonds referred to, there remains of the capital stock authorized by the charter not subscribed or issued, shares to the amount of $858,350. There is also a balance, held on stock subscriptions of former contractors forfeited to the company of $13,715. The sum of $23,084 10 is also due from delinquent stockholders, from which something may be realized hereafter by collections and sales.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	March 1, 1867.	April 1, 1867.
Debt bearing int. in coin.	$1,464,855,191 80	$1,499,381,591 80
Debt bearing interest in currency	787,028,880 00	734,280,780 00
Matured debt not presented	14,576,689 07	12,825,658 42
Debt bearing no interest.	424,126,528 32	417,225,343 96
Total	$2,690,587,289 19	$2,663,713,374 18
Coin in Treasury	$107,271,031 12	$105,956,477 22
Currency	52,552,368 27	34,328,826 52
	$159,823,399 39	$140,285,303 74
Debt less cash in the Treasury	$2,530,763,889 80	$2,523,428,070 44

The total debt shows a decrease since the 1st of March of $26,873,915 01. The balance in the Treasury shows a decrease, as compared with March 1st, of $19,538,095 65. Deducting the amount on hand from the aggregate debt, both on the 1st of March, and the 1st of April, the decrease of debt would be $7,335,819 36. The total debt on the 31st of August, 1865, stood at $2,845,907,626 56. The balance in the Treasury at that date amounted to $88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of April, 1867, and the actual decrease in the Public Debt since that period has been $234,261,500 59.

☞ Messrs. KASSON, & Co., 58 Beaver street, this city, have for sale 3 Locomotives of the ordinary gauge, a full description of which will be found in our advertising columns. They are also agents for the sale of a superior article of Woolen Waste, the advantages of the use of which are fully set forth by them in their advertisement.

Steep Gradients--Sharp Curves.

The paper read at the Institution of Civil Engineers, London, on 5th March, was "On the Working of Steep Gradients and Sharp Curves," by Captain H. W. Tyler, Assoc. Inst. C. E.

It was remarked that the comparative terms, steep and sharp, had acquired at the present day a signification very different from what they conveyed to engineers a few years since. The locomotive engine had been gradually trained and adapted to gradients of 1 in 100, 1 in 50, 1 in 25, and 1 in 12, combined with curves of from 30 chains down to 15, 10, 5, and even 2 chains radius; and during all this progress, the result of so much labor and ingenuity, the system of bite, or adhesion, by plain surfaces, had steadily triumphed as a means of converting steam power into tractive force. The co-efficient of adhesion was always in the first instance under-estimated; and the central rail system, first patented by Mr. Vignoles (M. Inst. C. E.) and Mr. Ericsson, on 7th September, 1830, was intended to provide extra adhesion on what were now considered moderate gradients, in place, apparently, of the well-known rack-rail of Blenkinsop.

In conveying heavy loads up gradients much less steep than several which had been worked, for a greater or less number of years, with engines of ordinary construction, a want of extra adhesion had been seriously felt, and various expedients had been resorted to for obtaining it. M. Flachat proposed, in constructing railways over the Alps, to utilise the adhesion not only of all the wheels of the engine and tender, but also, by the use of additional cylinders, &c., to them, of all the vehicles composing a train. Mr. Sturrock had added cylinders and the necessary apparatus to the tenders, and employed them for some time as assistant engines on certain parts of the Great Northern. M. Thouvenot, on the Continent, and Mr. Fairlie, in this country, combined two tank engines in one, placed, as it were, back to back, and united as to their boilers and fire-boxes.

In the ordinary system of obtaining adhesion by bearing wheels only, whether of an engine and tender, or of a double engine, or of two engines coupled together, the weight of the motive power required to be increased for a given amount of adhesion, in proportion to the load or to the steepness of the gradient. The limit of the gradient up which such an engine could take a load might roughly be defined by the co-efficient allowed for adhesion. Supposing this to be one-tenth, then 1 in 10 was (omitting friction) the gradient on which an engine might move itself, but on which no load could be taken. As on the railway over Mont Cenis, the adhesion might vary from one-sixth to one-twelfth, and as gradients were required of 1 in 12, it was necessary to adopt some other method than that of trusting to adhesion by bearing wheels; and having a high summit to surmount, it was of great importance, with reference to cost of working, to save weight in the engine as well as in the trains. By adopting the principle of horizontal wheels and a central rail, Mr. Fell (Assoc. Inst. C. E.) found the means of doubling the adhesion, at the same time that, by the use of steel, the engine was made lighter than it could otherwise have been. This principle was first tested, experimentally, on the Cromford and High Peak; and subsequently on a line, 1¼ mile in length, laid on the road over Mont Cenis, with an average gradient of 1 in 13, containing curves with radii varying from 4 to 2 chains. The gauge was 5 feet 7⅜ inches (1.10 metre,) and the middle rail was laid on its side horizontally, at an elevation (to its centre) of 7½ inches above the bearing rails. The engine constructed specially for the Mont Cenis was partly of steel. Its weight was now 14 tons, and its mean weight, when fully loaded with fuel and water, 17 tons, of which 2 tons 13 cwt. was for the machinery connected with the horizontal wheels. There were only two cylinders, each 15 inches in diameter with a length of stroke of 16 inches, which worked both the four coupled horizontal, and the four coupled vertical, wheels, all 27 inches in diameter. The wheel base of the vertical wheels was 6 feet 10 inches, and that of the horizontal wheels was 2 feet 4 inches. The pressure upon the horizontal wheels could be regulated by the engine driver at pleasure from the foot-plate. This pressure was applied through an iron shaft, connected by means of right and left-handed screws with a beam on each side of the middle rail, and these beams acted upon volute springs, which pressed the horizontal wheels against that rail. The pressure employed during the experiments was from 2½ to 3 tons on each horizontal wheel, or 10 tons altogether; but the pressure actually provided for, and which might, when necessary, be employed, was 6 tons upon each, or 24 tons upon the four horizontal wheels. The vertical wheels were worked indirectly by piston rods from the front, and the horizontal wheels directly by piston rods from the back of the cylinders. The results of the different experiments on the Mont Cenis Experimental Railway were given in several tables, which showed that considerably more could be accomplished than had been proposed in the programme handed to the French and Italian Governments. During the official trials, in the month of July, 1865, before the French, Italian and Russian Government commissioners and others, with a load of 24 tons, exclusive of the engine, the distance run in fifteen trips was 51.040 kilometres (31¾ miles nearly) at an average speed in ascending of 10.704 kilometres (6.65 miles) per hour; while with a load of 16 tons, the distance run in eight trips was 29.12 kilometres (18.09 miles,) at a speed of 15.6 kilometres (10 miles nearly) per hour. During these twenty-three trips the pressure of the steam increased 500 lb., or 21 lb. on the average for each run. In the month of November, 1865, when some other trials were made, a maximum speed was attained of 12 kilometres (7.46 miles) per hour, with a load of 24 tons, and of 17 kilometres (11.2 miles) per hour, with a load of 16 tons. As evidence of the power of the breaks, it was stated that when the ordinary and the central rail breaks were combined, with a gross load of 41 tons, descending a gradient of 1 in 12, at a speed of about 6 kilometres per hour, the train was stopped within 20 metres; while, under similar circumstances, a gross load of 33 tons, at a speed of about 12 kilometres per hour, was stopped in 20 metres. It was remarked during the later trials that the engine and train gained speed on the sharpest curves. This effect, so contrary to general practice, was produced, partly by the action of the horizontal guide-wheels, which kept the engine and the wagons in their proper positions with respect to the rails, and partly by the fact that the gradients on the curves had been slightly eased, while the gradients on the straighter portions had been made proportionally steeper, with the intention of as nearly as possible balancing the resistances.

Another system for working steep inclines—that of Signor Agudio—had found support in Italy. In it two stationary engines were employed, one at the summit and the other at the bottom of an inclined plane, which acted upon the same double endless rope, kept stretched by a tension wagon hanging upon it at each extremity. This rope ran between the rails, and over two sets of wheels worked by the stationary engines, from which it received its movement by friction. It did not act directly upon the train, but was connected with an engine, called the "locomoteur funiculaire," supported on a bogie frame at each end, and carrying a system of drums and wheels, by the action of which the required motive power was obtained indirectly by the moving rope. Experiments tried with this system on the Dusino incline between Turin and Genoa in August, 1863, appeared to have given great satisfaction to the commissioners of the Royal Institute of Lombardy. But the author was inclined to think that neither this system, nor any other yet developed, could compete with the central rail system for general traffic on gradients up to 1 in 10 or 1 in 12.

For mountain passes the author believed the middle rail system possessed great advantages. Besides being of service in the ascent, it afforded the means of employing pressure, acting with any amount of force, to any number of vehicles, and thus rendered the descent safe, and supplied a remedy against bad consequences from a fracture of the couplings. It also prevented the engines, or any vehicles of the train that were supplied with guide-wheels, from leaving the line, from a defect in the permanent way or rolling stock. A country which required very steep gradients demanded also, in most cases, very sharp curves; and the central rail contributed to safety as much in respect to the latter as to the former. On the Mont Cenis Experimental Railway the bearing wheels of the engine left the rails on two occasions, and on both they were brought back to the rails by the guiding power of the central rail. As, however, in the course of about three months, the line was expected to be opened from Susa to Lanslebourg or Modane, and in from five to six months from the present time throughout its whole length of 48 miles between St. Michel de Maurienne and Susa, there would then be an opportunity of becoming better acquainted with this plan.

Atlantic and Great Western Railway.

By an order of the Supreme Court of Pennsylvania, made on the 30th ult., Major-General Robert B. Potter, (formerly of the Ninth Army Corps,) was appointed receiver of the Atlantic and Great Western Railway in Pennsylvania. The General having been previously appointed receiver by the Courts of New York and Ohio, thus becomes receiver of the whole line from the Erie Railway to Cleveland and Cincinnati. The receiver is required to operate the lines, to give security in $300,000 for the faithful performance of his duties; and out of the net earnings of the line, to first pay the interest upon the prior or divisional mortgages on the line, and then upon the consolidated mortgage.

On the 3d inst., the Board of Directors met at the office of the company in Meadville, Pa., to take such action as was necessary to transfer the management to the receiver. Two sessions were held on the 3d, and one on the 4th inst. The President, S. S. L'Hommedieu, and the General Superintendent, D. McLaren, tendered their resignations, to take effect on the 1st of May. On the 4th, by direction of the Board, Mr. J. J. Shyrock, Vice President, turned over the books, papers and affairs of the company to the charge of General Potter, the Receiver. The various departments, we are informed, will remain under their present managers—for the present, at least. Whether any changes will be made is not yet certainly known.

☞ The surveys of the Western extension of the Central Pacific Railroad, from Sacramento to a point opposite San Francisco, have been so far completed as to develop a favorable line of less than 88 miles in length. The present route to the State Capital by water is about 120 miles long. The terminus will be on Goat Island, in the Bay, a mile and a half from the City Wharf. It is expected that the road will be completed about the time the line is opened from the Eastern States.

☞ A despatch to the Montreal *Gazette* dated London, March 29th, says the Canada Confederation bill and the Intercolonial Railway Guarantee bill have passed both Houses of Parliament and received the Royal assent. Both these bills are therefore laws.

☞ The Richmond *Dispatch* says that there is a tax bill already in force which will supply ample means to pay the July interest, and probably the January interest also, on the Virginia State bonds.

Prospective Trade of the Northwest.

The business prospects of the Upper Mississippi Valley, for the year 1867, promise to be better than those of any other portion of the Northwest; on account of the unusually large and successful lumbering operations of Northern Wisconsin, and the extensive railroad expenditures in our vicinity. Produce may not be supplied to Eastern markets to the same extent as in one or two former years, from the fact that near "home markets" are created by the thousands of people who are engaged in developing those two branches of business; but the consumption of staple articles of merchandise will be greater than ever.

In addition to the demand created by the causes above mentioned, it should be stated that, during the past two years, an immense immigration of Eastern and foreign people have been pouring into Minnesota, Western Wisconsin and Iowa. These new settlers have been opening up millions of acres of land, which will, in a few years, augment the productive wealth and commerce of the Northwest. Under the liberal and attractive provisions of the "Homestead Law," thousands of poor men from the older States of the East, and from northern Europe, have rushed into this new, and healthy, and prosperous country, to make for themselves and for their children, homes, where they can, in common with all industrious and frugal citizens, enjoy the privileges and comforts of life, and share in some of the luxuries that were beyond their reach in older and more populous communities.

The lumbering operations of this northwestern Congressional district of Wisconsin alone, for the winter and spring of 1867, exceed five millions of dollars; and if the present prices of lumber for Southern and home demand are maintained, the total value of our lumbering business will reach the round sum of $6,000,000.

The Southern Minnesota Railroad, which is endowed by the richest land grant that was ever conferred upon any railway, except the Illinois Central Railroad, is rapidly pushing forward from La Crosse to the Missouri River, and to a connection with all of the great system of Minnesota Railroads. The two years of 1867 and 1868 will witness the construction of about seven hundred miles of railway in Minnesota, Northern Wisconsin and Northern Iowa, with an expenditure of not less than $15,000,000, exclusive of rolling stock and iron. The Government appropriations for the improvement of navigation on the Upper Mississippi and its large tributaries for the year 1867, already exceed $2,000,000.—*La Crosse Republican.*

Specie Movement at New York.

The following statement will show the movement of specie at New York during the first quarter of the present year:

Received from California:		
In January	$2,482,310	
In February	1,749,900	
In March	1,913,984	
		$6,146,194
Imported from foreign ports:		
In January	$126,719	
In February	136,491	
In March	145,867	
		409,077
Total supply since Jan. 1, 1867		$6,555,271
Exported to foreign ports:		
In January	$2,551,351	
In February	2,124,461	
In March	1,891,141	
		6,566,953
Loss since Jan. 1, 1867		$11,682

This statement is very favorable, showing that the receipts of specie since January 1st, have about equaled the shipments, the difference being a mere fractional amount compared with the whole movement.

Rockland Copper Mine.

The product of this mine during the year ending February 28, 1867, was 186,381 lbs. of mineral, the gross value of which is estimated at $43,092 57. The proceeds of mineral actually sold was $37,335 62. The total mining expenses have been $56,440 28 (being a reduction from last year of $4,539 per month in mining costs), and the whole expenses of the year for all purposes $65,-347 39. After deducting the gross value of the year's product, a deficit is shown in the year's business of $22,254 82, being nearly $30,000 less than the deficiency of the previous year, to cover which an assessment of $1 per share was levied, payable June 1, 1867. The receipts for the year were $73,550 69, and the expenses $63,512 15, showing a cash balance on hand March 1 of $10,-038 54.

Memphis and El Paso Railroad.

The formal assent of Memphis, as one of the stockholders in this road, is alone necessary to give effect to a sale that is said to insure the completion of this important work. Under its terms: The road is to be completed and equipped by the first of January, 1868, and the purchasers agree to assume and pay all liabilities of the present Memphis and Little Rock Railroad Company. The El Paso Company is authorized to issue bonds to the amount of one million three hundred thousand dollars, to be used in completing and equipping the road. Two thousand tons of iron are to be delivered by the first of October, or so much as may be necessary for the completion of the road.

☞ The Paterson and Newark Railroad is being pushed forward with vigor, and the new Board of Directors promise that it shall be completed by the 1st of January, 1868. It is the intention of the company, when the road is completed, to connect their depot in Governeur street, Newark, with the depot of the New Jersey Railroad in Market street, by means of a horse railroad.

☞ The Costa Rica Inter-oceanic Railroad Company has contracted with Colonel Edward McGovern, of Pennsylvania, to superintend the survey of the route conceded by the Costa Rica government, connecting the Atlantic with the Pacific oceans, having excellent harbors at its termini and passing through a healthy, productive and populous region.

☞ We learn from the Louisville *Journal* that there is a project on foot to construct an air-line railroad eighty-five miles south of the Nashville and Decatur Railroad, connecting with the Louisville and Nashville Railroad. It is very favorably received, and the latter road stands pledged to aid the construction to the amount of $500,000.

☞ The Foxboro (Mass.) Branch Railroad Company has voted to accept the charter of the Mansfield and Framingham road, and the two will be merged in one. This consolidation and the completion of the route will place New Bedford and the Cape towns in direct communication with the West and Northwest.

☞ The Norwich and Worcester Railroad Company has given notice of an application to the Legislature for power to extend their road on the west side of the Thames River to New London.

Alexandria, Loudoun and Hampshire R.R.

This important line of communication between Alexandria and the interior of the State of Virginia, now in process of repair, is rapidly approaching Leesburg, to which point its construction had reached at the commencement of the war, and where an extensive trade depot had been established. The bridge over Goose Creek, an expensive structure, now being erected, will be completed by the end of the current month. Those over Sycolin and Tuscarora Creeks, between Goose Creek and Leesburg, each about 140 feet long, have been framed, and can be placed in position in a short time. The erection of these bridges, with the exception of about a quarter of a mile of track to relay, and two cuts to clean out, constitute the only work remaining to be accomplished in order that trains may run from Leesburg to Alexandria.

Interest and Dividends.

The Lehigh Valley Railroad Company has declared a quarterly dividend of two and a half per cent., payable April 15th.

The Central Railroad Company of New Jersey has declared a quarterly dividend of 2½ per cent., and the Government tax, payable on the 20th inst.

The Catawissa Railroad Company have declared, on account of the dividend due the preferred shareholders, three and a half per cent., payable on the 25th instant.

☞ The Philadelphia *Ledger* says that the Pennsylvania Railroad Company "has bought, and possesses the Columbus and Indiana Central Railroad—giving the company a continuous line from Philadelphia to Indianapolis. The bargaining for the Pacific Railroad of Missouri has already been commenced. That concluded, it will remain to acquire the line from Indianapolis, through Terre Haute and Alton to St. Louis, and then the company will control a line extending from Philadelphia to the western terminus of the Eastern Division of the Union Pacific Railroad, wherever that may be."

☞ The Union Pacific Railroad, Kansas Branch, has applied to the government for a commissioner to examine the 7th section of their road, extending to the Saline River, 45 miles west of Fort Riley track. They are laying and progressing at the rate of a mile and a half a day, and cars will reach the town of Salina, 50 [illegible]eyond Fort Riley, and 468 miles west of [illegible]s, on the 13th inst.

☞ Alexandria corporation stock is worth, at auction, 42 to 43 per share; Alexandria Water Company stock 45½, and Manassas Gap bonds, with interest due for six years, 33.

Union Pacific Railroad.

The Vice-President of this road, Thomas C. Durant, Esq., makes the following declaration in regard to the progress of the work:

"Work has not been suspended on the Union Pacific Railroad west of Omaha. Extreme cold weather and snow prevents laying track, but we were never doing more in accumulating material and getting it to the end of the track. We have now on hand the iron and ties for 150 miles, and I will pledge myself to complete two miles a day for the first 100 working days after the frost is out of the ground. Any investigation will only result to our credit, for we have built more road in a given time than was ever done before, and

propose accomplishing more this year. We are not asking any legislation."

Thistle Mill Waste,

A new and Superior Article of WOOLEN Waste, combining the following

ADVANTAGES,

1st. It is 30 per cent. lighter than ordinary waste.
2d. It will absorb 25 per cent. more oil.
3d. Has greater elasticity and will wear longer.
4th. It is less liable to ignite.
5th. And has a value as old waste.

The use of Wool as an ANTI FRICTION material is too well known to require discussion.

This waste is manufactured expressly for use in packing Locomotive and Car Journal Boxes, and will be sold as low as the best Cotton Waste.

The old waste taken in exchange at a price—including weight of oil, dirt, &c.—which will reduce first cost over one-half.

Small Sample Bales furnished FREE for trial.

KASSON & CO.,

15tf **58 Beaver St., New York,**

OFFICE ERIE RAILWAY COMPANY,
No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of $3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others bidding the highest premium therefor will be entitled to extend said Bonds *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 30 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfort, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5t15 ROBERT H. BERDELL, President.

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All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-54 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled Tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited in the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
6t12 Board of Public Works.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 16.] SATURDAY, APRIL 20, 1867. [WHOLE No. 1,618, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 20, 1867.

The Proposed Railway Consolidation.

NEW YORK, April 11, 1867.

Mr. Charles A. Trowbridge, 48 *Pine street:*

DEAR SIR—May I ask for publication your views upon the proposed consolidation of the railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans, and through the Cumberland Gap into the State of Kentucky, looking ultimately to a continuous line from Norfolk to New Orleans, and from Norfolk to the Mississippi River at Hickman, Ky., and thence to St. Louis. From the great interests involved and the value which I attach to the measure in many respects, I hope you may find time to present the considerations which you so forcibly set out in our recent conversations. The proximity of the coal basin in Chesterfield County, Virginia, to the port of Norfolk, and the mineral deposits in South Western Virginia and Tennessee, are by no means inferior considerations in estimating the value of the railways, but the cotton and travel which must find this route the nearest, and, of course, the cheapest, from the Mississippi Valley to the Atlantic, must be the great sources of income, and I feel quite sure you will agree with me in the opinion, that no single measure of public policy could be of more importance to Virginia than the consummation of the objects proposed. With consideration, and awaiting your reply,

I am very respectfully,
D. H. LONDON.

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48 PINE STREET, NEW YORK, April 12, 1867.

D. H. London, Esq.:

DEAR SIR—I have your note of yesterday asking my views respecting a proposed consolidation of railways from Norfolk, Virginia, to the Tennessee line at Bristol, and thence to New Orleans; and also through Cumberland Gap, &c.

On the general principle that "in union there is strength," it has been found in this country that long lines of railroad can be operated more advantageously for the public and their owners than short ones; and that one executive head can—whether in military, civil or commercial operations—work more efficiently than many, is I believe, an undisputed proposition.

There is probably no class of property more dependent upon the whims and caprices of the public, than our railways. This fact certainly is too patent to every one who has had the management of them to need illustration.

Short lines of railroads may have "traffic arrangements" to make close passenger connections, carry through freight expeditiously, and every other arrangement that can be conceived of, but experience has shown that it is next to impossible for them to work as promptly and harmoniously as though they were managed by one mind.

The expense of keeping up a full railway "executive staff" for each short road constituting a through line, in comparison with one such staff for the whole line, is no inconsiderable item and is vastly more than uninitiated parties are aware of.

The first considerable consolidation of several short railroads in this country into one line occurred in the State of New York some fifteen years since, when six (I think) short roads were united by law under the title of the "New York Central Railroad Company." That law required the company to carry passengers long and short distances for all time, at two cents per mile. Notwithstanding this low rate, I am informed that company has paid its shareholders nearly ten per cent. annually on the original cost of the shares of the companies which were thus consolidated, and at the same time has made its road one of the most frequented and popular lines on the continent.

The Pittsburg, Fort Wayne and Chicago Railway is, I think, one of the best illustrations of the beneficial results of consolidation. It is quite true that the line was originally known as the Pittsburg, Fort Wayne and Chicago Railroad Company, but the Illinois, Indiana, Ohio and Pennsylvania Companies constituting it, were distinct organizations, under separate management, connected by what is known as "a running arrangement" from Chicago to Pittsburg.

Although this line opened under the most flattering circumstances, and bid fair to be a splendid success for the several companies comprising it, it was not long before the jealousies, suspicions, and what not of the respective managers brought them all to the verge of ruin, with the probable loss of their roads by foreclosure of their first mortgagé bondholders for non-payment of interest. Under this state of things, a gentleman of my acquaintance, in no way whatever connected with either of the companies, was consulted by persons largely interested in their stock, as to the best method of extricating themselves from their unfortunate position. After looking minutely into their affairs, he saw that bankruptcy of all concerned (except the first mortgage bondholders) was inevitable. He then suggested that a new company should be organized under a charter to be obtained from the four States through which the roads ran—with perhaps the same name (slightly changed)—and that the whole management should be put under *one efficient head*. This course was adopted and resulted in saving to the second, third and fourth mortgage bondholders their bonds; the shareholders their stock; and the current creditors of the various roads the sums due; and finally in making it one of the most valuable lines of road in the country.

The consolidation of the Chicago and Northwestern Railroad Company (which originally was but one short road) with other companies, has

made it a corporation operating, at the present time, nearly eleven hundred miles of road, the western limit of which has, within the past year, been pushed through Iowa, and now connects with the Union Pacific Railway in the State of Nebraska. The gross earnings of this road in 1863 were less than *three million dollars*, while in 1866 they were over *nine millions*.

Other instances of the benefits of this kind of consolidation might be adduced, but I think the cases mentioned are sufficient to show the great advantages which result from such combinations.

As regards uniting the roads before mentioned under one management, I am clearly of the opinion, on account of their peculiar situation, forming as they do the only inland line from Norfolk to the Southwest, it would be very much to their advantage to consolidate with as little delay as possible. I passed over the line from Washington city to Knoxville a short time since and was particularly annoyed by waiting twenty-four hours at Lynchburg, caused by the trains failing to connect at that point. Notwithstanding we left Lynchburg "on time," my fellow passengers were detained twenty-four hours at Knoxville, the train having left but a short time before our arrival there.

I found the road from Lynchburg to Knoxville (from the operations of the late war) necessarily very much out of repair, and I have no doubt, from Knoxville to the extreme South it is equally so, from the same cause. I am unable to state the condition of the roads from Norfolk to Lynchburg, but I have no doubt they also need rebuilding quite as much as those I have mentioned. To put all these roads in first-class order will require a large amount of money.

If these several companies come into market to raise the small amount of funds each will need, it will be a difficult matter to accomplish it, as there will be such a diversity of interest, that capitalists will become confused with the variety of "Virginia" and other "southern railroad projects" presented at the same time. But, if on the other hand they all unite, put their roads as far as they can under one head, and present themselves before the moneyed men of Europe and this country, with *one distinct enterprise* which will be found extensive enough to induce the "great bankers" to take hold of it, they cannot fail to succeed. It is right and proper that I shall give a reason for this opinion.

In the first place, this line is the only direct railway route from New York to New Orleans; and if put in good order so that a person can be carried promptly (at fair speed) and without delay, it will take three-fourths if not the entire passenger business between those two points.

Secondly. Between Lynchburg and North Alabama, it has no competing road, and the topography of the country between the Cumberland and Smoky mountains is such that I doubt if ever a rival road will be built, consequently the local traffic, (as that is the only outlet for that part of the country) must be very large.

Thirdly. It will be difficult to estimate the amount of cotton that will be brought over the road from Northern Alabama, Eastern Mississippi and Tennessee. The rich mines of iron, copper, lead, coal and zinc in East Tennessee and Southwestern Virginia—to say nothing about those extensive coal-beds now being worked within eighty miles of Norfolk—which are now attracting so much attention among northern capitalists, and are being opened somewhat extensively, will furnish an amount of local freight to go East as well as West from those points, that will be difficult to estimate. As regards the line through Cumberland Gap to Hickman, Kentucky, with a view of reaching the Northwestern system of railroads at that point and Cincinnati, I think there can be but one opinion.

The surplus products of the country now find their market on the Atlantic coast by the Northern lakes, canals, the St. Lawrence river, the great lines of railroads from the Mississippi river over the Alleghanies, the Mississippi river and the Gulf of Mexico. The Northern lakes, canals, upper Mississippi and St. Lawrence are frozen many months of the year, during which time these products have to be carried by the railroads (to the extent of their capacity) I have mentioned to the seaboard. It will, I think, therefore, be readily seen, if a direct rail communication should be opened between Cincinnati and Norfolk, a large proportion of the products of Southern Ohio, Kentucky, Southern Indiana, Southern Illinois and Missouri will reach the Atlantic by that route.

It really seems to me, if the owners of the roads you have mentioned and your Legislature are wise, they will at once take the necessary steps to put themselves in such a strong position as will certainly ensure the consummation of the objects you have indicated.

I have already made this communication longer than I intended, but the subject is so prolific, and my desire for the early development of your part of our country (although I have not a farthing's pecuniary interest in it), is so great, that I scarcely know when to stop when I commence talking about it.

I am, my dear sir,
Very respectfully, yours, &c.,
C. A. TROWBRIDGE.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers....	$1,003,158 19	$1,028,695 85
" freight	623,499 63	772,534 15
" mails.....	13,712 47	14,164 26
" expresses	.....	57,414 15
" rents	21,635 85	18,383 97
" interests, etc...	35,157 96	23,537 16
	$1,697,164 10	$1,914,729 54
Expenses, viz.:		
Repairs of road.....	$154 606 76	$237,025 48
" engines...	127,942 82	103,728 00
" cars.....	113,222 82	145,629 64
" buildings.	68,570 15	146,904 55
" bridges ..	1,551 44	21,490 61
Fuel	130,614 69	131,641 78
Oil and waste	15,791 01	18,877 26
Wages of watchmen, switchmen and signalmen	23,479 30	25,903 44
Taxes and insurance.	33,469 59	22,916 01
Passenger expenses..	114,344 11	131,496 86
Freight " ..	173 222 98	228,591 16
Gratuities & damages	8,178 43	18,364 33
Rent to Agricultural Branch	20,969 07	21,695 23
Salaries.....	49,199 64	47,724 51
U. S. tax on receipts.	41,668 80	44,468 26
Revenue stamps	2,715 00	3,901 81
State tax	80,560 36	74,169 28
	$1,160,106 47	$1,424,528 21
Net income	$537,057 63	$490,201 33
Deduct dividend 10 per cent. including U. S. tax, on same.	473,684 20	473,684 20
Surplus undivided ..	$63,373 43	$16,517 13

The gross receipts have exceeded those of last year by $217,565 44; the expenses by $264,421 74; making the decrease in net income $46,856 30. The increase on local business was $120,927 38; on joint business $53,644 80. Total income per mile of road, $27,749 70; expenses, do., $20,645 39. Income per mile run, $2.62; expenses, do., $1.95. Cost of road repairs per mile, $3,455 20; do., per mile run, 32.50 cents. Per cent. of main track relaid with new rails, 13.15; do., with repaired rails, 4.76; do., with new sleepers, 13.79; cost per car per mile run, 2.30c. Cost per mile for fuel, 18.05 cents. Cost of transportation per ton and per passenger per mile, without distinguishing between them, 2.283 cents.

Miles run by passenger trains, 479,975; by freight trains, 233,242; by other trains, 16,253—total miles run, 729,470. The number of passengers carried in the cars has been 2,663,825; do. carried one mile, 42,008,825; do., carried one mile, to and from other roads, 14,300,624. Tons of merchandise carried, 569,319; do., carried one mile, 21,263,961; do., carried one mile to and from other roads, 16,321,481. Increase in passengers carried, 277,639; increase in passengers carried one mile, 1,509,359. Increase in tons of merchandise carried, 141,915; increase in tons of merchandise carried one mile, 5,213,864. The report says:

The gain on income from local passengers, as compared with last year, has been 11.75 per cent., while the loss on income from joint passengers has been 11.54 per cent. The gain from local freight has been 19.70 per cent., and from joint freight 26.77 per cent. The constant increase in business calls for a constant increase in the amount of accommodation, particularly in the freight department. Prior to 1854, we furnished our proportion of the merchandise cars for all the joint business with the Western Railroad Corporation. Since the commencement of that year, that corporation, by agreement, or under an award by which this arrangement was made in conformity with their desire, furnished all the cars, receiving compensation for their use on this road. This corporation was thus left overstocked with merchandise cars from that time to last year, when we furnished our proportion of the Red Line cars to run through to Chicago, and found other uses for all our own.

During this year we have taken down ten merchandise cars, unfit for use, and added to our stock eighty-six new eight-wheel and twenty-five four-wheel merchandise—also four passenger, one baggage, and our proportion of four passenger cars for the New York Line, at a cost of $100,721 87. We have built a freight house, a house for milk cars, a platform for petroleum, enlarged our engine house, extended the covering over our wharf, completed and furnished the inward passenger station and Albany Street House in Boston, and partially completed a freight house at Milford, and an engine house at Worcester, at a cost of $105,611 87. We have built a bridge over the Charles River, on the Newton Lower Falls Branch, at a cost of $7,764, and are preparing to lay two additional tracks under the Tremont Street Bridge in Boston. The wooden bridge, of twenty years' standing, has been removed, and a substantial iron bridge, covering four instead of two tracks, will soon take its place. The work, however, has been greatly delayed by the Cochituate water pipes over the railroad at this point. The amount already expended by the corporation is $8,000.

FINANCES.—ASSETS.

Cash		$36,133 54
Loans on collateral		254,163 50
Notes receivable		25,355 72
Bills receivable		176,030 19
Balances due from other roads and individuals		122,120 73
Land not included in construction account		109,698 92
First mortgage bonds (256 of $1,000 each) on the Grand Junction Wharves, &c.		254,930 00
Fuel, iron, sleepers, and materials on hand		165,200 85
		$1,153,633 45
Deduct January dividends, 5 per cent. and U. S. tax on same	$236,842 10	
Balances due other roads and individuals	393,605 55	
Unclaimed dividends	7,914 00	
		638,361 65
Leaving a surplus of		$515,271 80

[Second mortgage bonds of the Grand Junction R. R. & D. Cos. ($106,176 65), being of doubtful value, not included.]

Since our last report, authority has been given by an act passed at the last session of the Legislature, Stat. 1866, chap. 278, to connect this road with the wharves at East Boston in pursuance of which a location has been filed. Under the proceedings, mentioned in our last report, then pending in the Supreme Court, after a protracted hearing before two Masters in Chancery, to whom the case was referred for the determination of certain questions, the Grand Junction Wharf property was advertised for sale, and the offer made by this corporation being the highest, a motion was made that the trustees be instructed to convey the property to them as the highest bidder. But the court have not yet acted upon this motion, and we are not yet in a condition to provide the improvements necessary to make the property "available for the public benefit."

Prior to 1854, an average time of more than thirty days, and not unfrequently a longer period, was occupied in the transportation of goods between Boston and Chicago. In July of that year an arrangement was made by which goods, transhipped at Albany, Suspension Bridge and Detroit, were taken through in twelve days under a tariff for first class freight of $2.15 per 100 pounds. This arrangement cost the managers of the line and the Committee of the Board of Trade, who aided in effecting it, much time and effort, and proved satisfactory to the merchants of Boston. In the first annual report of that body in January, 1855, they say, "A committee of the government has endeavored to introduce into the management of some of our railways the system of guaranteeing the time within which they should agree to deliver at its destination the merchandise entrusted to them for transportation. It was first adopted—to their praise be it said—in the line of railway extending from Boston *via* Albany, to Chicago, to the North of Lake Erie." And again, in their report for the following year, they remark, "We believe that much good has been accomplished; that the acknowledged increase of our Western trade the past season is owing in a great measure to the improvements which have been made in the regularity and speed with which goods have been transported, and that if the Board of Trade had effected nothing else, its influence has in this particular been of more benefit to you than can well be calculated. Not that your directors mean to arrogate to themselves all the credit of this improvement. It is due in the main to the managers of the railways, steamboats and propellers which form connecting lines, we may almost say thousands of miles long, from Boston to our far West. They have listened to our complaints, adopted our suggestions, and the result is as you have seen." Since that time the facilities for transportation of merchandise between Boston and all important points in the West and Southwest, have been still more improved, and cannot but give satisfaction to the merchants whose representatives aided in establishing this system. Three through lines, designated respectively by the color of the cars employed, are now in successful operation; the Red Line and the Blue Line to Chicago, St. Louis, &c.; the White Line to Cincinnati, Louisville, Evansville, St. Louis, &c. The Red Line cars are constructed, at an increased cost for building, use and repairs, to run over the 4 feet 8½, 4 feet 9¼ and 4 feet 10 inch gauges *via* Buffalo and Cleveland to Chicago and beyond; the Blue Line cars, by a third rail laid between Suspension Bridge and Detroit, run over one continuous track of a uniform gauge of 4 feet 8½ inches to the Mississippi River. Cars over both these lines run through from Boston to Chicago in five days, and under a tariff for first class freight of $1.88 per 100 pounds, or more than 12½ per cent. less than than the tariff of 1854, while every item of expense has been increased and some items more than doubled.

This corporation are building cars for the Blue and White Lines, and arranging special accommodations for the reception and delivery of the freight carried by all connecting lines. While we cannot lose sight of the necessity for a just consideration of the heavy terminal expenses imposed on this corporation, we shall spare no exertion to accommodate the through business, as well as all business done with connecting roads, in the expectation that a satisfactory arrangement in regard to this subject may be made. A highly respectable committee of the Board of Trade, to whose recognition of our former efforts in this respect we have already referred, after giving in their report an account of the establishment of the Red Line, and of the mode in which its business was transacted, add, "your committee believe that the system now referred to will if generally adopted, be of great advantage to all the interests involved. Its tendency must be to improve the manner of conducting the freighting business remaining under the immediate control of the roads, and to place the whole subject of transportation on a more satisfactory basis than has yet been reached. It has been estimated that the cost of transhipping freight on the route between Boston and Chicago amounts to half a million of dollars annually. How desirable if so heavy an outlay, or any part of it, may be avoided (involving also a saving in time) by the adoption of through trains between the principal cities of the country. To the public at large the system now recommended has many advantages. So far as the interests of Boston are concerned, your committee are of the opinion that one such company should be organized on each of the principal routes from this to the West."

So far as the line of which this corporation forms a part is concerned, this suggestion has been fully carried out in the manner above explained.

In order to meet the demands of the competing Express Companies seeking to do business over this road, an arrangement has been made, which took effect upon the first day of January 1867, to run through trains for the Expresses alone. The Adams Express Co. and the Merchants' Union Express Co. are each allowed the use of three cars between Boston and New York; one car is run to and from Albany for the Merchants' Union Co., and one for Thompson & Co. The same compensation is paid by each, and the sum received is divided *pro rata* between the corporations forming the line. The Adams and Merchants' Union Companies have equal accommodations at Worcester and intermediate sations on this road.

The change made in the Old Colony and Newport Railway two years ago, under Stat. 1861, c. 137, over Fort Point channel, directly in front of our wharves, rendered expensive alterations necessary, and left them in such a situation that, even with the best arragement that could be made, they were much less available than before. In view of the increase of water-borne freight, and grain in bulk, seeking transportation to this point, we felt it necessary to apply to the Legislature for authority to extend our track to the wharves below Federal street. Since the close of the year we have effected an arrangement with the Old Colony and Newport Railway Company, involving a settlement of our claims for damages by their new location, and the sale to this corporation of about an acre of wharf property on the channel, on which we contemplate erecting an elevator during the present year, with the hope that sufficient accommodation may thus be obtained for the present exigencies of this class of business.

The second section of the Agricultural Branch Railroad, from Northboro' to North Sterling, was opened for trial on the ninth day of July, thus making a continuous line through to Fitchburg by the way of Framingham. Three daily trains for passengers and one for freight, run by this corporation between Boston and Marlboro' and by the Agricultural Company between Marlboro' and Fitchburg, pass between Boston and Fitchburg without change of cars. The tariff to competing points has been amicably arranged between the manager of this line and the Fitchburg Railroad Company.

Not one of the 2,663,825 passengers transported during the year has been injured in the cars. This is the best testimonial that could be given of the care and fidelity with which the employees concerned in the management of the trains have performed their duty.

The equipment of the road consists of 36 engines; 58 8-wheel, 1 4-wheel, also 2-5ths of 5 on steamboat train, and 44-234ths of 25 on land route trains; 10 8-wheel baggage, also 2-5ths of 2 on steamboat and 44-234ths of 14 on land route trains; 371 8-wheel, 6 4-wheel merchandise, and 25 4-wheel coal cars.

BALANCE SHEET, NOV. 30, 1866.

Construction and equipment		$4,500,000 00
Materials on hand		165,200 85
Notes receivable		289,519 22
Freight uncollected		176,030 19
Grand Junction R.R. 1st mort. bonds		254,930 00
Do , 2d mortgage bonds		100,000 00
Land not charged to construction account		109,698 92
Balance due from other roads		128,297 38
Cash		36,133 54
		$5,759,810 10
Capital stock	$4,500,000 00	
Reserved income	600,338 20	
Insurance fund	21,110 25	
Dividend payable Jan. 1, 1867	236,842 10	
Unclaimed dividends	7,914 00	
Bills unpaid	318,430 17	
Balance due other roads	75,175 38	
	$5,759,810 10	

President.—GINERY TWITCHELL.

Directors.—Ginery Twitchell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claflin and George P. Upham.

Vice President.—D. WALDO LINCOLN.

Superintendent.—ABRAHAM FIRTH.

Treasurer.—HORACE WILLIAMS.

☞ There is a proposition before the Virginia Legislature to consolidate the railroads between Norfolk and Cumberland Gap, so as to make the Virginia and East Tennessee Railroad a real trunk line, and give it access to the sea. It will require a good deal of money to put this road in order, and unless il s done, and the consolidation effected, the Virginians fear that Baltimore may reap all the rewards of the traffic of Central and Southwest Virginia.

Railroads and Canals of Pennsylvania.

Abstract of the Annual Report of the Hon. J. F. Hartranft, *Auditor-General of the State, for the year* 1866.

Companies.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	
Atlantic and Great Western	29,564,405	29,999,900	1,156,819	60,721,124	56,357,560	393.00	1,257,267	3,478,916	97,307	4,833,490	3,522,460	1,311,030	....	....
Bald Eagle Valley	550,000	500,000	.....	1,050,000	1,050,000	53.19	(Leased and operated by Pennsylvania Railroad Company.)							
Barclay Coal	984,800	135,000	45,000	1,164,800	1,164,800	16.50	2,287	40,365	28,949	71,601	37,616	33,985	....	....
Bellefonte and Snow Shoe	600,000	99,000	2,144	701,144	436,286	22.50	9,337	79,271	9,543	98,150	56,826	41,324	12,000	2
Buffalo, Bradford and Pittsburg	332,275	....	.....	332,275	621,860	20.00	2,221	77,892	3,926	84,039	37,365	46,674	....	....
Catasauqua and Fogelsville	1,100,000	1,766,000	.....	2,866,000	2,866,000	26.00	(Leased and operated by Erie Company.)							
Catawissa	3,350,000	266,000	.....	3,616,000	3,634,000	67.50	87,701	300,018	99,333	487,052	356,509	130,543	....	....
Chester Valley	871,900	867,500	600	1,740,000	1,371,900	21.50	(Leased and operated by Phila. and Reading Company.)							
Chestnut Hill	120,650	....	.....	120,650	120,650	4.12	16,530	2,943	....	19,473	....	.....	....	....
Cleveland, Painesville and Ashtabula	5,000,000	1,500,000	.....	6,500,000	4,868,427	96.35	954,438	1,468,446	145,851	2,568,835	1,464,222	1,104,613	499,730	10
Cleveland and Pittsburg	5,391,575	3,872,860	14,200	9,288,635	9,066,895	203.50	788,923	1,498,632	324,631	2,612,186	1,595,488	1,016,698	215,653	4
Connecting (Philadelphia)	100,000	1,000,000	.....	1,100,000	....	7.00	(In progress.)							
Cumberland Valley	1,316,900	384,000	.....	1,700,900	1,691,037	74.00	276,187	267,274	20,947	564,408	212,127	352,281	69,635	8
Delaware and Hudson Canal R. R	(See Del. and Hudson Canal.)				2,162,278	34.00	28,078	29,246	....	59,324	642,834	.....	.....	....
Delaware, Lackawanna and Western	11,288,600	3,370,500	717,222	15,376,322	12,599,844	113.50	244,170	2,466,797	27,529	2,738,496	2,023,672	704,824	2,152,315	20
East Brandywine and Waynesburg	89,800	168,000	2,000	259,800	259,800	17.50	(Leased and operated by Pennsylvania Company.)							
East Mahanoy	392,550	....	.....	392,550	391,604	8.00	(Leased and operated by Phila. and Reading Company.)						23,553	6
East Pennsylvania	654,400	574,900	.....	1,229,300	1,569,740	39.67	170,243	262,271	13,564	446,078	211,044	235,034	....	....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	2,620,000	78.00	133,251	348,372	85,917	517,530	596,462	(Loss.)	60,000	6
Enterprise	99,625	....	.....	99,625	....	.....	(In progress.)							
Erie and Northeast	600,000	400,000	.....	1,000,000	700,000	18.50	(Oper. by Buff. and State Line Co.)			620,437	460,239	160,698	150,000	25
Erie and Pittsburg	664,300	1,248,704	435,297	2,348,301	2,397,549	83.60	177,802	422,109	18,654	618,565	383,412	235,153	....	....
Farmers'	300,000	200,000	51,205	551,205	407,537	7.75	7,091	10,668	....	17,759	8,530	14,229	....	....
Fayette County	90,000	....	.....	90,000	130,000	12.66	(Leased and operated by Pittsburg and Connellsville Co.)						....	3½
Gettysburg	117,400	86,000	95,000	298,400	262,000	17.12	(Operated by Sequestrator.)						....	....
Hanover Branch	116,850	....	4,800	121,650	233,710	12.25	16,152	23,850	15,799	55,801	33,080	22,721	....	5
Harrisburg, P. Mt. Joy and Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	54.00	(Leased and operated by Pennsylvania Company.)						82,778	7
Hazleton	1,615,000	150,000	.....	1,765,000	1,615,000	26.31	(Coal Railroad.)			....	62,000	....	161,500	10
Hempfield	1,809,565	500,000	100,000	2,409,565	1,657,799	32.00	24,564	23,023	8,105	55,692	52,720	2,972	....	....
Huntingdon and Broad Top Mountain	685,130	1,462,142	.....	2,147,272	2,188,498	58.75	28,021	209,960	12,925	250,906	197,311	53,595	....	....
Ironton	400,000	200,000	3,500	603,500	280,153	11.00	....	39,773	1,679	56,452	25,601	30,851	....	....
Jamestown and Franklin	569,952	500,000	.....	1,069,952	1,227,606	34.50	(Leased by Cleveland, Painesville and Ashtabula Co.)							
Junction	26,250	535,000	144,904	706,154	715,731	4.62	(No Report.)							
Lackawanna and Bloomsburg	1,335,000	2,401,645	68,880	3,805,525	3,812,146	82.00	154,219	653,497	11,102	818,878	533,868	285,010	....	....
Lehigh and Lackawanna	89,000	....	105,000	194,000	....	.....	(In progress.)							
Lehigh Luzerne	344,650	....	.....	344,650	356,870	12.50	....	67,324	....	67,324	12,000	51,324	45,291	14¼
Lehigh and Mahanoy							(Merged in the Lehigh Valley.)							
Lehigh and Susquehanna	(See Lehigh Coal and Navigation.)				5 080,221	64.00	21,352	330,491	49,233	401,076	230,585	170,491	....	....
Lehigh Valley	9,408,200	1,477,000	.....	10,885,200	12,994,222	128.50	330,372	566,758	2,821,550	3,718,680	1,458,643	2,260,037	1,481,050	20
Little Saw Mill Run	83,562	62,167	675	146,404	91,011	3.00	....	46,445	5,717	52,162	32,578	19,584	....	....
Little Schuylkill	2,646,100	885,000	.....	3,531,100	1,466,283	33.80	(Leased and operated by Philadelphia and Reading Co.)							2
Littlestown	46,225	34,750	.....	80,975	76,000	7.25	1,402	3,293	485	5,180	4,257	923	....	....
Lorberry Creek	52,050	30,000	.....	82,050	82,050	6.50	(Leased and operated by Philadelphia and Reading Company.)							
Lykens Valley	600,000	....	.....	600,000	700,000	21.50	(Leased and operated by Summit Branch.)				62,500	54,000	9	
McCauley Mountain and Black Creek	75,000	75,000	10,500	160,500	160,500	5.25	(No Report.)						....	....
Mahanoy and Broad Mountain	1,335,815	250,000	.....	1,585,815	1,582,410	80.75	12,490	88,279	....	100,769	(Oper. by Reading Co.)		....	....
Mifflin and Centre County	24,874	100,000	4,200	129,074	167,900	6.9	(Leased and operated by Pennsylvania Co.)						....	....
Mill Creek and Mine Hill	323,375	....	.....	323,375	323,375	16.79	(Leased and operated by Phila. and Reading Company.)						32,337	10
Mine Hill and Schuylkill Haven	3,775,600	....	.....	3,775,600	3,740,800	135.00	(Leased and operated by Phila. and Reading Company.)						302,048	8
Mount Carbon	200,000	....	.....	200,000	208,260	7.76	(Leased and operated by Phila. and Reading Co.)					14,000	12,004	6
Mount Carbon and Port Carbon	282,350	....	.....	282,350	282,350	9.00	(Leased and operated by Phila. and Reading Company.)						33,882	12
Nanticoke	475,000	151,000	83,932	709,932	251,000	25.20	(Leased and operated by Lehigh Coal and Navigation Company.)							
Nesquehoning Valley	63,890	.....	.....	63,890	36,117	.....	(Not complete—length 13 miles.)						....	....
Newcastle and Beaver Valley	198,250	188,300	5,000	391,550	390,025	14.93	(Leased and operated by Pittsburg, Fort Wayne and Chicago Co.)							11¼
Northern Central	4,518,904	4,424,500	669,782	10,613,182	10,894,519	138.00	786,665	1,869,293	308,075	2,964,033	1,800,819	1,163,214	361,466	8
North Lebanon	300,000	....	.....	300,000	319,632	12.00	....	41,418	....	41,418	25,866	15,552	30,000	10
North Pennsylvania	3,150,150	3,124,737	.....	6,274,887	6,420,184	67.25	330,059	552,370	19,784	902,213	519,713	382,500	....	....
Oil Creek	758,150	556,000	.....	1,309,150	2,458,945	37.00	179,100	1,231,561	13,535	1,424,196	676,585	747,611	....	....
Pennsylvania	20,000,000	11,438,856	445,500	31,884,356	21,135,440	364.43	3,946,467	11,709,293	1,061,529	16,717,289	12,456,212	4,261,077	1,737,969	9

Pennsylvania Coal	3,200,000	597,500	350,000	4,147,500	2,000,000	62.87	(Carry only company's own business.)						640,000	20
Perkiomen	11,599	....	.....	11,599	10,714	.....	(In progress from Pauling's Bridge to Emaus 3½ miles.)							
Philadelphia and Baltimore Central	218,100	800,000	.....	1,018,100	1,095,346	39.00	71,083	76,035	2.100	149,218	115,469	33,759	....	....
Philadelpia and Erie	5,083,700	13,000,000	600	18,084,300	17,869,733	287.51	734,725	1,744,299	62,027	2,541,052	2,740,130	(loss.)	....	....
Philadelphia, Germantown and Norristown	1,491,850	159,800	.....	1,651,650	1,407,568	20.22	388,130	186,591	30,625	605,346	332,619	272,727	132,753	9
Philadelphia and Reading	22,742,867	6,719,563	.....	29,462,430	26,380,004	154.59	1,026,217	9,667,235	209,366	10,902,818	4,886,288	6,016,530	2,274,286	10
Philadelphia and Trenton	1,099,120	200,000	.....	1,299,120	1,369,284	26 50	788,322	19,688	41,435	849,445	532,692	316,753	154,850	15
Philadelphia, Wilmington and Baltimore	9,019,300	1,450,000	.....	10,469,300	10,469,300	95.95	1,685,316	720,555	65,087	2,470,958	1,413,271	1,057,687	900,880	10
Pittsburg and Connellsville	1,776,129	1,500,000	73,108	3,349,237	2,432,068	58.40	172,881	280,150	86,579	539,110	293,144	245,966	....	....
Pittsburg, Ft. Wayne and Chicago	9,940,765	12,572,500	.....	22,513,265	13,841,274	468.50	2,536,853	4,664,337	230,296	7,525,386	5,350,628	2,174,758	1,035,315	10
Reading and Columbia	505,214	1,000,000	374,446	1,879,660	1,852,708	48.50	44,973	91,558	2,765	139,296	117,202	22,094	....	....
Schuylkill and Susquehanna	1,269,150	97,000	170,722	1,536,872	1,308,686	55.00	27,865	107,352	10,680	145,897	160,249	(loss.)	....	....
Schuylkill Valley	576,050	....	.....	576,050	576,050	24.43	(Leased and operated by Phila. and Reading Company.)						28,802	5
Shamokin Valley and Pottsville	869,450	700,000	.....	1,569,450	1,569,450	29.12	21,010	314,484	112,644	348,138	217,747	130,391	91,748	4½
Southwark (P., W. & B.)	58,456	....	.....	58,456	58,456	2.12	(Leased and operated by Phila., Wilm. and Baltimore Co.)						3,507	6
Summit	2,500,000	562,000	.....	3,062,000	937,496	21.50	3,305	128,479	....	131,784	57,384	74,400	....	....
Tioga	549,400	316,000	.....	865,400	1,073,612	36.60	18,759	181,475	63,899	264,123	140,311	123,812	111,950	25
Tyrone and Clearfield	.....	310,000	(Foreclosed.)		498,147	23.50	(Leased and operated by Pennsylvania Co.)						....	....
Westchester	165,000	....	.....	165,000	165,000	10.25	(Leased and operated by Westchester and Philadelphia Co)						....	....
Westchester and Philadelphia	684,036	962,600	113,865	1,760,501	1,492,108	26.38	214,246	105,051	38,293	327,590	213,940	143,650	....	....
Western Pennsylvania	822,450	1,219,992	.....	2,042,442	2,262,298	64.7	(Leased and operated by Pennsylvania Co.)						....	....
Wrightsville, York and Gettysburg	317,050	52,000	24,180	393,230	393,230	13.00	14,028	12,920	650	27,598	26,621	977	....	....

CITY PASSENGER RAILROADS.

Citizens' (Philadelphia)	192,750	....	.....	192,750	176,049	7.00	203,383	....	3,612	206,945	107,333	99,612	60,000	31½
Citizens' (Pittsburg)	126,000	56,800	7,756	190,056	218,024	5.61	139,435	....	3,676	143,111	82,018	61,093	20,000	20
Fairmount Park and Delaware River	(Consolidated with Germantown Passenger Railway February 1866.)													
Frankfort and Philadelphia	71,475	50,000	21,750	143,225	134,935	3.33	6,169	....	14	6,183	7,455	(loss.)	....	....
Frankfort and Southwark	491,650	200,000	.....	691,650	772,606	12.33	256,091	....	5,132	261,223	195,782	65,441	29,498	6
Germantown	112,245	350,000	36,295	598,540	481,335	25.49	248,354	....	46,329	294,683	172,962	121,721	30,000	20
Girard College	160,000	....	.....	160,000	81,612	5.40	104,934	....	....	104,934	87,594	17,340	25,000	15½
Green and Coates street	150,000	100,000	.....	250,000	232,954	4.50	164,317	....	2,475	166,792	114,809	51,983	17,500	18½
Harrisburg City	41,114	9,000	4,824	54,938	55,874	2.00	11,463	....	....	11,463	10,956	507	....	....
Hestonville, Mantua and Fairmount	(Uncertain.)	177,000	8,250	....	(Not known)	19.00	....	....	....	242,181	211,793	30,388	....	....
Lombard and South street	90,000	60,200	4,500	154,700	160,190	4.50	55,494	....	11,964	67,458	47,292	20,166	....	....
Oakland (Pittsburg)	59,500	52,157	6,174	117,831	117,831	5.00	42,989	....	275	43,364	51,825	(loss.)	....	....
Philadelphia and Derby	100,000	17,000	.....	117,000	118,383	5.07	37,731	....	1,560	39,291	25,822	13,469	....	....
Philadelphia City	225,000	140,000	31,254	396,254	396,254	7.00	188,005	....	2,920	191,325	130,504	60,821	55,000	18½
Philadelphia and Gray's Ferry	250,157	....	.....	250,157	250,253	7.00	86,752	....	15,244	101,996	63,495	38,561	19,264	8
Pittsburg, Allegheny and Manchester	100,000	35,000	19,507	154,507	140,740	5.00	112,951	....	3,387	116,338	93,280	23,058	12,000	16
Pittsburg and Birmingham	68,000	10,600	.....	78,600	72,900	2.60	79,928	....	207	80,135	50,198	29,937	7,000	20½
Ridge Avenue and Manayunk	120,000	63,300	2,106	185,408	174,635	4.50	42,025	....	....	42,025	34,146	7,879	4,800	4
Schuylkill River (Phila.)	50,000	....	.....	50,000	46,019	3.59	(Leased and operated by Phila. and Gray's Ferry Co.)						....	....
Second and Third street	339,007	114,200	41,229	494,436	485,823	18.90	396,800	....	11,123	407,923	276,336	131,587	60,512	50
Seventeenth and Nineteenth street	120,000	....	.....	120,000	114,368	5.69	55,317	....	2,345	57,662	45,329	12,333	....	....
Thirteenth and Fifteenth street	(Dividend $2 per share.)					6.25	127,375	....	1,578	128,955	83,760	45,195	19,919	2
Union (Philadelphia)	400,000	300,000	35,000	705,000	762,247	25 00	388,345	....	6,550	344,895	277,321	67,574	30,000	7½
West Philadelphia	249,100	100,000	10,000	359,100	358,524	6.00	288,213	....	4,298	292,461	211,614	80,847	25,332	10
Wilkesbarre and Kingston	25,000	....	6,261	31,261	26 880	2.25	9,168	....	....	9,168	5,744	3,424	....	....
Williamsport	15,600	....	1,124	16,724	19,283	1.00	7,653	....	....	7,653	6,495	1,158	....	....

CANALS AND NAVIGATIONS.

Delaware Division	1,633,350	800,000	.....	2,433,350	2,433,350	60.00	....	....	349,650	349,650	81,316	268,334	98,000	6
Delaware and Hudson	10,000,000	536,000	.....	10,536,000	6,557,267	145.00	....	....	160,444	160,444	407,401	(loss.)	1,600,000	16
Erie	64,000	1,300,984	.....	1,364,984	1,364,984	167.00	....	....	160,486	160,486	99,441	61,045	....	....
Lehigh Navigation	6,130,000	5,976,479	.....	12,106,479	4,455,000	....	....	....	702,788	702,788	89,629	604,159	589,252	10
Muncy	2,625	485	.....	3,110	....	0.75	....	....	117	117	191	(loss.)	....	....
West Branch and Susquehanna	1,100,000	750,000	.....	1,850,000	2,730,344	121.00	....	....	200,619	200,619	53,723	196,896	....	....
Pennsylvania	(See Pennsylvania R. R. Company.)					176.0	....	....	1,401,132	1,401,132	570,006	831,126	287,726	9
Wiconisco	58,925	15,000	.....	73,925	450,000	12.00	....	....	19,784	19,784	17,600	2,184	....	....
Wyoming Valley	800,000	600,000	.....	1,400,000	2,600,000	64.00	....	....	257,564	257,564	70,662	180,902	92,442	8
Union	2,907,850	3,000,000	.....	5,907,850	5,907,850	87.64	....	....	64,075	64,075	65,168	('sso[)	....	....

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	3
Albany and Boston "	50	25½	20,000	6
Algomah ..... "	25	3	20,000	1
Allouez ..... "	25	1¾	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	3¼
Aztec ..... "	25	4½	20,000	4
Balt. and N. C ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13½	20,000	6½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	40c
Black River ..... "	5	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	1
Boston ..... L. S.	25	¾	20,000	50c
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	50c
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	60
Champlain ..... Ca.	1¼	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	30,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	2½
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	22
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2¾	20,000	----
Dana ..... "	25	3½	20,000	1½
Deep River ..... N. C.	5	----	10,000	15c
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	2½
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	16
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Francouia ..... N. H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	22
French Creek ..... Pa.	5	----	100,000	50c
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	2½
Guilford ..... L. S.	25	5	20,000	31c
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	6
Hanover ..... "	25	1½	20,000	1½
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	1
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	1½
Hungarian ..... "	25	1	20,000	2½
Huron ..... "	25	19	20,000	8½
Indiana ..... "	25	10	20,000	4
Inverness ..... Ca.	2½	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	6½
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	5½
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	2°
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	3½
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	10c
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Medota ..... "	25	1½	100,000	4½
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	1½
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	8½
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	9
Native ..... "	25	2	20,000	1½
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	1½
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11½	20,000	2
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	1
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	----
Petherick ..... "	25	5½	20,000	2
Pewabic ..... "	25	3½	20,000	15½
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	5
Pittsburg & Boston "	25	6½	20,000	40
Pontiac ..... "	25	10½	20,000	6 ¼
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	26
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	2½	----	200,000	----
Rockland ..... "	25	12	20,000	8
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	8
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	8½	20,000	2
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	5½
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	1	20,000	----
South Side ..... L. S.	25	2	20,000	1
Star ..... L. S.	25	11¼	20,000	1½
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2½
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	2½
Toltec ..... L. S.	25	21	20,000	1½
Tremont ..... "	25	1½	20,000	25c
Union (L. & M.) ... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	3
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauna Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wickopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	75c
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek .... Md.	100	100	10,000	104
Hurewood ..... "	5	5	20,000	----
Lake Superior .... L. S.	25	25	20,000	----
Mount Pleasant .... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y	----	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	2½	2½	100,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River ..... "	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ... Mich	5	----	200,000	----
Lancaster ..... Pa.	5	----	60,000	----
Lehigh ..... Pa.	----	----	----	40
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire .. N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	100
N. Y. & Boston .. N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	25c
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.33
Warren ..... N. H.	----	----	----	----
White Mountain. "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	46
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	24½
Atlantic & G. C ... Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow .... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou .. N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	41½
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	29
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	----
Fulton ..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	----
Mammoth Vein ..... "	----	----	----	----
Maryland Anth ... Md.	20	20	25,000	7½
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. F'ds. Pa.	----	----	----	2½
North Carbondale .. "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	150
Potomac ..... Md.	10	----	40,000	----
Schuylkill ..... Pa.	10	10	20,000	----
Short Mountain .... "	50	50	16,000	12
Shamokin ..... "	----	----	----	----
Somerset I. & C ..... "	----	----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas ..... Pa.	----	----	----	1
Shawmut ..... "	20	----	40,000	----
West Virginia .. W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	36
Wolf Creek ..... "	----	----	----	----
Wyoming Valley .. "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	8	----	100,000	----
Ada Elmore .... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag .... Col.	10	----	60,000	0.90
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	1.80
Baltic ..... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ..... "	5	----	100,000	3.00
Black Hawk ..... "	100	----	50,000	----
Bob Tail ..... "	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol .... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Cobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ... Col.	100	----	50,000	8.50
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	5.35
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem ..... "	50	----	25,000	----
Golconda ..... "	20	----	250,000	----
Gold Mountain .... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	----
Gunnell Central .. "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	----
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado .. Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.60
La Crosse ..... "	10	----	100,000	0.40
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	7
Do. preferred .. "	100	100	57,744	20
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.50
National ..... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.50
N. Y. & Nevada .. Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ..... "	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	1.75
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	2.25
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain .. Col.	10	----	50,000	0.90
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	5.00
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Taecher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States .... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. .. "	100	----	100,000	----
El Dorado ..... "	25	----	500,000	----
Essex & Diadem .. "	20	----	125,000	----
L. California .... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	80,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon .... Nev.	10	----	500,000	----
New York City .... "	100	----	50,000	----
N. Y. District .... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande .. "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	29
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin .... N. H.	----	----	----	----
Rutland Marble .... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	----	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325 000	—	20,451	168,846	44,203	7	----	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	46 000	—	—	20,369	3,261	—	----	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,052	164,742	5,253	—	----	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	—	27,144	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	38,600	21,000	9,000	—	—	19,627	2,240	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	159,096	752,414	113,472	—	----	52½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494 702	400,000	38,000	76,444	157,176	11,437	—	----	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	----	—
30 Nov'66	5.69	—	60	9	—	Quincy	141,283	71,600	58 400	55,000	34,256	2,535	—	----	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95 000	50,000	—	—	—	—	—	----	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,217	10,110	5	----	8½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	64,152	59,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109.000	100,000	—	—	—	—	8	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	----	----
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46 000	103.215	37.588	—	100	----
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn	22?,?86	200,000	27,500	5 802	81,027	12.500	—	100	----
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	----
30 Sep. '65	7.76	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	----
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3 666	9	100	----
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170.000	.....	857,701	148,758	5½	10	----
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366.000	200.000	37.602	104 691	5,651	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7.500	35,000	.....	—	—	—	—	----
30 Sep. '65	24.00	—	—	116	—	Central Park, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	----
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,162	—	100	----
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,525,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	----
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1.260.915	1,000,000	160,000	.....	627,153	90,670	6	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	----
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	193,738	72,000	118,500	3,000	52,190	2,600	—	100	----
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	.....	.....	—	—	—	—	----
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444.877	795,360	112,000	.....	74,514	loss.	—	100	----
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	—	----
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100.000	.....	80 028	29,616	—	100	----
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	----
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	.....	139 604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N Y.)	2,110.100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	----
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	.....	operated by T. & L. R. R.		—	—	----
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	----
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	----
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62.000	50,000	12,000	.....	12,839	808	—	—	----
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	6.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,988	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	----	----
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143.111	61,093	20	----	----
31 Oct. '66	6 74	—	—	—	—	Frankford and Philadelphia	134,935	71,475	50 000	21,750	6,184	loss.	—	----	----
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	----	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	250,000	36,294	294.683	121.721	20	----	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	.....	.....	104,934	17,340	15½	----	27
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100 000	—	166,792	51,9?4	18½	----	31
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	50?	—	----	----
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183.600	8,250	242.181	30,388	—	----	13½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	----	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	lo s.	—	----	----
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	----	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31.355	191,325	61,822	—	----	----
31 Oct. '66	7.50	—	178	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	22,058	16	----	----
31 Oct. '66	2.40	—	75	12	—	Pittsburg and Birmingham	72,609	68,000	10,600	—	80,135	29,938	20½	----	----
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	176,635	120,000	63,300	2,108	42,025	7,879	4	----	13
31 Oct. '66	3.80	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	----	----
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407 925	131,588	50	----	77
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120000	—	—	57,662	12,333	—	----	17
31 Oct. '66	8 50	—	154	19	4	Spruce & Pine (P. ll & Gr's F.)	250,253	250,157	—	—	101,996	38,491	8	----	27
31 Oct. '66	7 00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	206,945	99,612	31½	----	66
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	----	19½
31 Oct. '66	26.00	—	515	70	11	Union (Philadelphia)	762.247	400,000	300,000	—	344,895	67.574	7½	—	40½
31 Oct. '66	9.29	—	331	51	1	West Philadelphia	358.523	249,000	105,000	—	292,461	80.847	10	----	75
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,800	15,000	—	6,260	9,168	3,424	—	----	----
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	----	----
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----	----	----
Dorchester: Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	----	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	----	----	----
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris' & Ford'm 1st Mortgage	118,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex: 1st Mortgage	38,000	--	----	----	--
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue: 1st Mortgage	112,000	7	----	----	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	58,100	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	130,000	--	----	----	----
Union: Real Estate Mortgage	80,000	--	J. & D.	1875	----
Utica City: 1st Mortgage	100,000	--	----	----	----
Van Brunt, st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken: 1st Mortgage	60,000	--	M. & N	1877	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, April 1.					
Loan of Jan. 28, 1847 registered	$5,770,100	6	Jan. & July.	1867	151½
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	102
" " " coupon		5	" "	1874	102½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	109
" " " coupon		5	" "	1871	110
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " " coupon		6	July.	1881	106
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109
Loan of July 17, & Aug. 5, 1861 registered	264,314,600	6	" "	1881	109½
" " " coupon		6	" "	1881	109
Loan of Feb. 25, 1862 (5-20s) registered	514,780,600	6	May & Nov.	1882	107½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered	372,781,000	6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	108½
Loan of March 3, 1864, (10-40s) registered	171,969,350	5	Mar. & Sept.	1904	97½
" " " " coupon		5	" "	1904	98½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	106
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '54 & Mar. 3, '55 1st series	582,330,150	7.3	Feb. & Aug.	1868	105½
" March 3, 1865 2d series		7.3	June & Dec.	1868	105½
" " 1865 3d series		7.3	Jan. & July.	"	105½
Matured Debt not presented	12,274,309	6	At maturity.	----	----
Gold Certificates of Deposit	12,590,600	---	----	3 y'rs	----
Compound Interest Notes of 1864	13,028,630	6	At maturity.	----	----
United States Notes (greenbacks)	375,417,249	---	----	----	----
Fractional currency	29,217 455	---	----	----	----
Navy Pension Fund	12,500,000	---	----	----	----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109.000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " " "	688,000	6	" "	1868	----
" —Funded Interest Bonds "	----	---	----	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds	1 548,000	7	" "	'72-'90	100
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	----
" " " (free.) "		6	" "	1869	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	70
" " " " "	2,271,750	6	" "	'72-'86	84½
" " " " "	434,000	7	" "	1870	99½
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	95
" " " registered	1,758,400	6	" "	'60-'79	99
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'64-'79	----
" " " 1862-'79 "	436,000	6	" "	'65-'79	----
" " " 1865-'79 "	229 372	6	" "	'70-'79	102
" " " 1870-'79 "	2,371,725	6	" "	1877	100
" " " " "	1,778,677	6	" "	1879	----
" " " " "	241,000	6	" "	1879	97
" " War Loan " "	1,157,700	6	" "	1866	91½
Indiana—State Bonds registered	236,009	5	Jan. & July.	1886	----
" " " " "	2,058,173	2½	" "	1886	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	----
" " " " "	3,204,000	6	" "	'68-'72	95½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Funde Coupons "	----	6	----	----	----
Maine—State Certificates	832,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,900,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" " " " "	1,727,000	6	"	1870	102
" " " " inscribed	3,192,763	6	"	1890	102
" " " (sterling) coupon		6	"	1890	----
Massachusetts—State Scrip	6,401,000	5	"	var.	----
" " " " "	53,000	5	June & Dec.	'68-'72	102½
" " " " "	244,000	5	Jan. & July.	'70-'74	100
" " " " "	375,000	5	April & Oct.	'72-'74	100
" " War Loan " "	220,000	5	May & Nov.	1880	100½
" " Scrip " "	6,429,000	5	" "	1894	100
" " " " "	297,000	6	June & Dec.	'68-'77	113
" " " " "	150,000	6	April & Oct.	1868	125½
" " " " "	1,024,000	6	Jan. & July.	'71-'75	105½
" " " " "	2,030,000	6	" "	'76-'78	111½
" " War Loan " "	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " " "	1,750,000	6	" "	'78-'83	96
" —Canal Loan " "	100,000	6	" "	1873	----
" —Renewal Loan " "	216,000	6	" "	1878	96
" —War Loan Bonds " "	1,122,000	7	" "	1886	----
" —Bounty Bonds " "	700,000	7	May & Nov.	1890	----
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	93½
" " " (H. & St. R R.)	3,000,000	6	" "	'72-'86	82½
" " " (Pac. R. R.)	7,000.000	6	" "	'72-'87	95½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99½
" " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	102
" —War Loan coupon	731,000	6	" "	'71-'72	102
New York—State Bonds general fund	703,000	7	quarterly.	1870	103½
" " " " bounty fund	25,566,000	7	Jan. & July.	1877	104½
" " " " general fund	1,199,780	6	quarterly.	pleas.	---
" " " canal fund	702,000	6	"	1866	----
" " " general fund	500,000	6	"	1868	100
" " " canal fund	2,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100½
" " " " "	2,250,000	6	"	1874	99½
" " " " "	500,000	6	"	1875	100½
" " " " "	900,000	6	"	1877	100
" " " general fund	800,000	6	"	1878	92½
" " " " "	909,607	5	"	pleas.	----
" " " canal fund	192,585	5	"	1866	----
" " " " "	1,163,000	5	"	1868	----
" " " general fund	442,960	5	"	1868	----
" " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	94
" " " general fund	900,000	5	"	1875	93
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	65
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	48½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" " " " "	536,798	6	" "	1860	98
" " " " "	379,886	6	" "	1868	----
" " " " "	2,133,532	6	" "	1870	99½
" " " " "	1,600,000	6	" "	1875	101
" " " " "	4,095,309	6	" "	1881	102
" " " " "	2,400,000	6	" "	1886	102
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	99½
" " " coupon	6,168,000	5	"	'77-'82	95
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	481,444	6	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new)	----	6	" "	----	----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	----
" " " " "	259,167	5½	" "	'72-'79	----
" " " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	872,813	6	" "	1892	63
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,883,398	6	Jan. & July.	'84-'95	28
" " " coupon	11,108,000	6	" "	'86-'95	39
" " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds coupon	----	6	----	----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	77-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" " " "		6	"	1870	97½
" " " "		6	Jan. & July.	1873	97½
" " " "		6	May & Nov.	1875	99
" " " "		6	Jan. & July.	1886	97
" " " "		6	quarterly.	1890	98
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	883,205	4	April & Oct.	'78-'79	----
" " " "		5	Various.	'66-'70	125½
" " " "		5	"	'71-'75	125
" " " "	7,846,026	5	"	'76-'80	99½
" " " "		5	"	'81-'86	102
" " " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" " " (sterling)	305,000	5	Jan. & July.	'77-'78	100
Brooklyn—Municipal Bonds coupon	1,949,711	4½	" "	'72-'73	----
" —Public Park Loan "	3,086,200	6	Jan. & July.	'66-'71	89
" —Improvement Loans "		6	" "	'81-'97	93
" —Water Loans coupon	5,500,000	6	" "	'66-'95	90
Chicago—Municipal Bonds (old)	371,000	6	" "	'81-'97	97
" " " (new)	956,000	7	Various.	'67-'81	99½
" —Water Loan coupon	1,464,000	6	Jan. & July.	1876	98½
" —Sewerage Loan "	1,184,000	6	" "	1888	99½
Jersey City—Water Loan coupon	650,000	7	" "	'79-'87	99½
Milwaukee—Re-adjusted Bonds coupon	925,000	7	Jan. & July.	'79-'81	94½
New York City—Municipal Stock	3,478,900	4	June & Dec.	1894	----
" " " "	4,714,000	6	F., M., A. & N.	'73-'75	----
" " " "	1,800,000	6	" "	'76-'78	----
" " " "	5,149,271	6	" "	1883	100
" " " "	275,000	6	" "	1887	100½
" " —Fire Indemnity Stock	402,768	6	" "	1898	----
" " —Municipal Stock	150,000	5	Feb. & Aug.	1868	----
" " " "	3,125,200	5	F., M., A. & O.	'67-'69	----
" " " "	319,000	5	" "	1870	94½
" " " "	1,000,000	5	" "	1873	----
" " " "	334,700	5	" "	1874	----
" " " "	2,016,000	5	" "	1875	----
" " " "	2,376,000	5	" "	1876	----
" " " "	900,000	5	" "	1879-'80	88
" " " "	674,300	5	" "	1890	----
Philadelphia—City Bonds (old)	852,700	5	" "	1898	87
" " " (new)	739,222	5	Jan. & July.	'67-'81	83
" " " (old)	2,232,860	6	" "	'67-'82	83
" " " (new)	7,898,717	6	" "	'68-'93	98
Pittsburg—Municipal Bonds coupon	1,009,700	6	" "	'68-'9-	100½
" —Railroad Bonds "	1,800,000	6	Jan. & July.	Var.	90
Portland—Municipal Bonds coupon	985,326	6	" "	1913	----
" —Railroad Bonds coupon	1,500 000	6	Various.	'66-'83	94½
Sacramento City—Municipal Bonds	1,496,100	6	April & Oct.	'68-'71	96
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'88-'89	----
" —Water Loan "	484,000	6	" "	'66-'90	86½
" —Sewerage Loan "	425,000	6	" "	'71-'83	77
" —Railroad Loans "	1,161,000	6	" "	'79-'89	79½
San Francisco—City Bonds coupon	1,352,600	6	" "	'71-'77	84½
" —City and County Bds. "	1,133,500	10	May & Nov.	1871	133
" " " "	2,200,000	6	Jan. & July.	1875	----
		6	" "	1888	----
		6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	180,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	422,340	355,045	472,463	410,800	493,882	596,504	541,481	675,446	654,243	576,365	5,828,385
1866	475,641	433 279	385,991	412,521	464,507	495,245	466,[illegible]8	568,569	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	883,274	436,043	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100,991	154,414	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	3[illegible],98[illegible]	409,251	401,280	357 946	307,919	236,824	3,440,093
1866	226,153	222 241	290,111	269,249	329,551	371,544	321,697	387,263	322,638	360,223	326,030	271,247	3,696,143
1867	240,238	142 947	238,[illegible]62	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	123,798	144,995	170,987	139,142	160,306	210,729	216,030	196,436	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	236,980	307,874	375,560	324,865	336,617	321,037	3,095,470
1865	305,554	240,231	289,403	196,580	284,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,614
1866	241 395	183,385	257,230	197,886	264,605	290,642	224,112	316,446	396,050	432,124	331,006	282,450	3,351,331
1867	267,626	184,497	253,507	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281 324	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,580	565,145	490,710	519,906	669,605	729,759	716 378	568,400	6,111,566
1865	541,005	482,164	499,296	468,858	685,623	747,944	592,961	767,538	946,707	921,956	749,101	548,619	7,968,980
1866	523,566	405,634	523,744	518,736	735,062	922,892	776,980	778,294	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	660,832	556,743	747,391	------	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	32,804	38,485	40,641	37,588	38,068	30,208	30,198	51,495	61,787	51,396	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	52,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9[illegible]7	91,075	97,145	106,389	118,610	116,29[illegible]	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,952	104,347	132,725	136,547	123,785	1,317,102
1867	95,223	80,928	93,872	------	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	338,006	626,070	587,416	528,642	595,624	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,049	1,036,321	10,469,481
1864	937,400	934,133	1,114,508	1,099,507	1,072,[illegible]95	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,201,180	1,331,046	1,386,615	1,448,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,856	1,070,484	1,153,295	1,101,668	1,243,143	1,203,462	1,290,800	1,311,347	1,480,251	1,417,347	1,044,003	14,586,823
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	249,944	271,085	275,643	289,224	324,687	407,992	342,729	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	422,797	466,378	510,100	422,578	640,179	799,236	661,391	657,141	603,407	6,329,447
1865	571,536	528,972	616,646	516,608	469,573	617,682	578,103	747,469	739,736	641,589	643,[illegible]87	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	562,250	567,079	498,626	578,253	571,348	661,971	568,219	504,066	6,546,741
1867	660,438	554,201	417,552	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,640	64,306	36,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91 809	90,972	93,078	93,546	98,908	95,453	1,068,165
1865	96,672	87,791	93,763	75,807	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,055
1866	90,411	85,447	84,351	81,161	96,588	105,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,280	71,587	60,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,567	118,369	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,[illegible]38	217,160	176,555	226,020	210,695	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,564	98,787	1,985,900
1867	143,000	85,000	72,[illegible]00	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	220,508	557,227	268,613	264,935	241,236	199,145	238,012	308,106	375,567	332,260	348,043	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	480,808	524,760	496,072	351,789	4,826 727
1865	312,846	277,234	412,393	409,427	426 493	392,441	338,499	380,452	424,191	500,404	416,690	339,447	4,635,717
1867	302,714	302,437	379,761	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,703
1863	242,073	245,858	230,432	238,495	236,453	204,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,241	346,791	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	460 651	490,694	447,670	328,[illegible]69	4,504,549
1866	282,438	265,796	337,158	342,737	365,196	335,083	324,996	359,945	429,140	493,640	414,091	308,669	4,260,112
1867	304,095	283,661	375,210	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,362	86,482	164,710	221,688	198,135	129,227	1,402,106
1865	98,181	86,528	95,965	104,289	205,018	237,562	251,906	241,370	330,841	395,579	346,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,022	244,376	208,795	185,915	276,416	466,359	328,539	129,287	2,535,800
1867	146,800	130,000	134,900	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,015,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,459	1,079,551	1,041,922	1,045,401	1,157,818	11,069,353
1864	921,831	966,587	059,02[illegible]	1,105,664	1,004,435	1,029 736	1,055,733	1,273,117	1,400,076	1,227,113	1,187,505	1,116,[illegible]29	13,357,709
1865	957 869	613,381	955,659	1,340,734	1,265,521	1,132,701	1,162,024	1,493,752	1,524,434	1,526,839	1,486,3[illegible]6	1,117,[illegible]61	14,578,128
1866	1,036,390	896,887	1,135,745	1 190,491	1,170,315	1,084,533	1,135,461	1,286,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	223,242	263,176	3[illegible]2,593	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,453	349,[illegible]85	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,2[illegible]6	277,424	283,130	253,[illegible]24	247,[illegible]62	305,[illegible]5[illegible]	278,700	310,762	302,426	251,613	3,380,681
1867	------	219,065	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,086,837
1863	335,685	361,534	396,771	429,929	505,517	464,809	451,984	574,486	714,902	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	731,457	1,170 241	1,125,[illegible]35	754,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,283	416,3[illegible]1	866,979	957,194	1,121,205	1,351,579	1,419,[illegible]32	1,196,955	702,[illegible]85	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,501	996,941	1,252,[illegible]36	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,874	466,300	457,642	5,132,994
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,041	625,447	675,260	701,352	691,556	914,082	7,129,466
1865	640,144	678,304	857,583	733,866	637,186	646 935	544,523	712,495	795,938	868,501	712,263	580,[illegible]84	8,568,962
1866	559,982	480,986	662,163	599,806	662,510	633,667	562,378	648,201	654,926	757,441	679,9[illegible]6	555,[illegible]22	7,467,217
1867	560,115	522,823	678,349	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	122,115	113,798	123,949	118,077	130,378	153,470	144,738	143,748	162,921	1,554,918
1864	100,872	147,486	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,728	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,736	207,501	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,957	198,884	244,834	212,227	177,3[illegible]4	2,250,142
1867	149,658	149,342	174,152	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,3[illegible]9	150,595	161,052	134,[illegible]43	111,339	1,439,79[illegible]
1864	79,735	95,843	132,896	128,987	127,010	156,538	139,626	244,114	241,840	221,670	230,209	266,154	2,060,[illegible]22
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,245	349,117	436,068	354,850	264,[illegible]41	3,764,975
1867	237,674	200,793	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,728	61,770	[illegible]7,220	69[illegible],[illegible]82
1866	45,102	36,005	39,201	48,882	80,913	102,918	85,278	80,696	84,462	100,819	78,[illegible]6	54,[illegible]09	814,[illegible]84
1867	39,078	27,667	36,392	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	97½
" " " 1865	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	99½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,100	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	2,535	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95
" " $575,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1893	
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1870	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	80
Income	1,192,200	7	Jan. & July.		'67–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	91
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	140
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,405	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,300,000	7	May & Nov.	"	1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	86½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	51,000	8	May & Nov.	" "	var.	
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,488	7	Jan. & July.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36,660		June & Dec.	New York.	1866	
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1891	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	84,220	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	93
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7			1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7				
Free Land, 2d Mortgage	1,500,000	8				

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1892	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	2,350,000	7	Feb. & Aug	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1863	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	2,540,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	107
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	New York.	1891	77½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort	300,000					
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,930	6	Jan. & July.	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,488	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247 000	8	April & Oct.	" "	1882	107
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	107
Mich. Southern and N'n Indiana						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Northern Indiana, Plain	1.000	7	Feb. & Aug	" "	1863	
Goshen Air Line	651,000	7	" "	" "	1868	95
Detroit and Toledo	734,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,253,500	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	85
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	148,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	516,950	7	" "	" "		
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1869	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-annually.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95½
Db'ts of former Co's outst'ding	100,000					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	113
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage	926,500	7	June & Dec.	" "	1888	92½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	89
Sterling Bonds	3,815,522			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	73–'74	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$839,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Construction .24 Mort.	2,500,000	6	Jan. & July.	"	1885	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	93,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
2d Mortgage (new stock)						71
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94⅝
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,000	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	91
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	84½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8				
1st Mortgage (West'rn Division)	757,000	8		New York.	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	3,2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	17½
2d Mortgage	937,500	7	" "	"	1868	50
3d Mortgage	440,000	7	" "	"	1868	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1868	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July		'72–'74	
Domestic Bonds	643,500	7	April & Oct		'69–'91	
Sterl. Sky'd b'ds after Jan. 1, '70	286,111	5	Jan. & July	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437 500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Stenbenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt'n)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	83
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	85
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	98½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83 125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'66–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	228,000	7		Philadelphia.	1882	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	593,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,376,026	109.6	.....	207,626	111,282	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,561,831	1,691,391	17 922,359	482.5	8 mos.	1,324,847	642,499	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
1 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
10 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345 798	66,483	8,256	306,900	100.000	—	.....	23.8	53,565	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927.000	—	3.927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,066	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.9	.....	67,143	loss.	—	....
30 Nov. '66	85.0	6.8	—	—	4	8	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60.067	79,956	loss	—	....
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,600	353 283	122.500	1 370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000 600	2,000 000	140.785	8,081,181	117.4	629,209	1,962,213	549,834	9	119½
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41.466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 100	36,500	22.721	1,296,541	86.7	.....	415,411	54,648	4	....
— — '62	92.6	—	5.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755.000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,580,173	229.0	879 468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	.....	8,123,342	232.0	.....	1,159,188	528,043	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212.676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	182,534	—	669,950	249,000	—	1,026,838	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	169,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3 350,606	411,373	34,173	3,202.400	437,500	12,532	4,808,563	228.8	284,524	856,346	343.602	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,345	454,541	—	....
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10.118,522	*	2,172,282	6.811,900	3,983,000	498,049	12,290,904	280.0	1,934,175	3,695,158	1,484,616	61	107
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070.679	10,193,010	5,754,406	2e4,207	17.518,440	400.0	2,083,580	6,175,553	2,799,435	31	135
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,4 2	930.0	.....	6,820,750	1,902,272	—	82½
31 Mar. '66	181.8	—	....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,832	6,500 000	1,448,000	—	10,313,764	228.4	1,254 851	3,154 226	1,442,781	10	80½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec. '66	454.8	252.5	—	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.523,328	23,415,780	12.114 000	—	41,478,280	708.3	3 6 3.862	6 546,741	2,175,447	10	115½
31 Dec. '65	118.0	—	....	112	15	6	284	Toledo, Peoria & Warsaw	4,353.624	525,000	92,307	3,104,654	1,600 000	114,962	4,970,931	111.0	224,563	580,333	250,189	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000.000	6,700,000	—	10,700,000	209.0	.....	2,240,748	488 558	—	31½
								INDIANA.													
— — —	224.0	—	....	—	41	28	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	283,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,996	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140 689	3,458,108	110.0	.....	448,858	230,834	9	85
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,852	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,785	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6.000,000	288.0	.....	845,827	371.40	—	86½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	987,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7.717	3 451 713	75.5	125.325	466,745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1-0	3,662,123	980.000	653,968	5,429,298	156.5	319,890	805,271	237 861	—	....
1 Jun. '58	58.5	—	....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo s.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337.532	4,375,998	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,628	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319.519	20,497	1,675,258	65.1		389,171	108,903	5	56
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12.754,346	334.0	959,947	3,143,199	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,315,464	4.093,425	1,730 600	2,504,768	8.628 793	80.0	105,960	414,741	200,220	—	....
30 Nov. '66	206.0	—	....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,059,633	206.0	.....	1,533,042	386,268	—	....
31 Aug '60	52.7	—	....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,256,015	245,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,566	—	2,950,000	4,250,000	.....	9,608,369	188.0	.....	340,898	.....	—	....
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,190	329.3	1,741 670	4,446,490	1,636,114	15	108½
31 Mar. '66	246.0	277.8	....	—	98	100	1,500	Mich. S'th'n & N'th'n Indiana	14,911,163	1,644,259	1,314,784	10,471,500	8,537,175	663,971	19,672,646	523.8	2,181,615	4,686,445	1,936,788	6	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456.949	275,060	1,974,444	59.7	.....	176,462	116,453	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	....
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	45
31 Dec. '62	152 0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	288.0	—	14.4	—	48	31	645	*Pacific*	13,686,014	1,504,015	439,157	3.581,599	9,200 000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	....
Sep '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 566	6,352,709	90.1	282,189	399,291	229	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205.584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,291	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,633,113	286.8	3,493,376	8,577,692	5,807,183	10	116½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,491	258,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,141	261.0	1,642,015	3,316,510	1,228,793	8	44½
								MASSACHUSETTS.													
30 Nov. '66	.....	.....	.....	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480 176	999,992	176,288	8	120
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	125½
30 Nov. '66	47.0	7.0	46.0	—	30	53	2 0	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	130½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,301	10	141
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,160	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,462,999	506,090	467,611	3,5 8,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	107½
30 Nov. '66	51.0	42.5	76.1	—	29	35	472	Fitchburg	3,199,851	350,149	456,739	3,540,000	—	—	4,006,729	93.5	477,108	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	319	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,804	90,955	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	455,582	46,018	184,000	500,000	121,000	—	684,000	36.7	72,492	259,107	71,332	9	101¼
30 Nov. '66	130.5	10.5	30.5	—	33	74	6.1	Old Colony and Newport	6 666,571	834,503	—	4,848,300	2,141,000	358,000	7,847,300	141.0	669,552	1,382,507	509,790	7	104
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	100
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	304,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	880,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,360,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	54½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,097,212	880,116	5,223,176	5,710,800	5,945,020	—	17.190,503	156.1	1,660,062	3,932,017	1,408,791	10	140
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,266,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,607	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,868	8	69
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	118
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	568,000	—		52.7	.....	.....	.....	—	.....
31 Mar. '66	39.2	13.0	12.5	—	25	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,978	9	107
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,039,101	*	4,391,251	7,957 412	10,072,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	131
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,281,434	*	—	1,001 993	1,034 776	107,442	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,050	1,964.600	5 210.728	13,000 0 0	1 000,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,288	10	114½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,522	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	53.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000 000	855,000	—	6,512.449	33.8	638,632	1,770,862	789,015	10	135
31 Dec. '66	21.5	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562 800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,' 00,000	*	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	42.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,000	—	1,741,550	54.0	.....	263,400	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173.722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3.400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15.434.775	5,066,511	4	56½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,260,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,275	4,452,380	994,668	8	92½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	381,312	—	1,852,726	932,000	—	2,928,474	107 0	366,319	588,40	353,606	8	81½
30 Sep. '66	297.8	268.1	432.8	—	276	292	5,309	New York and Harlem	27,812,534	6,521,377	9,985,992	26,530,000	12,366,704	815,170	44,119,904	692.2	6,627,901	14,596,786	3 201,112	6	9
30 Sep '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,800	—	—	206,30	222,000	157,090	585,800	—	—	—	—	—	—
30 Sep. '65	38.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	57,202	240.637	59,610	3	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303 705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,56	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	368,304	—	1 991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer		and	Saratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"		"		"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979 190	81.0	208,635	386,921	89,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396.826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	78,510	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,100	23,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59.0	—	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045.000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '66	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	2,361,566	532,289	9	88½
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750.000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	99
31 Oct. '65	95.5	—	33.5	1.0	38	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	69½
31 May '66	102.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841 600	2,746,250	114,998	8,369,819	188.6	994,554	2,888,868	1,035,717	13	112
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,550	494,454	75,097	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	.....	951,357	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446.391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,775	*	1,578,999	12,667,658	3,688,385	315.434	17,429,777	250.8	739,960	1,224,068	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	595 400	291,992	3,382,163	1,218,972	109,813	4,972,748	205.9	346,671	694,520	184,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	398,204	1,291,800	88,520	2,228,824	125.0	241,240	382,807	166,128	—	.....
Dec '64	242.4	—	—	—	48	18	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,808	—	10,243,015	250.0	1,244,858	2,060,322	945,492	3½	87½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,89[illegible]	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,406	29,919,900	1,156,819	60,721,124	507.0	2,647,700	4,833,4[illegible]	1,476,080	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,05[illegible]	150,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,28[illegible]	8	8[illegible]
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,390,500	717,222	15,376,322	204.5	1,909,77[illegible]	2,738,466	714,826	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	257,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,43[illegible]	160,70[illegible]	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,648	95.6	313,902	618,66	235,158	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,909	1,309,565	500,000	100,000	2,409,565	32.0	47,227	55,61[illegible]	2,97[illegible]	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.[illegible]	194,28[illegible]	250,90[illegible]	53,59[illegible]	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,531	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,3[illegible]	285,61[illegible]	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,078,411	3,718,660	2,260,027	20	57[illegible]
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,564,655	oper. by Reading		"	R. R.)	2	81[illegible]
31 Oct. '66	138.5	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"		"	"	6	57[illegible]
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2[illegible]	67.5	345,588	902,21[illegible]	282,[illegible]	—	3[illegible]
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,088,236	—	44,251,544	665.[illegible]	7,080,026	16,583,883	5,967,520	9	56
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	606,346	247,406	9	60
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,969,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,977	—	28[illegible]
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,368	22,742,867	6,719,662	—	32,577,548	474.8	4,361,836	10.9 2,819	6,016,861	10	50
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	31[illegible],754	15	13[illegible]
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,986	2,470,958	1,067,687	10	53[illegible]
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	9[illegible]
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	982,244	9,940,987	12,568,500	—	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	92[illegible]
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Potteville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05[illegible]	348,138	130,3[illegible]	4[illegible]	40
31 Oct. '66	26.1	—	4.0	—	8	13	[illegible]8	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,5[illegible]	14[illegible],50	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,81[illegible]	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,822	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,26[illegible]	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,14[illegible]	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,975	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,987	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	.....	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,66[illegible]	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,115	357,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,952	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,560	.....	50.0	31,300	82,676	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,848	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	.....	25.0	—	—	—	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,786	—	—
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1[illegible]
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper. by Vt.		Central	180,000	8	99[illegible]
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	—	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	.....	oper. b. Troy		& Bost.	53,85[illegible]	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,648	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,06[illegible]	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	.....	103.5	—	686,703	127,935	—	10[illegible]
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	—	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	800,101	102,651	—	—
30 Sep. '63	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,85[illegible]	—	7[illegible]
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,980	96,528	.....	78.6	159,981	279,945	145,38[illegible]	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,994	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,643	80.0	.....	240,446	121,05[illegible]	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	.....	487,349	120,13[illegible]	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,486	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	8,229,000	—	18,508,374	275.0	986,727	2,538,800	934,103	—	25
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,79[illegible]	67,65[illegible]	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,79[illegible]	117,84[illegible]	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],410,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,51[illegible]	1,154,85[illegible]	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,83[illegible]	1,649,51[illegible]	1[illegible]	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	—	4,909,980	768,959	5,678,939	96.1	402,670	467,26[illegible]	191,13[illegible]	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	.....	108.0	—	148,339	55,777	—	—
1 July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,[illegible]84	36,67[illegible]	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,18[illegible]	—	—
								NEW GRANADA.													
30 63	5,[illegible]		—	—	11	22	120	Panama	8,900,000	*	613	5,000,000	75,000	—	10,788,738	48.7	—	[illegible] 237,435	1,323,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,100	6	---	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	22
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	55
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	59½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	55
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	42
Erie (preferred)	8,535,700	7	7	71
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	85
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,870,900	7	---	49
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Rama:o (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	61
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,332	7	---	----
" " " (2d pref.)	908 422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,40<,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	8 ½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	J. & O.	1876	90
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	1,601,870	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	56
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	65
" (preferred)	100	1,175,000	10	120½
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	22
" " (preferred)	50	2,388,988	---	30½
Susquehanna and Tide Water	50	2,048,260	---	15¼
Union	---	---	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton 33 —	@ 41 —
Pig, American, No. 1	— —	@ 40 —
Bar, Refined, English	85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
	—Store Prices.—	
Bar, Swedes, assorted sizes	100 —	@ — —
Bar, English & American, Refined	110 —	@11b —
Bar, English & American, common	100 —	@105 —
Scroll, English	140 —	@190 —
Ovals and Half round	135 —	@145 —
Band, English	140 —	@ — —
Horse Shoe	135 —	@ — —
Rods, English	115 —	@172 50
Hoop, English	145 —	@205 —
Nail Rod	per lb. —	9 @ — 10½
Sheet, Russian	per lb. —	17½ @ — 18-
Sheet, English, Single, Double and Treble	—	5½ @ — 8
Rails, English (gold)	per ton 53 —	@ 54 —
Rails, American	84 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb —	18 @ — 23
English Spring (1st & 2d qlty.)	—	10½ @ — 12½
English Blister (1st & 2d qlty.)	—	11½ @ — 20
English Machinery	—	13½ @ — 16
German	—	14 @ — 16
American, Blister	—	11½ @ — 17
American, Cast, Hammered	—	19 @ — —
American, Cast, Rolled	—	— @ — —
American Spring	—	12 @ — 15
American Machinery	—	10 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.—	35 @ — —
Sheathing, Yellow	—	— @ — 24
Pig, Chile	—	— @ — —
Bolts	—	— @ — 35
Braziers'	—	35½ @ — 36
American Ingot (cash)	—	23½ @ — 23½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.—	— @ — —
Spanish	—	6 45 @ 6 62½
German Refined	—	6 50 @ 6 62½
English	—	6 50 @ 6 87½
Bar	per lb.—	— @ 10 —
Pipe and Sheet	—	— @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold)	per lb.—	— @ — 25½
Straits (gold)	—	22 @ — —
English (gold)	—	22½ @ — 22½

	(—Gold.—)		(—Currency.—)	
Plates, I.C. Charcoal, p. box	9 25 @	9 50	12 62½ @	13 —
Plates, I. C. Coke	7 75 @	9 —	10 50 @	12 —
Plates, Coke Terne	6 75 @	7 —	9 25 @	9 50
Plates, Charcoal Terne	8 50 @	8 75	11 60 @	12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb. 6 —	@ 6 25
Clinch (cash)	7 50	@ 7 75
Copper	— —	@ — 48
Ausable Horse, Norway Iron, Forged	— 25	@ — 26
Zinc Nails (6 mos)	— 18	@ — 20

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— —	@ — 16½
Refined, free U. S. to White	— 46	@ — —
Refi'd, in bond, prime U. S. to White	— 26	@ — —
Refi'd, in bond, Standard White	— —	@ — 27
Naptha, Refined (60@63 gravity)	— 21	@ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

	Th 11	F. 12	Sat. 13.	M 15	Tu. 16	W. 17
Atlantic M. S. S. Co	79	82½	81½	----	82½	83
At. & Gt. W. (O.) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	94½	----
California 7s	----	----	----	----	----	----
Canton Co.	42½	43	----	44	42½	43
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	106	106	108	----	----	107
" " pref.	108	108	----	109	----	----
" " 1 M.	----	----	100	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	135	----	136
" " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	32	33	33½	34	32½	32½
" " pref.	59	60½	61	61	59	59½
" " 1st M.	84½	84½	----	84½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	80	----	----	79
Chicago & Rock Isl.	87½	87½	88	88½	86½	86½
" " 1st M. '70	101½	----	----	----	----	----
Clev., Col. and Cin.	99	99	99	----	----	----
Clev. and Pittsburg	68½	70	70	----	67½	70
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	90	90	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118	118½	119½	113x	112½	112½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	27	29	----	30	----	29½
Del. & Hudson Canal	144	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	54½	56	58	57½	55	55½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	101	----	----	----
" 3 M. 7 p.c. '83	97	----	----	97	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	----	----	----	94x	----	----
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69-103	----	----	----	----	102	102
" 2M. S. F.	----	----	102	----	----	103
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	112½	113½	114½	114½	113½	113½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	107	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	7	7½	7½	7	7½
Michigan Central	----	----	108	108½	108	----
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	68½	68½	68½	66½	66½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	92	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref. 85	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	25	----	----	----	26	----
" " pref.	49½	50½	50	49½	49	47½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95	95	94½	94½	94	94
" iss. to H. & St. J. R.	----	----	82	----	----	----
" " Pacific	95½	----	----	----	----	----
New York Central	99	100½	100½	99½	98	98½
" Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	95½	----	----
" 6s, S. F. '87	----	----	91½	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '78	101½	----	----	----	----	102
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	48½	48	48½	----	48	48
" new	----	----	47	47	----	----
Ohio & Miss. cer.	23½	24½	24½	24½	23	23
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	122½	125½	128	125	123½	125
Panama	----	----	----	256	258	----
Phila. and Reading	99½	99½	100	100½	99½	99½
Pitts. Ft. W. & Chicago	91	91½	93½	93½	91½	92½
" " 1M	102½	102	----	102	----	----
" " 2M.	----	----	----	94½	----	95
" " 3M.	----	----	84½	----	----	----
Quicksilver Mining Co.	27½	28½	30	30½	29	29
St. L., Alton & T. H.	31½	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	80	80	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon. 64	65	----	65	65	64½	----
" new 62½	63	63	63	----	63	----
Tol. Wab. & Western. 36½	37½	----	38	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	88	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

	Th 11	F.12	Sat.13.	M.15.	Tu.16	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	109⅛	....	109⅞	110	110	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	102	....	....	102½	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	98⅛	97½	....	98	98⅛	98
U. S. 5s, 10-40s, reg	98	....	....	97⅞	....	....
U. S. 6s, 1881, reg.	....	....	109	109½	109½	....
U. S. 6s, 1881, coup.	109	109⅛	109⅛	109	....	....
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ₰y.	....	....	....	106	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	130	....	....	....
U. S. 6s, 5-20s, c. 1862.	109½	109⅛	109⅝	109⅛	109⅜	....
U. S. 6s, 5-20s, c. 1864.	107⅛	....	108	108⅛	....	....
U. S. 6s, 5-20s, c. 1865.	108	108⅛	108⅛	108⅛	....	....
U. S. 6s, " reg.	....	....	....	....	....	....
7.30 Notes, 1st series.	....	....	106	106⅛	....	106
" " 2d series.	105⅛	105⅛	105⅛	105⅛	105⅛	105⅜
" " 3d series.	105⅜	105⅜	....	105⅜	....	....
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.

	W.10	Th.11	F.12	Sat.13	M.15	Tu 16
Catawissa	....	....	....	....	....	....
" preferred	28⅜	28⅛	29⅛	29⅛	29	....
Camden & Amboy	130½	130	....	130⅛	131	....
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	95	....
" " 6s,'75	....	90	....	....	....	....
" " 6s,'83	90	90	90⅛	90⅛	....	....
" " 6s,'89	89⅛	....	90	....	90⅛	90
" mort 6s,'89	96⅛	96	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	54⅛	54	53⅞	53⅛	53⅛	....
" " 6s, '84	90	89⅛	90⅛	79⅛	89⅛	89⅛
Lehigh Valley R. R.	58	....	....	58	....	67⅛
" 6s	....	....	96⅞	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
Minehill	57⅛	....	....	....	....	....
Morris Canal	....	....	....	....	68	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	113	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	55	55⅛	55⅛	56	56⅛	....
" 1st m.	99	....	99	99	99	....
" 2d m.	....	95	....	95	94⅛	....
Penn. State, 5s	....	....	....	....	....	....
" " 5s, coupon	....	95	....	....	....	....
" " 6s, W. L.	102	....	....	101	101⅛	....
Philadelphia City, 6s	97	....	....	....	98	....
" " new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅜
" " municl	100⅛	100⅛	....	....	100	....
Philad., Germ. & Nor.	60	....	60	60	....	....
Phila. & Reading	50⅛	49⅛	49⅛	50⅛	50⅛	49⅜
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	27⅛	27⅛	28	28⅛	28⅛	....
" " 6s	....	....	....	....	92	92
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	22
" " pref.	....	....	....	....	....	30⅛
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	90	....	....	....	....	....
Susq. Canal	....	....	....	....	15⅜	....
" " 6s '78	....	....	64⅛	....	65	....
Union Canal, pref.	....	....	....	....	....	22
" " 6s '82	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	13⅞	13⅞	....	....	14	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	31	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	78⅛	....
Spruce & Pine, "	....	27	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 16.

	W 10	Th.11.	F.12	Sat.13.	M 15.	Tu.16
Baltimore City 6s, 1875	99	....	....	98⅛	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	98⅛	....	....
" " 1890	98	98⅛	....	98⅛	98⅜	....
Balt. and Ohio	....	....	....	....	116⅛	116⅛
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	97⅛	....	....	....	....	....
" " " '80	....	....	....	....	97⅛	....
" " " '85	97⅛	97⅛	....	....	....	....
Northern Central	....	....	....	....	44⅛	44⅛
" " b'ds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

	Th. 11	F.12	Sat.13.	M.15.	Tu.16.	W17
Boston and Lowell	120	....	....	....	....	....
Boston and Maine	126	126	....	....	126⅛	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	....	....	142	....	....	141
Cheshire, pref.	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	....	103	....	....	107⅛	107⅛
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	116	116	....	116	116	118
Manchester & Lawr'ce	....	....	....	....	....	118
Michigan Central	108	....	....	....	....	....
Northern, N. H.	....	107	107	....	....	....
Old Colony & Newport	90	....	90	....	60⅛	....
Ph., Wil. & Baltimore	....	....	....	53⅛	53	53
Portl'd, Saco & Ports.	101	....	101⅛	....	....	101
Vermont & Canada	100	....	99⅛	....	99	9⅜
Vermont & Mass.	59⅛	54⅛	....	54⅛	54	54⅛
Western	....	....	....	139	140	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	90⅛	....	....	90⅛	90⅛	....
Metropolitan "	....	....	....	62⅛	....	....
Middlesex "	....	....	....	40	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	22⅛	22	22	22⅛	22⅛	22
Franklin "	20	20	20	....	22	....
Huron "	11	10	10⅛	10⅛	9⅛	8⅛
Isle Royale "	6⅛	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	15⅛	15⅛	15⅛	....	16	15⅛
Pittsburg "	....	....	40	....	....	40
Quincy "	....	....	....	....	....	28
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 22d and 29th of March.

	Closing Prices. Mar. 22.	Mar. 15.
U. S. 5-20 yrs. 1882, 6 per cent	74⅛@ 74⅛	74⅛@ 74⅛
Virginia State 5 per cent	50 @ 55	50 @ 55
Do., 6 per cent	44⅞@ 45⅛	44⅞@ 44⅛
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	23⅛@ 23⅞	23 @ 24
Erie shares, $100 (all paid) 8 p. c.	38⅛@ 39⅛	38⅛@ 39⅛
Do., convertible bonds, 6 p. c.	65 @ 70	65 @ 67
Do., 3d mort., 1883, 7 p. c.	66 @ 68	66 @ 68
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	72 @ 74	72 @ 74
Do., $100 shares (all paid)	78⅛@ 78⅞	78⅛@ 79
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 70	65 @ 67
Mich Cen. convertible, 1869, 8 p. c.	66 @ 68	66 @ 68
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	67 @ 69
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	100 @103
Penn. R. R. bonds, 2d mort. con. 6 p. c.	92 @ 94	91 @ 93
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, April 20, 1867.

Stock Exchange and Money Market.

There has been a steady accumulation of loanable funds at this centre, during the past week. Most of the country exchanges have been in favor of this city, and the consequent influx of currency has been quite respectable. The available supply in private channels has been considerably augmented, and lenders have been more liberal of accommodation to responsible borrowers, leading to an encouraging modification of the ruling rates to five per cent. to the large dealers in the public funds, six per cent. to the leading Stock Exchange firms, and 6½@7½, generally 7 per cent. per annum, on prime short date commercial paper, for which latter there has been a decidedly more active inquiry through the more prominent discount houses. The demand for financial assistance from speculative sources has been less urgent, and there has been a consequent falling off in the loan and discount averages of the city banks, which have been less extensively drawn upon by the Treasury official, limiting the further reduction of the undrawn deposits to about a million dollars. The banks have gained handsomely in the legal tender line, partly through the flow of currency in this direction, and partly through the continuously liberal disbursements of the Sub-Treasury office, chiefly in redemption of maturing short date interest bearing obligations of the Government. The retirement, by purchase, or conversion into the new consolidated issue of the Five-twenties, of the first series of the Seven-thirties, which will mature in the coming month of August, is progressing at a rate exceeding a million dollars a day. The whole of this first issue, or all of it that can be prematurely reached by the Government, will doubtless be satisfactorily provided for by the time of the formal maturing of the notes. This will be a source of great relief and strength to the department, and cannot fail to foster popular confidence in the present judicious administration of the National finances. The city banks, in their last weekly exhibit, showed an increase $1,180,740 in the legal tender reserve, and $717,416 in the specie hoard, with a reduction of $4,367,849 in the loan item, $1,000,033 in the deposits, and $72,526 in the circulation, as compared with the footings of the preceding weekly statement. The specie reserve of the banks is now $8,856,229, against $11,035,129, same time last year. The city bank deposits are now $182,861,236, against $193,153,469 week ending April 14, 1866. The legal tender reserve amounts to $60,202,515, against $73,910,370 same time last year. The circulation now stands at $33,702,047, against $24,533,981 same time last year. The loans are now $250,102,178, against $244,009,849 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $87,655,577 a day, against a daily average of $88,639,197 the preceding week, and $76,641,197 the week ending with March 30th. The current week's exchanges average $101,592,438 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $235,545; increase of legal tender reserve, $305,662; increase of deposits, $1,031,088; decrease of specie, $118,094; and decrease of circulation, $5,778.

National Bank notes to the amount of $172,000 were issued last week, making the total issue to 1,664 banks thus far $302,508,756, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,581,982, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,926,774. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,610,950; and for the public deposits, $38,930,950—making a total of $379,541,900. The Treasury Department, last week, redeemed and destroyed $395,000 of worn and mutilated fractional currency, and issued $317,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with April 14, were $22,719,558, including $2,170,506 from customs duties; payments, $19,351,508; balance at the close of the week, $108,548,840, against $105,180,791, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,147,025, and payments,

$4,607,040; on Tuesday, receipts, $3,561,536; payments, $2,146,930. The balance at the close of business on Tuesday stood at $111,503,431, against $105,625,416 a week previous.

The Government has issued bonds to various railroad companies to the amount of $12,920,000, or nearly thirteen millions of dollars, as follows: To the Union Pacific, main line, 303 miles, at $16,000 per mile, $4,880,000; to the eastern division of the same, 155 miles, at the same rate per mile, $2,480,000; to the central branch, 40 miles, at same rate, $640,000; to the Western Pacific, 20 miles, at same rate, $320,000; to 27¼ miles of the Central Pacific, at same rate, $436,000, and to 86¾ miles of the same, the Rocky Mountain region, at $48,000 per mile, $4,164,000.

Government derived a less liberal income from excises, with fair average income from customs, last week. The customs revenue keeps up remarkably well, considering the comparative, rather than absolute, dullness in the industrial and commercial lines. The excises will be more prolific in a few weeks, when the income and annual taxes for 1866 shall have become practically payable into the Treasury. The excises, last week, yielded $2,350,000, against $5,888,886, the preceding week; customs at the port of New York, $2,170,506, and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal about $6,365,687 in currency, against disbursements of $4,458,417 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $224,500,000.

The cable has proved very unreliable to the *bulls* in the Gold Market, since our last, as it has not conveyed hither from Europe any very alarming intelligence. On the contrary, all the information of an authentic nature which has been supplied by it has been, as a rule, of a pacific purport, and consequently decidedly adverse to the gold speculation. Hence, there has been far less activity in the market, and prices have been generally working downward, with irregular reactions, such as the spasmodic one of Wednesday, caused, in the main, by the circulation of reports, ostensibly by the cable, of impending and apprehended civil disturbances in the French capital, which reports were doubtless manufactured to serve the purposes of the inflationists of the Gold Board. The extremes this week have been 137⅝ at the commencement and 134 on Tuesday, followed by a rise on Wednesday to 135¾, and a subsequent reaction to 135@135⅛. The speculative inquiry has fallen of materially. The customs call has been moderate. The export drain has been utterly insignificant, contrary to the predictions of the *bull* element, in the early part of the month. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $489,800. The customs demand for Gold last week, averaged $361,251 a day; thus far, this week, it has been equal to $331,762 a day, or equal to a weekly aggregate of $1,990,572. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $12,460, and from California, $1,146,583. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $100,083,182, against $107,860,623 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $33,343,648, against $22,448,205 same time last year, showing an increase this year, of $10,895,443. The exports of specie from this port, last week, were only $65,763. The total outflow of specie from the port, thus far in the current fiscal year has been $23,851,292, against $17,785,698 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $72,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,553,964, against $32,139,670 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 13, 1867, reached $8,105,617, against $7,749,299 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 13th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$304,360	$191,700	$112,660
100s ...	5,038,800	3,492,300	1,546,500
500s ...	850,000	371,000	479,000
1,000s ...	24,367,000	20,750,000	3,617,000
1,500s ...	150,505,000	135,790,000	14,715,000
10,000s ...	5,000,000	5,000,000	.....
Total	$186,065,160	$165,595,000	$20,470,160

Foreign Exchange has been less buoyant, and the demand for it has been less active, yet quotations have not varied materially. Bankers' 60 day bills on London closed firmly on Wednesday at 109@109¼, and on Paris to 5.20@5.16¼; sight bills on London to 109⅞@110⅛; and on Paris to 5.16¼@5.13¾. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,458,700, making the total value of exports since July 1, 1866, $141,539,252, against $180,087,508 same time in the preceding fiscal year.

Government securities have been in good demand during most of the week at generally former prices. The main inquiry from home investors has been for the new issue of the Five-Twenties of 1865, and for the issue of 1864; while that from foreign buyers has been, of course, almost exclusively for the Five-Twenties of 1862, moderate shipments of which have been made to Europe, during the week. The compound interest notes have also been in request, partly for banking purposes, and have been quoted higher. U. S. sixes of 1867 closed here on Wednesday at 131¾; U. S. sixes of 1868, at 130; U. S. sixes of 1881, 109⅛@109¼; U. S. Five-twenties of 1862 at 109⅝@109¾; U. S. Five-twenties of 1865 at 108⅜@108½; U. S. Five-twenties of 1865, consolidated, 107⅛@107¼; U. S. Ten-forties at 97⅞@98, ex-coupon, and U. S. Seven-thirties at 105⅜@106⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....118⅝	May, 1865 .....112¾
July, 1864.....118⅛	August, 1865....111¾
August, 1864....117⅝	September, 1865..111¼
October, 1864....115⅝	October, 1865....111
December, 1864..114⅝	

The new arrangements of the Stock Exchange for the sale of the public funds were formally inaugurated a week ago. The various issues of the national stocks have been regularly called in the newly organized board at from 10 a. m. to 2 p. m. At a meeting of this Government Exchange, held on Tuesday afternoon, a Committee on Membership was appointed, to whom all applications for admission previous to May 1 should be directed. Mr. Wm. M. Parks, No. 19 Broad street, is the Chairman.

The railway and miscellaneous share dealings have been on a less extensive scale, since our last, and despite the growing ease in money, prices have exhibited decidedly less buoyancy. At the same time, there has been no extraordinary pressure to realize, and toward the close, confidence in an early rally in the market has been gradually reviving.

The general markets have exhibited less animation, since our last. Business in domestic produce has been fair, chiefly in breadstuffs and provisions which have been variable in price, but which closed on Wednesday pretty firmly, as a rule. The Cotton trade has been spiritless, and holders have been discouraged by the continuous receipt of unfavorable market reports from Liverpool. One old and highly respectable firm (that of Messrs. John H. Brower & Co.) has been forced to succumb to the embarrassments resulting from the recent fall, and unmitigated depression in prices of this staple. Middling grades of cotton left off here on Wednesday tamely and rather heavily at 27@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 175,000 bales. The receipts at the port this week, have averaged nearly 2,350 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 521,000 bales, against exports of 385,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,605,000 bales against 1,708,197 bales same time last year; exports, 1,079,738 bales, against 1,144,710 bales same time last year; estimated stock at latest dates, 465,000 bales, against 453,000 bales same time last year. A moderate business has been transacted in the more desirable kinds of imported goods at about uniform prices for the principal articles. The demand for choice foreign dress goods has been more active and at rather more remunerative prices. The total imports of foreign dry goods, last week, were $1,407,926, and the total amount marketed $1,501,328. The value of foreign merchandise imported last week, was $5,059,841—making the grand total specie value of last week's imports of dry goods and merchandise, $6,467,267, and since July 1, 1866, $205,274,070, against $235,199,351 same time in the preceding fiscal year. The ocean freight market has been less active and with 556 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 2¾@3½d. per bushel; cotton at 31/16@¼d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 3.	April 10.	April 17.
Consols 91		90½	91
U. S. 5-20's of 1862....75		73¾	*71¼
U. S. 5-20's of 1865....73		71¾	*69½
Erie 39		37½	37¾
Ill. Central.....78¾		77¼	76¼

* Ex first of May coupon.

The New York exports, exclusive of specie, for the week ending April 16, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$6,267,431	$4,458,700
Prev. reported.....	66,941,941	55,474,157
Since January 1.....	$73,209,372	$57,932,857

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,003,467	$1,407,926
Gen. merchandise.....	3,757,374	5,059,341
Total for the week.....	$5,760,841	$6,467,267
Previously reported....	87,354,312	67,873,771
Since January 1.....	$93,115,153	$74,341,038

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$235,199,351	$205,274,070
Exports produce.....	180,087,508	141,539,252
Exports specie	17,785,698	23,851,292

The balance in the Sub-Treasury on Wednesday was $100,798,598.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, coupon, 108¼; do., reg., 108⅜; do., 7s, 1870, 103½; Georgia, 6s, 70; do., 7s, 84¼; Connecticut 6s, 100; Ohio, 6s, 1881@1886, 102; Jersey City Water Loan, 94; Brooklyn 6s, Water Loan, 97; Chicago, Rock Island and Pacific 7s, 89; Morris and Essex 1st mort., 96; Great Western 2d mort., 71½; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 86¼; Dubuque and Sioux City pref., 55; do., 1st mort., 79; N. Y. and New Haven R. R., 119½; do., 6s, 94; Chicago and Great Eastern, 10; do., 1st mort., 42½; Hartford and New Haven, 174; New Jersey Central, 114½; Central Coal, 41½; American Coal, 46; American Exp., 55; Wells, Fargo & Co., Express, 67; Adams' Exp., 56; U. S. Express, 55½; Mariposa pref., 20; Boston Water Power Co., 29; Western Union Telegraph, 36¼; do., 7s, 80; Mechanics' Bank, 117; Mechanics' Banking Ass., 111; Bank of Commerce, 114; Bank of North America, 105½; Fourth National Bank, 104½; Importers' and Traders' Bank, 110; Bank State of New York, 110; Ocean Bank, 102; Manhattan Bank, 135; Merchants' Bank, 115; Hanover Bank, 112; Bank of Republic, 114½; Park Bank, 142; Gallatin National Bank, 106; Metropolitan Bank, 124; Central National Bank, 110½; Continental Bank, 103; American Flag, 0.90; Alamada Silver, 8.90; Atlantic and Pacific, 1.80; Benton Gold, 1.00; Columbian G. & S., 3.50; Consol. Gregory Gold, 8.80; Charter Oak Copper, 1.90; Corydon, 5.35; Davidson Copper, 1.40; Grass Valley, 2.50; Keystone Silver, 0.01; Kipp and Buell, 0.60; La Crosse Gold, 0.40; Montana Gold, 0.50; New York Gold, 0.50; Nye Gold, 0.03; Ohio and Colorado G. & S., 1.90; People's G. & S., 0.75; Quartz Hill, 2.25; Rocky Mt., 0.90; Smith and Parmalee, 5.00; Sensenderfer, 10.35; Walkill Lead, 0.33; United States Petroleum, 4.55; Bennehoff Run, 2.75.

Philadelphia.—New Jersey 6s, 102; Allegheny County coupon 5s, 75½; Pittsburg 6s, 73½; Harrisburg 6s, 91; Phila. and Reading 6s, 1886, 100; Steubenville and Indiana 1st mort., 7s, 79½; Belvidere Delaware bonds, 85; Camden and Atlantic 1st mort., 7s, 85; Warren and Franklin 7s, 80⅛; Sunbury and Erie 7s, 96; West Phila., 73; 10th and 11th streets, 65; 13th and 15th streets, 197⅛; Camden and Amboy scrip, 75¼; Lehigh Valley scrip, 50½; Susquehanna Canal scrip, 64½; St. Nicholas Coal, 1; New Creek, ¼; N. Y. and Middle Coal Fields, 2¾; Ocean Oil, 2¾; Maquire Pet., ⅛; Feeder Dam, ⅜; McKean and Elk, 5; Maple Shade, 2; Union Canal, 2⅛; Manuf. Bank, 32¾; Farmers and Mechanics' Bank, 136¼; Bank of Northern Liberties, 100¼; Mechanics' Bank, 33; Commercial Bank, 56. The latest quotations are: City 6s, 98@98¼; do., free of tax, 100⅜@100⅝; State 5s, 96@97; do., coupon, 94½@95½; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 53; Reading, 50¼@50⅜; do., 6s, 1870, 93@94; do., bonds, 90½@91; do., con., 100@102; Camden and Amboy, 130½@131; Penn. R. R., 56@56⅛; do., 1st mort., 99@99; do., 2d mort., 94¾@95¼; Little Schuylkill R. R., 30@31; Morris Canal, 65@70; do., pref., 120½@121½; do., bonds, 90@90½; Wyoming Valley Canal, 56@56; do., 6s, 85@90; Susquehanna Canal, 15@16⅞; do., 6s, 65@65¾; Sch. Nav., 21½@22½; do., pref., 30@30¼; do., 6s, 1882, 77@78; Union Canal bonds, 22@23; Delaware Div. Canal, 55⅞@56; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@42; do., 7s, 1873, 95¾@96¼; do., 5s, 62@67; Lehigh Coal and Navigation, 53⅜@53½; do., bonds, 1884, 89¼@89½; North Pennsylvania, 32@34; do., 6s, 86¾@88; Philadelphia and Erie, 28@28⅝; do., 6s, 92@92¼; Minehill, 57¼@57¾; Catawissa, 13@14; do., pref., 28½@28¾; Lehigh Valley, 57⅜@57½; do., bonds, 95¼@96; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 78@79; West Philadelphia, 72@73; Spruce and Pine, 27@30; Green and Coates, 30¼@30½; Chestnut and Walnut, 47@48; Thirteenth and Fifteenth, 19¾@20; Girard College, 28@28¼; Tenth and Eleventh, 64@66; Union, 40½@41½; Hestonville, 13¾@14.

Boston.—Vermont Central, 1st mort., 7s, consolidated, 63; do., 2d mort., 35; Old Colony and Newport 6s, 1876, 96; Eastern R. R. 6s, 1874, 95½; do., 1885, 95; Cheshire R. R., 6s, 1880, 91; Rutland and Burlington 1st mort., 127¾; N. Y. and Boston Air Line 6s, 40; Ogdensburg 1st mort., 98; Western R.R. 6s, 1875, 100¼; Boston, Concord and Montreal 6s, 1870, 95¼; do., 1889, 99¾; Central Pacific 1st mort. 7s, gold, 1883, 95½; Vermont Central and Vermont and Canada 8s, 102; Boston, Hartford and Erie, 14¼; do., 7s, 48; Indianapolis and Cincinnati R. R., 41¾; Ogdensburg and Lake Champlain, 56¼; do., pref., 99; Union Railway, 87¾; Winnisimmet Co., 17¼; Boston Water Power Co., 28¼; Essex Co., 108; Cary Imp. Co., 8⅝; Waverly Land, 2½; Massachusetts 5s, 1894, gold, 99½; do., 1883, gold, 100¼; do., 6s, 1873@1875, gold, 108; Vermont 6s, 1871, 100½; New Hampshire 6s, 1868, 99; Cook Co., Ills. 7s, 94½; Chicago 7s, 1890, River Imp., 99; do., sewerage, 99½; St. Louis 6s, 1887, 80¾; Portland 6s, 1870@1877, 95¾; Boston 6s, 1877, currency, 101; Lynn 6s, 1877, 98; Cheshire 6s, 1880, 92½; Brooklyn 6s, 1891, 94; Albany 6s, 1894, 99; East Boston Gas, 27⅜; Cambridge Gas, 98½; Eagle National Bank, 115; Merchants' National Bank, 110; Suffolk National Bank, 115; Eliot National Bank, 105; National Bank of Commerce, 113; National Bank of Redemption, 109½; State National Bank, 91; Globe National Bank, 121¾; Everett National Bank, 99¾; Fanuel Hall National Bank, 126; Shoe and Leather Dealers' Bank, 121; Washington National Bank, 122¾; Third National Bank, 108¾; Atlas National Bank, 109; Shawmut National Bank, 110¼; Howard National Bank, 105; Market National Bank, 105½; Traders' National Bank, 98½; Hide and Leather National Bank, 136; North National Bank, 108½; Revere National Bank, 128¾; Continental National Bank, 110¼; Freeman's National Bank, 124½; Blackstone National Bank, 123½; 2d National Bank, (Granite,) 136½; Allouez Mining Co., 4½; Albany and Boston, 6; Bay State, 5½; Concord, 2½; Canada, 50c.; Eagle River, 2¾; Hancock, 6; Humboldt, 1¼; Native, 1½; Pontiac, 62½c.; Phœnix, 5; Superior, 2¼; Winthrop, 75c.

Baltimore.—Western Maryland 1st mort., 95; Marietta and Cincinnati 1st mort., 77¾; Parkersburg R. R., 18; N. W. Va. 1st mort., 94; do., 2d mort., 92; Virginia 6s, reg. old, 37; do., new, 34½; Bare Hill, 0.35; Franklin Bank, 13¼; Marine Bank, 32; Farmers' and Merchants' Bank, 30; Citizens' Bank, 14; Bank of Baltimore, 103¼; Mechanics' Bank, 9⅝; Bank of Commerce, 27⅜; Union Bank, 60¾. The latest quotations are: Balt. and Ohio, 116@116¾; do., 6s, 1867, 98@100⅜; do., 1875, 97⅞@97⅞; do., 1880, 97@97⅝; do., 1885, 97@97; Northern Central, 44¼@45; do., bonds, 1885, 83@84; N. W. Va., 18@18; do., 1st mort., 1873, 93¾@94; do., 2d mort., 91½@92; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 76@78; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. 5s, 64@65; do., 6s, guar., 95@95¾; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95@96; do., 1873, 96@99; do., 1875, 95@97½; do., 1886, 98@98¼; do., 1890, 98¼@98¾; do., coupon, 100@100; do., Park, 97¼@97½; do., 1892, 93@—; do., 5s, 1838,-'70, 83@88; City Passenger R. R., 18@18½; Canton Co., 43@43½; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.75; Maryland Anthracite Coal, 3@6½; George's Creek, 90@91; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.35@0.40; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@164.

Columbia and Port Deposit Railroad.

The stockholders of this company, at a meeting held recently, resolved to increase their capital stock to one million of dollars, and authorized the president to issue a first mortgage on the property and franchises of the company to the amount of two millions of dollars. The matter of putting the work under contract was also acted upon.

☞ The Secretary of the Interior has received a communication announcing the completion of the third section of twenty miles of the Central Branch of the Union Pacific Railroad, said branch being formerly known as the Atchison and Pike's Peak Railroad.

☞ The track of the Manassas Gap Railroad is being laid. It is expected that the road will be finished between Manassas Station and Piedmont by the 24th inst.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 30th, 1867, were $125,860 00
Corresponding week of previous year. 115,354 00

Increase $10,506 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 11th, 1867, were $32,286 00
Corresponding week of 1866 ..... 32,957 00

Decrease $721 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1867, were $75,707 00
Corresponding week of previous year .. 56,221 00

Increase $19,481 00

The earnings of the Western Union Railroad for the week ending April 7, 1867. ... $8,249 83
Corresponding week previous year 6,082 93

Increase $2.166 90

The earnings of the Michigan Central Railroad for the 1st week in Apr., 1867, were.. $81,628 16
Corresponding week of previous year .. 78,881 03

Increase $2,747 13

The earnings of the Chicago and Great Eastern Railway for 1st week in Apr. were ... $26,462 00
Same period last year 23,061 00

Increase in 1867 ..... $3,401 00

The earnings of the Chicago and Northwestern Railroad for 2d week in April, 1867 ... $178,296 00
Corresponding week previous year .. 140,953 00

Increase $37,343 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in April 1867, were $87,280 00
Corresponding week of 1866 ..... 101,539 00

Decrease $14,259 00

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER MAY BE QUALIFIED BY SPECIAL CONTRACT—DECISION OF U. S. SUPREME COURT.

The case of York *vs.* The Illinois Central Railroad Company, which was lately decided by the Supreme Court of the United States, gives an authoritative exposition of the law regulating contracts which seek to limit the common law liability of common carriers. The Court decides that the common law liability of a common carrier for the safe carriage of goods may be limited and qualified by a special *contract* with the owner; provided such special contract do not attempt to cover losses by negligence or misconduct. Thus, where a contract for the transportation of *cotton* from Memphis to Boston was in the form of a bill of lading containing a clause exempting the carrier from liability from losses by *fire*, and the cotton was destroyed by fire, the exemption was held sufficient to protect the carrier, the fire not having been occasioned by any want of due care on his part.

Where a deposition is taken upon a commission, the general rule is that all objections to it of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. It is too late to raise such objections for the first time at the trial. Thus, where a copy of a bill of lading was annexed to the answer of a witness, examined on a commission, and no objection was taken at the examination or by motion to suppress afterwards, it was held that the objection that the original was not produced, or its loss shown, came too late at the trial.

The facts of the case are these: Front & Son shipped at Memphis, on the Mississippi, a large quantity of cotton on board a steamer belonging to the Illinois Central Railroad Company, common carriers; which by the terms of the bill of lading was to be delivered at Boston, Mass., the consignees paying $4.75 per bale, "*fire* and the unavoidable dangers of the river *only excepted*." The bill of lading which referred to the cotton as shipped by Front & Son was signed in form; two copies being given to Front & Son, of which they retained one, forwarding the other to the York Company in New England, for whom the cotton was intended. In the course of the transit the cotton was destroyed by fire.

The company now sued the carriers in the Circuit Court of Illinois for damages. Front was examined on *a* commission, and having stated that his firm were but agents of the York Company, and that the shipment was made on *its* account as owner, proved the fact and contract of shipment, (which last he stated was in the form of a bill of lading,) and the value of the cotton. But he did not produce on his examination in chief any original or copy of the bill itself.

The carriers who wished to rest their case on the fire clause in the bill, inquired of him on cross interrogatories whether one or more of the bills had not been delivered to him, and directed him, if one had, to annex "the same or a certified and proved copy to his deposition, and to let the same be *properly identified by the commissioner in his return*." The witness answering that one of the bills had been delivered to him annexed "a true copy of it from his books." The fire clause appeared in it; though the witness stated that the cotton was shipped on the steamer before the bills were signed; that he had not examined the bills; that "his attention was not called to the fire clause," and that his firm had no authority to ship for their principals with that exemption.

On the trial, the plaintiff, *not having made objection during the execution of the commission nor by motion to suppress*, objected to the reading of the answers to the cross interrogatories which showed a *copy* of the bill; the ground of the objection being that the contract was shown to be in writing, and that no foundation had been laid for secondary evidence, either by notice to produce the original bill, or by evidence of its loss. But the Court overruled the objection. The defendant had judgment. On error four objections were made to it here.

1. Because it was doubtful whether as common carriers the defendants could exempt themselves from risks by fire.

2. Because if they could, still that Front & Son, who were really but agents of the York Company, could not give their assent to such exemption.

3. Because if they had given such assent no consideration had been paid by the company, in a reduced rate of fare or otherwise, for this restriction of the carrier's common law obligation.

4. Because the *copy* of the bill of lading, in the absence of notice to produce the original or proof of its loss, was improperly allowed to be read.

Mr. Justice Field delivered the opinion of the Court.

The right of a common carrier to limit his responsibility by special contract has long been the settled law of England. It was the subject of frequent adjudication in her Courts, and had there ceased to be a controverted point before the passage of the Carrier's Act of 1830.

In this country, it was at one time a subject of much controversy whether any such limitation could be permitted.

It was insisted that, exercising a public employment, the carrier owed duties at common law, from which public policy demanded that he should not be discharged even by express agreement with the owner of the goods delivered to him for transportation. This was the ground taken by Mr. Justice Cowen, of New York, in Cole *vs.* Goodwin; and, although what that learned judge said on this point was a mere *obiter*, as the question presented was not upon the effect of a special agreement, but of a general notice, it appears to have been adopted by a majority of the Court in the subsequent case of Gould *vs.* Hill. But from this doctrine that Court has since receded; and in a recent decision, the Court of Appeals of that State has affirmed the right of the carrier to stipulate for a limitation of his responsibility. The same rule prevails in Pennsylvania; it has been asserted in Ohio and Illinois, and it is believed, in a majority of the other States; and in the New Jersey Steam Navigation Co. *vs.* The Merchants' Bank, it received the sanction of this Court.

Nor do we perceive any good reason, on principle, why parties should not be permitted to contract for a limited responsibility. The transaction concerns them only; it involves simply rights of property; and the public can have no interest in requiring the responsibility of insurance to accompany the service of transportation in face of a special agreement for its relinquishment. By the special agreement the carrier becomes, with reference to the particular transaction, an ordinary bailee and private carrier for hire.

The law prescribes the duties and responsibilities of the common carrier. He exercises, in one sense, a public employment, and has duties to the public to perform. Though he may limit his services to the carriage of particular kinds of goods, and may prescribe regulations to protect himself against imposition and fraud, and fix a rate of charges proportionate to the magnitude of the risks he may have to encounter, he can make no discrimination between persons, or vary his charges from their condition or character. He is bound to accept all goods offered within the course of his employment, and is liable to an action in case of refusal. He is chargeable for all losses except such as may be occasioned by the act of God, or the public enemy. He insures against all accidents which result from human agency, although occurring without any fault or neglect on his part; and he cannot, by any mere act of his own, avoid the responsibility which the law thus imposes. He cannot screen himself from liability by any general or special notice, nor can he coerce the owner to yield assent to a limitation of responsibility by making exorbitant charges

when such assent is refused. The owner of the goods may rely upon this responsibility imposed by the common law, which can only be restricted and qualified when he expressly stipulates for the restriction and qualification.

But when such stipulation is made, and it does not cover losses from negligence or misconduct, we can perceive no just reason for refusing its recognition and enforcement. We do not understand that the counsel for the plaintiff in error questions that the law is as we have stated it to be. His positions are that the agents of the plaintiff at Memphis, who made the contract with the Illinois Central Railroad Company, were not authorized to stipulate for any limitation of responsibility on the part of that company; and that no consideration was given for the stipulation made.

The first of these positions is answered by the fact that it nowhere appears that the agents disclosed their agency when contracting for the transportation of the cotton. So far as the defendant could see, they were themselves the owners. The second position is answered by the fact, that there is no evidence that a consideration was not given for the stipulation made. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of losses by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made.

The objection urged to the introduction of the copy of the bill of lading annexed to the deposition of the witness Front, was properly overruled. The deposition was taken upon a commission, and in such cases the general rule is, that all objections of a formal character, and such as might have been obviated if urged on the examination of the witness, must be raised at such examination, or upon motion to suppress the deposition. The rule may be different in some State Courts; but this rule is more likely than any other to prevent surprise and secure the ends of justice. There may be cases where the rule should be relaxed, as where the deposition is returned at so brief a period before the trial as to preclude a proper examination, and prevent a motion to suppress. In this case there was no occasion for any such relaxation of the rule, and had the objection been taken before the trial—either at the examination of the witness or on a motion to suppress—to the proof of the copy without producing the original or showing its loss, the opposite party would undoubtedly have secured the production of the original, if in existence, or if lost or destroyed, been prepared to account for its absence.

Judgment affirmed.

☞ General Boyle, President of the Evansville, Henderson and Nashville Railroad, states that sixty miles of the grading of that road has been completed, extending to the extensive coal mines in Hopkins county. $675,000 have been subscribed along the route, and Evansville will subscribe $300,000, indicating that the road will certainly be built.

☞ The Taunton, Mass., *Gazette* says a route is being surveyed for a railroad between Crane's Station and Hebronville.

Railroads and Canals of Pennsylvania.

We give in our present issue an abstract statement of the Annual Report of the Hon. J. F. Hartrauft, Auditor General of the State, for the year 1866, showing the length, cost, indebtedness, earnings, dividends, etc., etc., of all the steam and horse railroads and canals of the State, as far as reported to the Legislature. This State has now more miles of railroad in operation than any other State in the Union. There are in the State 102 railroads, of which 27 are either leased to or operated under contract by other companies. Five are in progress, viz: Connecting, Philadelphia, 7 miles; Enterprize; Lehigh and Lackawanna; Nesquehoning Valley, 13 miles; and the Perkiomin. Three have not reported, viz.: Alleghany Valley, Junction, and McCauley Mt. and Black Creek. There are also 26 horse railroads and 14 canals. Of the former, 19 are in Philadelphia, 4 in Pittsburg and Allegheny, 1 in Harrisburg, 1 in Williamsport and 1 in Wilkesbarre.

The returns of 78 steam railroads are given in the table referred to the, total length of which is 4,437 miles, costing for construction and equipment, the sum of $467,684,408 27. To operate these roads there are required 1,716 locomotives, 488 baggage and mail cars, 870 passenger cars, 19,803 freight cars, 27,059 coal cars. The roads have on them 1,837 bridges and 13,925 stations and depots. The capital stock of the railroads is $193,139,081 36, and the debts amount to $109,921,302 53. During 1866 the tonnage was the enormous amount of 490,025,998 tons and they carried 17,734,216 passengers. Their receipts were $70,990,749 44, whilst the expenses of all descriptions amounted to $41,032,146 93. On these steam roads in 1866 there were 324 persons killed and 451 injured by accidents. Of the killed, 13 were passengers, 151 employees of the companies, and 160 others. Of the injured, 66 were passengers, 267 employees and 118 others. The 26 horse railroads in the State have 189½ miles of roadway, costing $5,284,896 96 for construction and equipment. They are operated by 4,314 horses and 770 cars, and during 1866 carried 37,464,991 passengers. The receipts of the horse railroads were $3,410,544 85, and their expenses $2,418,624 18. During 1866 there were 9 persons killed and 23 injured on these roads. There are 804⅔ miles of canals in the State, and during 1866 their receipts were $3,608,527 92, and their expenses $1,544,801 97.

Richmond County Railroad.

A meeting was recently held at Richmond, S. I., "to organize the proposed road from Rossville to Port Richmond. Only $4,000 were subscribed. The name of the Company is the Richmond County Railroad and Ferry Co., formed for the purpose of constructing and operating a railroad from Ward's Point, through Rossville and Richmond, to Port Richmond, and thence upon and over the waters of the Kill von Kull, to Bergen Point, N. J. The organization shall be for 100 years; capital stock shall be $250,000, divided into 5,000 shares of $50 each. Its extreme length will be 14 miles, as nearly as may be. Springville is one of the places through which the proposed road shall pass. Clarence Delafield, Port Richmond; H. J. Corson, Springville; W. H. Geib, Richmond, and Israel Oakley, Rossville, were empowered to call a meeting together whenever they shall have obtained the requisite amount of subscriptions."

Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. The materials used in the formation of this article are slate stone and gluten or other vicious matter. Slate stone and coal tar are too well known to require a description. Associated in geology—perhaps originally combined—an affinity is found to exist, and the slate being pulverized and brought into contact, a union is formed which no power can dissolve. The materials used are both cheap and abundant. A mastic, it adapts itself to every shape and condition. Adhesive, it needs no nails or hooks to attach it. It is non-combustible; impervious to air or water; undecaying and indestructible. Neither heat nor cold can compel it to expand or contract. Steam cannot penetrate it. Fire will not burn it. Time and the elements only mature and perfect it. It has been used with great success at the depots and bridges of railroad companies; also for the arching of tunnels. It prevents moulding. It costs less than ordinary paint or cement of any kind.

Illinois Central Railroad.

The statement of this Company for the month ending March 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	7,489.66 for	$75,241 45
Acres Int. Fund Lands sold	757.24 for	11,547 54
Acres Free Lands sold	3,049.45 for	35,757 18
Total sales during month of March, 1867	11,296.35 for	$122,546 17
To which add Town Lot Sales		1,010 00
Total of all	11,296.35 for	$123,556 17
Cash collected in March		$167,642 56

TRAFFIC DEPARTMENT.

Receipts from Freight	$239,776 00
do. Passengers	132 217 85
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	35,000 00
Total Receipts in March, 1867	$417,352 18
Total Receipts in March, 1866	$516,821 75

Pennsylvania Railroad.

An adjourned meeting of the stockholders of this company will be held in Philadelphia on the 30th inst., at which the act of Assembly, approved March 22, 1867, entitled "An act to repeal an act entitled 'A further supplement to the act incorporating the Pennsylvania Railroad Company, authorizing an increase of capital stock and to borrow money,' approved the 21st day of March, A. D. 1866, and also to authorize the Pennsylvania Railroad Company by this act to increase its capital stock, to issue bonds and to secure the same by mortgage," approved the 22d day of March, A. D. 1867, a proposed increase there under of the capital stock of this company by 300,000 shares, and the issue of the same from time to time by the Board of Directors, and the proposed exercise of the said Board of Directors, of the powers granted by the said act of issuing bonds and securing the same by mortgages for the purposes in the said act mentioned, and within the limits therein prescribed, will be submitted to the Stockholders for their action in the premises.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Div.dend last Paid.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point...100	1,232,200		
Atlantic & N. Carolina ...100	5,345,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah...100	763,750		
Baltimore and Ohio.....100	16,151,982	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,350,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,030	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,300		
Do., do. pref.100	1,340,400		
Boston and Lowell.....100	184,000	J. & J.	Jan. 67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 2½
Brooklyn City & Newt'n..100	366,000		
Buff., New York & Erie*.100	550,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod 100	721,926	J. & J.	Jan. '67 1
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110		'65 5
Central of Georgia.....100	4,666,300		
Central of New Jersey...100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio.....100	2,800,000		
Central Ohio, pref.....100	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	350,000	J.A.J&O	Apr.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'67 5
" " pref..100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..100	10,193,010	M. & N.	Nov.'66 3
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..1 0	1,000,000		Jul. '66 5
Chicago and Milwaukee*..100	2,247,000		
Chicago & N. Western....100	13,150,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 4
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phila.) 50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov.'66 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 4
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn,100	800,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan.'67 5
Connecticut River.....100	1,650,000	J. & J.	Jan.'67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan.'67 5
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan.'67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,959		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,251	Annual.	M'r.'67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*.100	600,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	J. '67 3½
Erie Railway 100	13,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordav.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Forty-Sec. St. & G. St F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '67 5
Georgia 100	3,156,000	A. & O.	O. '66 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,480		
Great Western (Ca.).....	16,802,748		
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	2,000,000	J.A.J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$2,800,000		
Do. co pref.100	5,253,830		
Housatonic.....100	820,000		
" pref 1 0	1,150,000	M. & N.	Nov.'66 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 3
Illinois Central 100	23,286,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,489,900	M. & S.	Mar. '67 4
Jeffersonv. Mad. & Ind...100	2 000 000	J. & J.	Jan. '67
Jo ret and Chicag*.....100	1,500,000	J. A J&O	J'n'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	Nov.'66 5
Lehigh Valley 50	10,734,100	J A J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 5
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	A. & O.	Apr.'67 4
McGregor Western* 100			
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'66 4
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,486,131	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'67 5
Michigan Central 100	7,502,866	J. & J.	Jan.'67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Milw. & Prairie du Chien..100	1,250,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3 627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '67 4
Minnesota Central.....100			
Mississippi Central 100	2,030 561		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	3,500,000	F. & A.	F. '67 3½
Muscogee 100	669 950		
Nashua and Lowell.....100	600,000	M. & N.	Nov.'66 4
Nashville & Chattanooga..100	2,056,544		
Nashville & N. Western...			
Naugatuck.....100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Tauuton..100	500,000	J. & J.	Jan. '67 5
New Haven & N. London..100	788,588		
N Haven & Northampton.100	1,224,100	J & J.	Jan.'67 3
New Jersey 100	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	895 000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,255,050	J. & J.	Jan. '67 4
" " pref. 50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue.....100	795,860		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh..100	3,06 .400	J. & D.	Dec.'66 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,30		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '67 4
Ogdensb. & L. Champ'n.100	3,077,000	F. & A.	Feb.'67 2
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi 100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse.... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,531,000		
Panama.....100	7,000,000	J.AJ&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	Nov.'66 4
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,500		
Phila. & Balt. Central.... 50	218,100		
Philadelphia and Erie*.... 50	5.069,450		
Philadelphia and Reading 50	22 742,867	J. & J.	Jan.'67 5
Phil., Germ'n't'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*.....1 0	499,200	J. & J.	Jan.'67 4
Phila., Wil. & Balt..... 50	9,019,300	A. & O.	Apr.'67 5
Philadelphia City..... 50	100,000	J & J.	Jan. '67 5
Philadelphia and Darby... 50	160 000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,6 3		
Pittsb., Ft. W. & Chicago.100	9,943,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec...100	1,000,000		
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia ... 50	605,019		

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500,000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393.073	M. & N.	Nov.'66 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 000 000		
Saratoga and Whitehall*..100	500,000	A. & O.	Oct. '66 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....100	844,200		
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,276		
South Shore 100	259,685		
South Western, Georgia...100	2.203.400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,800	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama ..100	595,927		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jan '67 2
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	808,176		
Tol., Wabash and West... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '66 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250.000	J. & D.	Dec. '66 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	5,15 4,815		
Western (Mass.).....100	6,710 800	J. & J.	Jan. '67 5
Western Union 100	2,687,237		
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,963	J. & D.	Dec.'66 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson....100	10 000,000	F. & A.	Feb.'67 3
Delaware and Raritan....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
James R. and Kanawha ...100			
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
North Branch 100			
Sault Ste Marie.....100			
Schuyl. Navigation (cons.) 50	1,403,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,805	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000		
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000		
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '675
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut'land Marble..... 25	1,000 000	M. & N.	Nov.'66 5
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66
Wells, Fargo & Co. Exp...100	10,000,000		

Eastern Shore Railroads.

As considerable has been said lately through the newspapers and by individuals about the proposed new railroads of the Eastern Shore of Maryland, and particularly that of Elkton and Massey's Cross Roads, for which a charter was granted by the last Legislature of this State, we have been at some pains to inquire, and have elicited the following facts, which have been furnished by parties professing to be thoroughly posted in the affair: From Elkton to Head of Sassafras is nineteen miles by public road, and would probably be a shorter distance by rail, and from the latter point to Masseys Cross Roads the distance is five miles. At this point the road would connect with the Kent County Railroad, which again connects at some point further down with the Queen Anne's Railroad; thus giving an unbroken rail to Baltimore or Philadelphia, *via* the Elkton junction, shortening the distance of travel from those middle counties of the Eastern Shore to Baltimore considerably; while the distance would be no greater than those points to Philadelphia by the proposed line of Eastern Shore roads than by the Delaware road.

The road is already graded from Elkton to the Bohemia River, which is thirteen miles, and our informant assures us that the Philadelphia, Wilmington and Baltimore Railroad Company are ready to construct it from Elkton to the old Frenchtown road, four miles.

The State of Maryland's appropriation to the road is $58,000, and considerable sums have been subscribed by individuals, together with the work which the Philadelphia, Wilmington and Baltimore Railroad Company propose to do, would amount to fully half the cost of the entire work. The damages of property owners would be nominal, as the greater part of such damages would be taken in stock. The prospects, we think, are very favorable toward building this important link to connect the Eastern Shore with Baltimore by a shorter, more convenient and less expensive route than the present Delaware road. If the matter were taken in hand properly by enterprising men, who would fairly represent the great advantages of the road to the State of Maryland, we think sufficient means could be raised in a short time in the city of Baltimore to complete the road. What men have we in Kent and Cecil who will display the requisite amount of enterprise to take hold and get the work under way? If once started, the great advantages of the road are so apparent that we hazard the prediction that it would soon be completed.—*Elkton Whig.*

The Erie Coal Trade.

It is stated that in the exportation of coal Erie ranks second in the United States. The amount of the export trade during the season of 1866, was 251,817 tons, of which about 25,000 tons was anthracite, and the remainder bituminous. The entire trade amounted to 377,990 tons. The soft or bituminous coal is obtained from Mercer, Lawrence and Beaver Counties, and is shipped *via* the Erie and Pittsburg Railroad and the Erie Canal to the docks in Erie, whence it is taken by vessels to the ports on the upper lakes—mostly to Chicago. The return freights are made up from the iron ores of Lake Superior. The freight and tolls on the canal during the season of 1866, were from $1 75 to $2 25 per ton, according to distance, and the tariff by the railway was about 2½ cents per ton mile, while lake freights for coal to Chicago ranged from $1 25 to $1 50 per ton. The port of Cleveland is the only competing point of any importance for the shipment of soft coal.

☞ The Wisconsin Legislature has passed the bill prohibiting the consolidation of the Milwaukee and St. Paul and the Milwaukee and Prairie du Chien Railroads with the Chicago and North western Railroad.

The Ohio River Ship Canal.

Both houses of Congress have passed a joint resolution providing for the necessary survey for a ship canal around the falls of the Ohio River. The resolution directs the Secretary to cause surveys, with plans and estimates of cost, to be made by an officer of the Engineer Corps, for a ship canal suitable for military, naval and commercial purposes, around the falls on the Indiana side, and to cause said officer also to estimate the expense of completing the Louisville and Portland Canal, on the Kentucky side, according to the present plan. The expenses of these surveys are to be defrayed from existing appropriations. The report will be laid before Congress next session for decision, whether the old canal shall be completed or a new one made.

Copper Falls Mining Co.

The prospects of this company are good. The mining expenses are light compared with the product, it being stated that their copper can be mined at 15 cents per pound, and the lowest estimate made being $8,000 per month. The assets of the company are: Supplies at mine $68,200—104 tons mineral $37,500; cash $4,350. Loaned $23,850; Arnold Mining Company $4,600; Ingot Copper in New York $3,500—amounting to $142,000. Liabilities due at mine $35,000; drafts in transitu $33,000; due Humboldt Mining Company $2,500. Balance assets over liabilities $71,500.

☞ A meeting of gentlemen was held at Dubuque, Iowa, last week, to take action on the project of building a bridge across the Mississippi at that city. Preliminary steps towards the formation of the Dubuque Bridge company were taken, and much enthusiasm in favor of the enterprise was manifested. Newton Chaping, of Chicago, estimated the probable cost of the bridge at $1,000,000. It must, under the act of Congress, be fifty feet above high water mark, if of continuous spans, and if a draw-bridge, forty feet. The Legislature of Illinois has consented to the building of the bridge, and that of Iowa will do so.

☞ The report of the Huron Mining Co., states the liabilities at $537,000, and its assets, including ingot copper and copper ore, and assessment $3 per share, $532,000. The real estate of the company is valued at $350,000; mining plant and machinery, $472,000. New machinery has just been placed in the mine, which will hereafter be worked at greater advantage.

☞ A mining company, owning eight square miles of the celebrated Pictou coal bed in Nova Scotia, has been organized in Brunswick, Me., Samuel R. Jackson is President, Charles Boutelle, Treasurer, both of Brunswick; and John L. Hodsdon, of Augusta, Secretary.

☞ We learn that the rates of toll and transportation *via* Lehigh Valley Railroad from Mauch Chunk to Easton have been fixed at 80 cents, and $1 22 from Easton to Elizabethport, making the rate from Mauch Chunk to Elizabethport $3 02. To Port Johnson the rate is $1 29 per ton.

☞ The gross receipts of the Baltimore City Passenger Railway Co. for the first quarter of the present year were $74,388 45.

☞ The Welland canal will be open for navigation on the 23d inst.

Cobourg and Marmora Railway.

We learn from a trustworthy source that the greatest activity now prevails along the Belmont portion of this new route. Forty men are engaged in providing material and framework for the wharf, on the River Trent, just above the Narrows. Gangs of men are to be found at intervals along the track, cutting out the roadway or preparing ties, while eighty men are at work at the ore bed removing the surface earth, and preparing the approach for the track to the deposit of ore. It is said that 400 men will be required permanently to work in getting out the ore, loading the cars, &c.; and as these men and their families will reside at the ore bed, the place will be one of considerable bustle and business during the approaching season. Already the adjacent property has been surveyed into village lots, an engraved plan of which is being prepared, and in which intending residents are already making investments.—*Peterborough Review.*

Interest and Dividends.

The Baltimore and Ohio Railroad Co. have declared a dividend of 4 per cent. on the stock of the Main Stem, payable on the 30th of April; also a dividend of five per cent. on the capital stock of the Washington Branch, payable on the 16th of April. Both dividends are payable at the Merchants' National Bank, Baltimore. The United States tax will be paid by the company.

The Concord Railroad Company have declared a dividend of five per cent., payable May 1, 1867, at Boston, Nashua, Concord and Manchester.

☞ The President has signed the joint resolution providing for the necessary surveys for a canal between Lake Erie and Lake Ontario, for military, naval and commercial purposes.

☞ The receipts of the Towsontown Passenger Railroad Company for the first quarter of the present year, less the Government tax, were $1,616 05.

☞ The first vessel through the Susquehanna and Tide Water Canal this season arrived at Baltimore on the 13th inst.

PLASTIC SLATE ROOFING

JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

PLASTIC SLATE

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Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21ST, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

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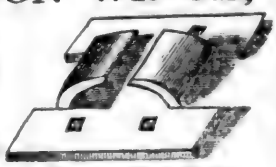
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FOR SALE
3 LOCOMOTIVES,
4-81-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

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Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-64 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

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These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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58 Beaver St., New York.

Thistle Mill Waste,

A new and Superior Article of WOOLEN Waste, combining the following

ADVANTAGES,

1st. It is 30 per cent. lighter than ordinary waste.
2d. It will absorb 25 per cent. more oil.
3d. Has greater elasticity and will wear longer.
4th. It is less liable to ignite.
5th. And has a value as old waste.

The use of Wool as an ANTI FRICTION material is too well known to require discussion.

This waste is manufactured expressly for use in packing Locomotive and Car Journal Boxes, and will be sold as low as the best Cotton Waste.

The old waste taken in exchange at a price—including weight of oil, dirt, &c.—which will reduce first cost over one-half.

Small Sample Bales furnished FREE for trial.

KASSON & CO.,
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SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

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ROSENDALE CEMENT,

BEING THE STANDARD
Cement Used at the Brooklyn Navy Yard,
MADE AND SOLD BY
The Lawrence Cement Co.,

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AMERICAN
Bankers and Merchants,

80 Lombard Street,
LONDON, E. C.

Dealers in **Exchange, U. S. Bonds,** and all **American Securities.**

Orders for American or European Products Promptly Executed.

Liberal advances made on approved consignments.

Circulars (published weekly) forwarded on Application.

OFFICE ERIE RAILWAY COMPANY,
No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of $3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others, bidding the highest premium therefor will be entitled to extend said Bonds *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 30 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfort, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5t15 ROBERT H. BERDELL, President.

Pollock & Van Wagenen,

WHOLESALE AND RETAIL DEALERS IN
RAILROAD & STEAMSHIP SUPPLIES
AND SHIP CHANDLERY.

Agents for Jones' Patent Piston Springs, and Hall's Celebrated Bolts, Nuts, Lag Screws, &c.

212 West St., New York.

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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

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HAS NO SUPERIOR AS A STEAM GENERATOR.

It is a Great Economizer in Fuel and is Absolutely Safe from Destructive Explosion.

It gives less trouble and occupies less space than ordinary boilers, and it is its own super-heater. It is easily enlarged to any requisite power, and has no limit of power to which it is adaptable, always maintaining its unit of strength.

☞ CIRCULARS SENT FREE, and information furnished, at

BRANCH OFFICE, 119 BROADWAY,
ROOMS 9 and 10. J. B. HYDE, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
6t12 Board of Public Works.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 17.] SATURDAY, APRIL 27, 1867. [WHOLE No. 1,619, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 27, 1867.

The Southwest Pacific Railroad.—Its Lands and its Bonds.

The Southwest Pacific Railroad is a road to connect St. Louis with the western boundary of Missouri, near the southwest corner of the State. As early as 1852 Congress granted, to aid the construction of the road, every alternate square mile of land for six miles on each side of its line. A company was formed to construct the road, and the State of Missouri, by an act approved March, 1857, guaranteed bonds issued for construction to the amount of $4,500,000, requiring the company to complete the road in four years, pay the interest on the bonds and hold the State harmless from her guaranty, or forfeit the road, lands and franchises. The road was completed to Rolla, 113 miles from St. Louis and 76 miles from Franklin where this road and the Pacific road running to Leavenworth diverge, at an expenditure upon its construction and equipment of nearly $5,000,000 in gold. At this point there was a failure to comply with the contract made with the State, and the road became forfeited and the State took undisputed possession.

Subsequently the State authorized the sale of the road, equipment, franchises and lands, and the execution of a clear title to the purchaser. Pursuant to the act authorizing such sale, in May, 1866, John C. Fremont made proposals for purchase, which having been considered most favorable to the accomplishment of the end desired by the State, *i. e.* the completion of the road, were accepted, and the road, with its equipment, lands and franchises, was sold and conveyed to him.

The Southwest Pacific Railroad Company, with a capital of $8,000,000, was formed shortly after this purchase and the title and rights acquired by Gen. Fremont, were conveyed and vested in the company. The company at once put under contract a section of its road, 13 miles in length, from Rolla to the Gasconade River, and this section is now (March, 1867,) completed. They have also under contract 54 miles beyond the Gasconade, which takes the road to Lebanon in Laclede County, 177 miles from St. Louis, and 20 miles at least of the 54 miles are to be done by the end of July. When the road is completed to Lebanon, the most difficult and expensive part of the construction is over, and from that point it is proposed to push the work to Springfield and the State line with great energy. From Lebanon to Springfield is 56 miles, and from Springfield to the State line 84 miles, making the whole road from St. Louis 317 miles, with navigable waters nowhere coming into competition with it.

THE COMPANY'S LANDS.

The counties the road passes through are St. Louis, Jefferson, Franklin, Crawford, Phelps, Maries, Laclede, Webster, Greene, Lawrence, Barry and Newton to the State line. Many of these counties are exceedingly rich in iron, coal and lead mines, and the lands of the company contain many of the very best of these mines, among them the famous Granby lead mines.

The Land Department of the company is thoroughly organized, and its lands are all platted, nearly all classified, some sold, and a large quantity ready for sale. The total amount of lands which the company acquired is one million and thirty-six thousand acres, and their classification and valuation are as follows:

1st. Lands of fully developed lead mines—minimum valuation $500 per acre.

2d. Lands containing lead mines not fully developed, but otherwise first class—minimum valuation, $300 per acre.

3d. Mineral lands of special value containing iron, coal, copper and lead—minimum valuation, $50 per acre.

4th. First class agricultural lands situated near towns and stations—minimum valuation, $20 per acre.

5th. Superior timber and agricultural lands located immediately on line of road—minimum valuation, $15 per acre.

6th. Superior agricultural and timber lands as good as 5th but not so near the line, minimum valuation, $8 per acre.

7th. Good agricultural and timber lands—minimum valuation, $5 per acre.

By the Act of Congress granting these lands, the company, at the completion of each section of 20 miles, become invested with and are able to make a clear title to the purchasers of the lands for twenty miles beyond the completed line.

For agricultural value in connection with salubrity of climate no part of the United States can surpass the region of Southwest Missouri. The Governor of Missouri, in his message to the Legislature, January, 1867, approving the sale of the Southwest Pacific, says:

"This I esteem the most important road in Missouri. It developes one of the best portions of the State, rich in agricultural land, in minerals and in water power; a large district of country which only wants means of communication with our great market places to make it one of the most populous portions of the State. This road will certainly, by extension and connections, within a few years, carry the largest portion of the commerce west of the Mississippi.

CONNECTION WITH ATLANTIC AND PACIFIC RAILROAD.

In the XXXIX Congress, subsequent to the organization of this company, the Atlantic and Pacific Railroad was chartered, to commence at Springfield and run *via* Albuquerque to the Pacific Ocean. This road has a land grant of every alternate section of land for 20 miles on each side of the road when passing through States and for 40 miles on each side when passing through territories, and the amount of land embraced in the grant is fifty-five millions of acres. A powerful company has been organized under this charter

with a capital of one hundred millions of dollars. As the Atlantic and Pacific connects at Springfield with the Southwest Pacific, and runs from Springfield to the western boundary of the State on the same general line, their interests in Missouri are identical, and measures have been taken, and are virtually completed, to unite the two roads, the Southwest Pacific to be the Missouri Division of the Atlantic and Pacific. This being done, the amount of lands for the part of the Southwest Pacific line from Springfield to the State border, 84 miles, is twenty sections, instead of six, for each mile of road. The United States Land Department having withdrawn from sale in Missouri the lands granted to the Atlantic and Pacific, the Southwest Pacific may be said already to have the benefit of this large land grant.

The Atlantic and Pacific Railroad being greatly shorter than any other to the Pacific, following along the valleys of streams, crossing no high mountains, passing south of the snow region, and having remarkably easy gradients will be the favorite route for the traveller and freighter. The territories of New Mexico and Arizona, through the heart of which this road passes, are well known as being fully as rich if not richer in the precious metals than any other of the territories, and New M exico is so increasing in population and business that the trade from the east, centering at Santa Fe alone, during six months last year, would have filled fifteen cars daily with freight. The road crosses the Colorado at the head of navigation, and so enters and traverses California as to secure all the local traffic and travel in the State south of San Francisco. At Fort Gibson, Indian Territory, at the head of navigation of the Arkansas River, this road will connect with the Little Rock and Memphis Railroad, and near this point also it will be crossed by the Leavenworth, Houston and Galveston Railroad which is being rapidly pushed forward. Other branches and connections are also projected, which will in time become part and parcel of this road, whose main line has the great advantage of allowing work to be commenced both ways, from the Arkansas and Colorado Rivers as well as at each end.

THE COMPANY'S BONDS.

The bonds of the company are first mortgage coupon bonds of $1,000 each, having 20 years to run and bearing interest at the rate of 7 per cent, per annum, payable semi-annually in New York. They are secured by a mortgage to Charles H. Ward, of Messrs. Ward & Co., and John P. Yelverton, of New York. Mr. William F. Aldrich, Secretary of the Union Trust Company of New York, has succeeded to the place of Mr. Yelverton recently deceased. This mortgage covers the road bed, track, rolling stock, two thirds of the lands and all the franchises and appurtenances of the company. The bonds are limited to $2,000,000 upon the lands, road, &c., to Rolla, 113 miles from St. Louis, and to $25,000 per mile as the work is completed, upon the lands, road, &c., beyond Rolla. The whole amount on the entire road when completed cannot exceed $7,250,000. In addition to the security of the mortgage, they are guaranteed, principal and interest, by the Atlantic and Pacific Railroad Company. As the road is already a well paying road, increasing rapidly in its receipts with every mile extended towards the rich and thriving southwest region, as the two thirds of the lands of the company conveyed to Trustees are in total valuation, $8,335,260, which is considerably more than the whole bonded debt that can be placed upon the entire road; and as every bond that is issued has the guaranty of the Atlantic and Pacific Railroad Company, it will be difficult to find railroad bonds standing on a better base of security.

The proceeds from sales of the lands conveyed to the Trustees are to be paid to the Trustees and applied by them to the redemption of the bonds so often as they have in their hands the sum of forty thousand dollars. In addition to this, the holders of any of the bonds have the right, by the terms of the mortgage, to take in payment of principal and interest at any time any of the parcels of the lands of the company, except the mineral lands, at the fixed schedule rates.

The one-third of the lands, not conveyed to the Trustees, is held to pay interest on the bonds and to aid in the construction and equipment of the road.

The rate at which these bonds are sold, when taken into consideration with the ample security they afford the investor, is extremely low and will undoubtedly render them a favorite with investors who desire the assurance of the prompt payment of their interest and the security of their principal. The present rate is 80 per cent., which is equivalent to 8¾ per cent. interest per annum and 25 per cent. addition to the principal at maturity. The rise in value of the company's lands before maturity of the bonds fully warrants them in making this liberal discount to first comers, and allowing them to share in the profits of the undertaking.

Messrs. WARD & Co., 54 Wall street, New York, are the sole agents for the sale of the bonds, and to them all orders and inquiries should be addressed.

The offices of the Southwest Pacific and the Atlantic and Pacific Railroad Companies are at 54 William street, New York.

Northern Central Railroad.

The earnings of this road for the fiscal year ending December 31, 1866, were as follows:

From freight		$1,869,293 50
" passengers		783,671 22
" emigrants		1,169 16
" express		69,329 20
" mails		25,449 99
" Government troops		1,824 50
" rents		142,720 76
" individuals and companies		45,722 06
" sundry sources		19,832 43
		$2,959,012 82
The expenses were:		
Conducting transp	$496,958 95	
Motive power	574,601 45	
Maintenance of cars	165,516 50	
" way	531,873 11	
General expenses	31,868 94	
		1,800,818 95
Leaving net earnings		$1,158,193 87
The receipts of the Shamokin Division were:		
From freight		$314,483 95
" passengers		21,009 77
" express		150 70
" mails		1,400 10
" rents		8,294 32
" individuals and companies		2,799 36
		$348,138 11
The expenses were:		
Conducting transp	$52,992 17	
Motive power	108,922 55	
Maintenance of cars	11,586 05	
" way	40,324 17	
General expenses	3,971 86	
		217,746 80
Leaving as net earnings		$130,391 31
The receipts of the Wrightsville Branch were:		
From freight		$12,919 52
" passengers		14,028 32
" mails		650 01
		$27,597 85
The expenses were:		
Conducting transportation	$5,773 39	
Motive power	12,776 77	
Maintenance of cars	3 35	
" way	7,621 82	
General expenses	445 88	
		26,621 21
Leaving as net earnings		$976 64

The total earnings of the Northern Central Railway, Shamokin Division and Wrightsville Branch were:

From freights	$2,196,696 97
" passengers	818,709 31
" emigrants	1,169 16
" expresses	69,479 90
" carrying U. S. mail	27,500 01
" Government troops	1,824 50
" rents	142,720 76
" rents of Shamokin coal lands	8,294 32
" individuals and companies	48,521 41
" sundry sources	19,832 43
	$3,334,748 78

And the total expenses were:

Conducting transp	$555,724 51	
Motive power	696,300 77	
Maintenance of cars	177,055 90	
" way	579,819 10	
General expenses	36,286 68	
		2,045,186 96
Leaving net earnings		$1,289,561 82
The earnings of the Elmira Division were:		
From freight		$348,371 95
" passengers		133,144 62
" expresses		16,765 84
" U. S. mails		11,550 00
" individuals and companies		5,341 53
" other sources		2,356 71
		$517,530 65
Expenses, viz:		
Conducting transp	$139,009 95	
Motive power	285,871 73	
Maintenance of cars	43,832 18	
" way	116,622 27	
General expenses	11,626 56	
		596,461 79
Showing a loss of		$78,931 14
The earnings of the Canandaigua Division were		
From freight		$60,916 03
" passengers		40,896 63
" mails, expresses, etc		7,046 89
		$108,861 55
Expenses, viz:		
Conducting transportation	$40,216 02	
Motive power	89,618 80	
Maintenance of cars	8,470 86	
" way	75,591 65	
General expenses	3,378 59	
		167,275 92
Showing a loss of		$58,414 37

The earnings of the Chemung Division were:

From freights		$39,664 54
" passengers		38,385 40
" mails, expresses, etc.		2,934 66
		$80,984 60
Expenses, viz:		
Conducting transportation	$41,041 04	
Motive power	18,330 51	
Maintenance of cars	4,235 30	
General expenses	1,620 58	
		65,227 43
Showing a gain of		$15,757 17

The total earnings from the Elmira, Canandaigua and Chemung Divisions were as follows:

From freights	$448,952 52
" passengers	212,428 65
" expresses	21,518 74
" U. S. mail	14,974 99
" individuals and companies	5,341 53
" other sources	4,160 37
	$707,376 80

And the total expenses, were:

Conducting transportat'n.	$220,266 11	
Motive power	343,321 04	
Maintenance of cars	56,538 34	
" way	192,213 92	
General expenses	16,625 73	
		828,965 14
Showing a loss of		$121,588 34

The following is a recapitulation of the above statements:

	Earnings.	Expenses.	Net.
Main Line	$2,959,012 82	1,800,818 95	1,158,193 87
Wrightsville Branch	27,597 85	26,621 21	976 64
Shamokin Division	348,138 11	217,746 80	130,391 31
Elmira Division	517,530 65	596,461 79	*78,931 14
Chemung Division	80,984 60	65,227 43	15,757 17
Canandaigua Division	108,861 55	167,275 92	*58,414 37
Totals	$4,042,125 58	2,874,152 10	1,167,973 48

* Loss.

Included in the above expenses is the sum of $127,314 85 classed as "extraordinary expenses, Elmira and Canandaigua R. R." Deducting this from the gross expenses, the net earnings from operations of the road will be $1,295,288 33. The report says:

Without making any reduction for extraordinary work done on the Main Line, the operating expenses of the entire road for the year has been 65.4 per cent. of the earnings, about the same as the previous year.

Owing to the increased length of line worked during a portion of the year, a correct comparison of the receipts and expenditures with those of last year cannot be accurately made. There has been a falling off of $356,497 05 in the receipts of the Main Line, $80,871 26 less than the amount received the previous year for transportation of troops. The tonnage has increased largely, but the rates have decreased. When a reduction in labor and material can be made to correspond with the reduction of charges, the condition of the road and its equipment is such that there will be no difficulty in reducing the working expenses below 60 per cent. of the earnings.

We have, in common with all the railroads of the country, suffered very much from the rapidity with which the iron rails wear out. The average life of a rail has diminished fully 50 per cent. during the last 10 years, they lasting now but about 3 years. This causes an expenditure in maintaining the road which tells severely upon the working expenses. We are not prepared to say that the railroad iron now manufactured in this country is inferior in quality, but in the increase of speed by our passenger trains, and the increase in weight of engines, together with the increased tonnage, may account for their rapid destruction.

Some of the principal railroads have been purchasing steel rails to a considerable extent. We purchased a small lot, 60 tons, in May last, and laid them on the heavy grade between Calvert Station and Bolton. So far they show no evidence of wear. If our means admitted, we would recommend the adoption of steel rails, as those now in use must be replaced. The Freedom Iron and Steel Company at Lewistown, Pa., and the Pennsylvania Steel Works at Harrisburg, and other rolling mills, we understand, will soon be prepared to furnish steel rails at, we suppose, so small an advance upon the price now paid for iron that there will be no doubt about the propriety of adopting them on our road.

The receipts of the Shamokin Division have increased $31,640 03, and the net earnings $14,385 66, leaving a surplus of $38,643 35 for the year after paying the rental.

The mortgage of $150,000, due on the first of October, 1863, has been paid, and the bonds destroyed.

The business coming from the Elmira and Williamsport Railroad being about equally divided between this road and the Pennsylvania Railroad, that company has lately entered into an arrangement with us by which the Elmira and Williamsport, and the leased lines north of that road are to be worked for the joint benefit of the two companies—they dividing with us equally any loss or gain that may arise out of our lease of those roads.

To meet the mortgages paid to the City of Baltimore, and for the purpose of purchasing an additional equipment as required, a new mortgage of $2,500,000 has been created, and $724,500 of those bonds sold.

During the year we have added 5 engines, 2 first class passenger, and 189 freight cars to the equipment at a cost of $278,217 39. We will require some additional coal cars during the year. The coal tonnage for the year has been 303,189 tons, an increase of 99,879 tons, all to local points. There has been a slight falling off in coal carried to Baltimore. We cannot expect any considerable increase to the through coal business until we have a suitable outlet to tide water. We have been, as authorized at your last meeting, nogotiating to some extent with the Columbia and Port Deposit Railroad Company, and there is now a strong probability that that road will be commenced at an early day and pushed forward to completion.

The coal tonnage of the Shamokin Division was 557,000 tons, an increase of 103,000 tons, and the coal tonnage of the Elmira Division, 99,000 tons, an increase of 30,000 tons.

As we anticipated in our last report, the through passenger business has diminished, the local passenger traffic has however increased, and we may expect it to continue to do so.

For some years it has been the policy of this company to charge whatever additional equipment was purchased and put upon the road to the ordinary working expenses, until we have an equipment now worth at a gold valuation $2,132,000, instead of $1,382,000 as represented upon our books, the difference amounting to $750,000; this with the $752,000 already to credit of profit and loss, shows a surplus fund of $1,500,000.

The road and equipment is in excellent condition.

The roads operated by this company are as follows:

	Miles.
Northern Central Railway	138
Wrightsville, York and Gettysburg	13
Shamokin Valley and Pottsville	28
Elmira and Williamsport	78
Chemung	22
Elmira, Jefferson and Canandaigua	47
Total	326

The number of passengers moved was 885,006, traveling an aggregate distance of 26,331,028 miles.

The total amount of freight transported was as follows:

	Tons.	Tons one mile.
Main Line	891,693	56,188,203
Wrightsville Branch	28,150	317,658
Shamokin Division	640.717	6,271,844
Elmira "	206,562	14,422,851
Chemung "	48,958	1,023,172
Canandaigua "	258,656	2,236,985
Totals	2,074,736	80,460,713

This shows an increase over the previous year of 623,579 tons; or, exclusive of the Chemung and Canandaigua Divisions, of 315,965 tons.

The coal tonnage of the Main Line was 303,189 tons—an increase of 99,879. In addition to which 39,429 tons of Anthracite, and 11,051 tons of Bituminous coal were transported for the use of the engines on the road, making the aggregate amount transported from mines, 353,669 tons.

The company have 93 locomotives; 57 are on the Main Line, 26 on Elmira and Canandaigua Divisions, and 10 on Shamokin Division.

The car equipment on Main Line and branches consists of 52 first class and 2 second class passenger cars, 21 baggage cars, 16 express cars, and 3,686 cars in freight and roadway service.

The engine mileage for the year was as follows: passenger, 683,938; freight, 994,159; distributing, 60,607—total, 1,738,704. Cost of repairs, including two new engines, $256,884 49, or 32.8 cents per mile run, including fuel and stores. This shows an increase in mileage of engines of 96,689; with a decrease in cost of repairs of $6,973 61.

The roadway and track have been fully maintained in the good order reported in 1865, the following materials having been used in the year 1866:

Divisions.	No. Cross ties.	No. of chairs.	Lbs. of spike.	Tons. new rails.	Tons. re-rol'd rails.
Baltimore	62,494	2,416	36,612	213	664
Wrightsville.	2,813	.....	3,028	..	.....
Susquehanna	36,119	4,900	10,465	..	603½
Shamokin	5,157	430	4,720	100	11
Elmira	22,887	2,416	34,901	178	240
Canandaigua	19,952	2,479	75,000	204	50½
	149,422	12,641	164,726	705	1,569

In addition to the above, 60 tons of steel rails have been laid on the heavy "North street grade," between Calvert Station and Bolton. During the ten months it has been in use, no perceptible wear is apparent, and there is every reason to suppose it will outwear five or six sets of iron rails.

There will be required during the current year on the Elmira and Canandaigua Divisions 1,000 tons of new iron rails, 5,000 wrought iron chairs, 41,000 cross ties, and 40,000 lbs. spike.

The company took possession of the Chemung and Canandaigua Divisions on the 1st of May, 1866, under contract with the Erie Railway Company of New York. A third rail was laid from Elmira to Watkins, 22 miles, by the Erie Railway, and the gauge of the road narrowed from Watkins to Canandaigua, 47 miles.

The receipts and expenditures of the company for the year ending December 31, 1866, were as follows:

RECEIPTS.

From earnings, as above		$4,042,125 58
Interest on investment		5,020 12
" sinking funds		31,627 49
Augmented capital stock		400 00
Sinking fund for loan of $150,000		146,945 97
Mortgage bonds due in 1900		724,500 00
Cash liabilities		192,114 23
		$5,142,733 39

EXPENDITURES.

Expenses, as above		$2,874,152 10
Interest and discount		433,268 79
Dividends on capital stock		361,466 00
Taxes on capital stock and dividends		27,028 79
Rent of Wrightsville, York & Gettysburg R. R.		4,570 82
Rent of Shamokin Valley and Pottsville R. R		91,747 96
Rent of Elmira & Williamsport R.R.		165,000 00
Rent of Elmira, Jefferson and Canandaigua R. R		16,666 64
Sinking Funds—Appropriations		53,000 90
" Int. and discount accrued		50,717 49
Construction—Main line		186,127 24
" Canton extension		18,876 05
Real Estate—Main line		67,851 74
" Elmira division		2,797 92
Equipment		278,217 39
Loan of Balt. and Susq. R. R. Co.		150,000 00
City of Baltimore		361,244 46
		$5,142,733 39

FINANCIAL STATEMENT, Dec. 31, 1866.

Cost of railway		$8,676,431 27
Canton Extension		342,182 02
Real Estate—Main line		402,944 65
" Elmira division		11,231 25
Equipment		1,382,961 41
		$10,905,750 60
Sinking funds		495,201 25
Cash	$368,317 89	
Post office department	10,992 74	
Passenger agents	3,918 28	
Freight agents	127,102 16	
Bonds, stock and debt of W., Y. and G. R. R. Co.	123,775 43	
Bonds of N.W.V.R.R.Co.	19,000 00	
" N. C. Railway Co.	5,708 24	
Individuals and corporations	275,179 69	
Materials and supplies	309,834 70	
		1,243,829 13
		$12,644,780 98
Capital stock—90,378 shares		$4,518,900 00
Loans secured by mortgage (see RAILROAD JOURNAL BOND LIST)		5,424,500 00
Bills payable	$1,043,743 75	
Interest, dividends, &c., accrued	228,077 20	
Interest coupons due	9,432 10	
Pay rolls and vouchers	614,018 34	
Foreign Roads—Passenger account	9,486 80	
Foreign Roads—Fr'ht account	8,853 39	
		1,913,611 58
		$11,857,011 58
Profit and loss account		787,769 40
		$12,644,780 98

President.—J. D. CAMERON.

Vice President.—C. G. MILLER.

Directors.—Wm. Colder, A. E. Kapp, George Small, E. C. Biddle, J. M. Kennedy, F. B. Newcomer, Henry Welsh, Thos. A. Scott, J. P. Jones, Wistar Morris, John A. Wright, S. M. Shoemaker.

Secretary—ROBERT S. HOLLINS.

Treasurer.—J. S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Sup't.—J. S. DUBARRE.

Metropolitan Insurance Company.

We invite attention to the advertisement of this company in our present issue; and in connection with it publish entire the following circular of the President and directors to the stockholders of the company. It is dated New York, April 19th, 1867, and says:

You have been duly informed from time to time of the condition of the company, and are therefore aware of the recent application to the Legislature of this State for permission to reduce our capital—such a course being rendered necessary by the unprecedented losses of the past year.

We have now to inform you that the law asked for has passed the Legislature, and that under it we have been compelled to reduce our capital to three hundred thousand dollars.

The disappointment which you cannot but feel at this great and unexpected diminution of our assets can hardly equal our own as officers, directors, or stockholders.

We had earnestly hoped that the first of January, which found us in the possession of over $500,000 of net assets, would bring a respite from the flood of losses which had so seriously impaired our capital. But the end was not yet. The period that has since elapsed has seldom been exceeded for general destruction by fire. Some of our oldest, strongest and most fortunate cotemporaries have suffered more in the first months of this year than in any previous period of their history.

To us there seemed but one alternative to total destruction, and that was to abandon our agency business, and cancel our mercantile and manufacturing risks, except in the old cities. To this work we accordingly addressed ourselves with every energy we possessed. Meanwhile, the injury to our reputation, produced by the discovery of our vast losses, cut down our receipts, and thus greatly and almost instantly reduced our resources, though the progress of cancellation was necessarily so slow that we were compelled to meet the bulk of the losses of our previous large business, without the accruing current receipts at increased rates, which went far to sustain others in similar circumstances.

With these influences all against us, it is a source of profound congratulation that we are able to report thirty per cent. of our capital safe, and the greater part of our more hazardous business off our hands.

It will be natural for you to inquire why it was that we have suffered so severely, while others in similar business have escaped disasters as signal as ours.

We think this may be explained by a simple reference to the facts.

It is admitted that the last two years have been signalized by a more general and wide spread destruction by fire than any previous period known in this country. A number of our large cotemporaries had been doing an agency business, covering the whole Union, for many years, and by their enterprise and ability under the reign of moderate losses had accumulated large surplus funds and made their position strong and steadfast. It was our misfortune to increase our capital and push our business to a corresponding enlargement, just at the moment when the storm of fires was about to burst upon the country. We could not foresee it. No one foresaw it. By our efforts in the same direction in which our neighbors had so signally prospered, we increased our premiums to over two millions of dollars per annum, and in ordinary times this would have enabled us to make large dividends on our increased capital.

But the influences at work against us were beyond mortal control. The war had ceased and with it the enormous and unparalleled expenditures of the government, which had stimulated every branch of business to preternatural activity. With its cessation came a collapse, and that collapse overthrew tens of thousands of reckless adventurers, and tempted hundreds of thousands to essay any mode of escape from total destruction. The door of insurance stood invitingly open, and through it the defeated adventurers rushed in a ruthless crowd. Every where mercantile and manufacturing risks burned with a frequency and destructiveness till then unknown.

In spite of all this, however, we bore up bravely until the crowning disaster at Portland cut over 24 per cent. off our capital at a single blow. This was followed by a series of minor losses, which, by the first of November had seriously impaired our capital. If we could then have gone on, as our neighbors were able to do, keeping such proportion of our receipts as we preferred, and gradually weeding our business of the risks we had found unprofitable, we might then have saved five or six hundred thousand dollars of our capital. But to meet the losses without the income relied on to pay them, was more than our resources could bear, and we have therefore cause for gratitude that we have escaped so well.

With our new organization, with expenses greatly reduced, with our business adjusted to our reduced capital, and with credit which has never been impaired by the refusal to pay any just loss, we believe we shall yet be able to pay good dividends, and in time to repair in a great measure the grievous disasters of the past.

Very respectfully yours,

JAMES LORIMER GRAHAM, *President.*

ROBERT M. C. GRAHAM, *Vice President.*

W. R. WADSWORTH, *Secretary.*

STATEMENT.

Showing the financial condition of the Metropolitan Insurance Company on the first day of April, 1867:

Amount of cash on hand and in bank		$153,612 22
Amount of cash in hands of Agents and in course of transmission		20,000 00
Amount of U. S. 5-20 6 per cent. bonds		10,600 00
" compound int. notes		565 00
" 7 3/10 Treasury notes		158,392 50
Amount of miscellaneous securities		59,720 63
Amount of loans on bonds and mortgages, being first liens of record, on unincumbered real estate		244,824 00
Amount of loans on U. S., bank, and other stocks and bonds, payable on demand		60,697 05
Amount of other miscellaneous items		6,370 96
Amount due for fire premiums on policies issued at office		12,437 51
Amount due for marine premiums on policies issued at office		5,000 48
Amount of bills receivable for premiums on marine risks		34,408 38
Interest due and accrued, but not yet payable		13,234 52
		$779,863 25

LIABILITIES.

Losses reported, claimed, or in process of adjustment	$258,917 57

☞ The Atlantic and Pacific Telegraph Company is organized to build a telegraph line through this and other States to the Pacific. Charles E. Perry, of Albany, is to superintend the working of the line. The line from New York to Buffalo is contracted to be completed by the 1st of September next. E. H. Van Rleeck is the Contractor and General Superintendent of construction, Dr. Ketchum being Inspector.

☞ The receipts of the Camden and Atlantic Railroad for the year 1866 were $303,975, of which $212,005 were from passengers. The operating expenses were $174,105, and the interest charge was $123,588, leaving $6,281 of surplus. The rapid increase of population along this line of railway is steadily improving its condition. The capital and entire debt of the company is $2,244,200.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point...100	1,232,200	----------	----------
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ...50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah...100	763,700	----------	----------
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	1,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	----------	----------
Boston and Lowell.....100	182,000	J. & J.	Jan. 67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000	----------	----------
Buff., New York & Erie*..100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod 50	721,926	J. & J.	Jan. '67 5
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	'65 3
Central of Georgia..... 100	4,666,800	----------	----------
Central of New Jersey....100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio.....100	2,600,000	----------	----------
Central Ohio, pref.....100	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River.100	955,900	----------	----------
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	J.A.J&O	Apr.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,586,643	M. & S.	Mar. '67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '66 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12'994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov. '66 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	360,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware..... 50	466,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,369	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Mr.'67 7s
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16.570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordav.100	1.142,834	----------	----------
Fitchburg.....100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Forty-Sec. St. & G. St.F'y.100	750,000	----------	----------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '67 3
Georgia 100	3.156,000	A. & O.	O. '66 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.).....	15,123,430	----------	----------
Great Western (Ca.).....	16,802,748	----------	----------
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$1,200,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch 50	116,850	A. & O.	Apr.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	M. & N.	Nov.'66 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top. .. 50	494,350	----------	----------
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,000	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J.A J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	----------	----------	----------
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'66 4
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '67 5
Michigan Central 100	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref.100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '67 4
Mississippi Central 100	2,090,261	----------	----------
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950	----------	----------
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Nashville & N. Western..	----------	----------	----------
Naugatuck 100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '67 5
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '67 3
New Jersey.....100	5,000 000	F. & A.	Feb.'67 5
New London Northern.....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '67 4
" " pref. 50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue..... 100	1795,360	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,518,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh,..100	3,067,400	J. & D.	Dec.'66 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	----------
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,500	J. & J.	Jan. '67 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3 581,000	----------	----------
Panama.....100	7,000,000	J.A J&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	Nov.'66 4
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Phila. & Balt. Central..... 50	218,100	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	----------
Philadelphia and Reading 50	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 1 0	999,200	J. & J.	Jan. '67 4
Phila., Wil. & Balt..... 50	9,919,300	A. & O.	Apr.'67 5
Philadelphia City..... 50	100,000	J & J.	Jan. '67 5
Philadelphia and Darby... 20	100.000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin..... 100	----------	----------	----------
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec...100	1,000,000	----------	----------
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia ... 50	665,019	----------	----------

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500,000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
St. Paul and Pacific 100	----------	----------	----------
Sandusky and Cincinnati..100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov'66 3
Sand. Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Oct. '66 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200	----------	----------
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	----------
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia....100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	----------	----------
Springfield and Columbus.100	----------	----------	----------
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 150	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '67 2
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '66 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)..100	500,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.).....100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec. '66 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley 100	516,164	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jan. '67 5
Western Union 100	2,687,237	----------	----------
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,213	----------	----------
Winona and St. Peter 100	----------	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,863	J. & D.	Dec.'66 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Illinois and Michigan 100	----------	----------	----------
James R. and Kanawha...100	----------	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
North Branch 100	----------	----------	----------
Sault Ste Marie.....100	----------	----------	----------
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50			
W. Branch and Susq..... 50	1,160,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000,000	----------	----------
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar. '67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	----------	----------
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb. '67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '675
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble 25	1,000,000	M. & N.	Nov.'66 5
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	5	----	200,000	----
Acton Vale ... Ca.	5	----	50,000	----
Adventure ... L. S.	25	3	20,000	----
Ætna ... "	25	11	20,000	----
Albany and Boston "	50	25¼	20,000	----
Algomah ... "	25	3	20,000	----
Allouez ... "	25	1¼	20,000	4½
American ... "	25	1	20,000	----
Amygdaloid ... "	25	17	20,000	----
Anita ... Cal.	----	----	20,000	----
Annapolis ... Md.	10	----	50,000	----
Arcadia ... L. S.	25	----	20,000	----
Arizona ... Ariz. T.	100	----	100,000	----
Arnold ... L. S.	25	----	20,000	----
Ascot ... Ca.	20	----	20,000	----
Astor ... L. S.	25	1¼	20,000	----
Atlas ... "	25	2	20,000	----
Aztec ... "	25	4½	20,000	----
Balt. and N. C. ... N. C	5	----	20,000	----
Bay State ... L. S.	25	13¾	20,000	----
Beaver ... "	25	2	20,000	----
Bedford ... Ca.	5	----	125,000	----
Black River ... "	25	2¼	200,000	----
Bohemian ... L. S.	25	17½	20,000	----
Bolton ... Ca.	5	----	200,000	----
Boston ... L. S.	25	2½	20,000	----
Brooklyn ... L. S.	25	2½	20,000	----
Brome ... Ca.	5	----	100,000	----
Cabot ... L. S.	25	½	20,000	----
Caledonia ... "	25	5	20,000	----
Cambridge ... "	25	5	20,000	----
Canada ... Vt.	4	1	100,000	45c
Carp Lake ... L. S.	25	----	20,000	----
Cascade ... "	25	----	20,000	----
Central ... "	25	5	20,000	----
Champlain ... Ca.	1½	----	200,000	----
Chatham ... "	2	----	200,000	----
Cheticamp ... "	5	----	30,000	----
Chippewa ... L. S.	25	----	20,000	----
Clifton ... "	25	----	20,000	----
Collin ... "	25	½	20,000	----
Concord ... "	25	4	20,000	----
Consolidated ... "	25	5	20,000	----
Copper Creek ... Mo.	100	----	10,000	----
Copper Creek ... Wis.	25	----	20,000	----
Copper Falls ... L. S.	25	24½	20,000	23½
Copper Harbor ... "	25	1	20,000	----
Copper Hill ... Wis.	1	----	200,000	----
Corinth ... Vt.	25	----	20,000	----
Cornwall ... Vt.	2	----	100,000	----
Dacotah ... L. S.	25	2½	20,000	----
Dana ... "	25	3½	20,000	----
Deep River ... N. C.	5	----	10,000	----
Delaware ... L. S.	25	20½	20,000	----
Derby ... "	25	----	20,000	----
Devon ... "	25	1	20,000	----
Dorchester ... "	25	1½	20,000	----
Douglas ... "	25	----	20,000	----
Dover ... Ca.	2	1	200,000	----
Dudley ... L. S.	25	1½	20,000	----
Dunham ... Ca.	2	----	200,000	----
Durham ... "	5	----	200,000	----
Eagle River ... L. S.	25	3½	20,000	2½
Edwards ... "	25	1½	20,000	----
Ely ... Ca.	5	----	100,000	----
Empire ... L. S.	25	10	20,000	----
Eureka ... "	25	----	20,000	----
Everett ... "	25	1	20,000	----
Evergreen Bluff ... "	25	5½	20,000	----
Flint Steel River ... "	25	9½	20,000	----
Forest City ... "	25	3	20,000	----
Forest Shepherd ... "	25	6	20,000	----
Franconia ... N. H.	5	----	60,000	----
Franklin ... L. S.	25	8½	20,000	20
French Creek ... Pa.	5	----	100,000	50c
Gardner City ... L. S.	25	----	20,000	----
Girard ... "	25	5	20,000	----
Glencoe ... Ca.	1	----	200,000	----
Grand Portage ... L. S.	25	2	20,000	----
Grand Trunk ... Ca.	5	----	100,000	----
Great Western ... L. S.	25	2	20,000	----
Green Mountain ... Vt.	10	----	20,000	----
Guilford ... L. S.	25	5	20,000	----
Hamilton ... "	25	2	20,000	----
Hancock ... "	25	17½	20,000	5½
Hanover ... "	25	1½	20,000	1½
Hartford ... "	25	12½	20,000	----
Hazzard ... "	25	----	20,000	----
Henwood ... "	25	----	20,000	----
Highland ... "	25	1	20,000	----
Hilton ... "	25	2½	20,000	----
Hope ... "	25	1½	20,000	----
Hudson ... "	25	----	20,000	----
Hulbert ... "	25	½	20,000	----
Humboldt ... "	25	5	20,000	----
Hungarian ... "	25	1	20,000	----
Huron ... "	25	19	20,000	6½
Indiana ... "	25	10	20,000	----
Inverness ... Ca.	25	----	200,000	----
Isle Royal ... L. S.	50	33	20,000	----
Jefferson ... "	25	----	20,000	----
Keweenaw ... "	25	5	20,000	----
Kickapoo ... "	25	1	20,000	----
King Phillip ...	25	2	20 000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ... L. S.	25	8	20,000	----
Lafayette ... Ca.	25		20,000	----
Lake ... "	25	2	20,000	----
Lawrence ... L. S.	25		20,000	----
Lennoxville ... Ca.	5		100,000	----
Logan ... "	3		100,000	----
Lower California ... Mo.	50		40,000	----
Lyster ... Ca.	2		200,000	----
Madison ... L. S.	25	6	20,000	----
Malden ... "	25	2	20,000	----
Mandan ... "	25	4½	20,000	----
Manhattan ... "	25	5½	20,000	----
Marquette ... "	25	3½	20,000	----
Maryland ... Md.	5			----
Mass ... L. S.	25	4½	20,000	----
Massachusetts ... "	25		20,000	----
Medora ... "	25	1½	20,000	----
Mendota ... "	25	1½	100,000	----
Merrimac ... "	25	6½	20,000	----
Merryweather ... "	25		20,000	----
Mesnard ... "	25	8	20,000	----
Meteor ... "	25		20,000	----
Michigan ... "	25		20,000	----
Middlesex ... "	25		20,000	----
Milton ... "	25	1½	20,000	----
Minnesota ... L. S.	25	18½	20,000	----
Missisquoi ... Ca.	2		150,000	----
Morrison ... L. S.	25		20,000	----
Nashua ... "	25		20,000	----
National ... "	25	5½	20,000	----
Native ... "	25	2	25,000	1½
Naumkeag ... "	25	1	20,000	----
Nebraska ... "	25		20,000	----
Nequaket ... "	25	2	20,000	----
New England ... L. S.	25	2	20,000	----
New Jersey cons. N. J.	10		100,000	----
Newton ... Ca.	1		200,000	----
New York ... L. S.	25	1	20,000	----
N. Y. & Passaic ... N. J.	5		100,000	----
North Cliff ... L. S.	25	4	20,000	----
North State ... "	25	3½	20,000	----
North Western ... "	25	11	20,000	----
Norwich ... "	25	11	20,000	----
Ogima ... "	25	7	20,000	----
Otisville ... N. Y.	5		100,000	----
Ontonagon ... L. S.	25		20,000	----
Ottawa ... Ca.	1		200,000	----
Pacific ... L. S.	25		20,000	----
Pennsylvania ... "	50	50	20,000	----
Petherick ... "	25	5½	20,000	1½
Pewabic ... "	25	3½	20,000	15½
Phila. & Boston ... "	25	15	20,000	----
Phœnix ... "	25	15	20,000	----
Pittsburg & Boston "	25	5½	20,000	38
Pontiac ... "	25	10	20,000	----
Prescott ... Ariz. T	100		100,000	----
Providence ... L. S.	25		20,000	----
Quincy ... "	10	10	20,000	22
Reliance ... "	25		20,000	----
Republic ... "	25		8,000	----
Resolute ... "	25	6½	20,000	----
Ridge ... "	25	8	20,000	----
Rochester ... "	25	2½	200,000	----
Rockland ... "	25	12	20,000	----
Roscoe ... Ca.	1		200,000	----
St. Clair ... L. S.	25	3	20,000	4
St. Flavien ... Ca.	5		100,000	----
St. Louis ... L. S.	25	1	20,000	----
St. Margaret ... Ca.	5		200,000	----
St. Mary's (L. & M.) L. S.	25	5½	20,000	----
Salem ... "	25	½	20,000	----
Seneca ... "	25	1	20,000	----
Sharon Consol ... "	25		20,000	----
Sheldon & Col. ... "	25	21	20,000	----
Silver Creek ... "	25	1	20,000	----
Silver Hill ... "	25		20,000	----
Silver Lake ... "	25		20,000	----
Silver Valley ... "	25		20,000	----
Societes Francaise, "			10,000	----
South Bedford ... Ca.	2		200,000	----
South Pewabic ... L. S.	25	1	20,000	----
South Side ... L. S.	25	2	20,000	----
Star ... L. S.	25	11½	20,000	----
Stark ... Vt.	2		100,000	----
Suffolk ... L. S.	25		20,000	----
Superior ... L. S.	25	8	20,000	----
Sussex ... "	25		20,000	----
Sutton ... Ca.	5		100,000	----
Toltec ... L. S.	25	21	20,000	----
Tremont ... "	25	1½	20,000	----
Union (L. & M.) ... "	25	8	20,000	----
Ural ... Wis.	25		20,000	----
Vermont ... Vt.	5		100,000	----
Victoria ... L. S.	25	1½	20,000	----
Vulcan ... "	25	6	20,000	----
Washington ... "	25	1	20,000	----
Waterloo ... Ca.	5	4	100,000	----
Waukesta ... L. S.	25		20,000	----
Wauba Yuma ... Ariz.	100		60,000	----
West Minnesota ... L. S.	25	2½	20,000	----
Wickopee ... "	5		100,000	----
Winona ... "	25	3	20,000	----
Winthrop ... "	25	4½	20,000	----
Wyandotte ... "	25		20,000	----

IRON, COAL, ETC., STOCKS

Companies	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ... Pa	50	----	----	----
Copake ... N. Y.	50	50	50,000	----
Foster ... "				
French Creek ... Pa.	5	----	100,000	----
Garrison's ... N. Y.	5	5	100,000	----
George's Creek ... Md.	100	100	10,000	----
Harewood ...	5	5	20,000	----
Lake Superior ... L. S.	25	25	20,000	----
Mount Pleasant ... Pa.	50	50	10,000	----
Teal Lake ... L. S.	25	----	20,000	----
Tyson ... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ... N. Y	5	----	100,000	----
Bucks County ... Pa.	5	----	40,000	----
Canada ... Ca.	5	----	50,000	----
Champion ... N. Y				
Clute ... "	5	5	110,000	----
Continental ... "	5	2½	200,000	----
Eastport ... Me.	10	----	100,000	----
Erie ... N. Y.	10	----	40,000	----
Gay's River ...	2	----	100,000	----
Hampton ... Mass.	5	----	100,000	----
Jefferson ... N. Y				
Kings Hill ...	5	----	10,000	----
Lake Superior ... Mich.	5	----	200,000	----
Lancaster ... Pa.	5	----	50,000	----
Lehigh ... Pa.		----	----	----
Macomb ... N. Y.	5	----	110,000	----
Maine ... Me.	10	----	50,000	----
Mineral Point ... N. Y.	5	----	100,000	----
Morgan ... "	5	----	100,000	----
Mount Hope ... N. Y.	5	2½	80 000	----
New Hampshire ... N. H.	5	----	100,000	----
New Jersey ... N. J.	100	----	12,000	----
N. Y. & Boston ... N. Y.	10	----	100,000	----
Oswegatchie ... Ca.	5	----	100,000	----
Phœnix ... N. Y.	5	----	50,000	----
Placentia Bay ... N. F.	5	----	200,000	----
Ramsay ... Ca.	25	----	20,000	----
Rochester ...	2½	----	200,000	----
Rossie ... N. Y.	5	----	100,000	----
Shawangunk ... N. Y.	5	----	100,000	----
Sussex ... N. J.	5	----	125 000	----
Union ... Pa.	5	----	100,000	----
Wallkill ... N. Y.		----	----	0.35
Warren ... N. H.		----	----	----
White Mountain.		----	----	----
Coal & Anthracite:				
American ... Pa.	25	----	60,000	45
Appleton ...		----	----	----
Ashburton ... Pa.	50	50	50,000	----
Atlantic & G. C. ... Md.		----	----	----
Baltimore ... "	100	100	----	150
Bear Valley ... "	12½	----	40,000	----
Beaver Meadow ... Pa.	50	50	100,000	----
Belmont ...	50	50	10,000	----
Big Mountain ... Pa.		----	----	----
Boston & Pictou. N. S.	5	----	100,000	----
Bridgeport ... Pa.	10	10	30,000	----
Broad Mountain ... "	10	10	30,000	----
British American. N. S.		----	----	----
Cape Briton ... N. S.	25	25	200,000	----
Cameron ... Pa.	50	----	50,000	----
Central ... "	100	100	20,000	41½
Coal Brook ... "	50	50	20,000	----
Columbian ... "		----	----	----
Consolidation ... Md.		----	----	----
Continental ... Va.	50	----	10,000	----
Cumberland ... Md.	100	100	50,000	29
East Mahanoy ... Pa.		----	----	----
Everhart ... "	25	----	20,000	----
Franklin ... "	100	----	5,000	----
Fulton ... "	5	5	60,000	----
Gilberton ... "	50	50	5,000	----
Hamp. & Balt. ... Md.	10	10	50,000	----
Hazleton ... Pa.	50	50	32,300	----
International ... N. S.	50	50	20,000	----
Lackawanna ... Pa.	50	50	----	----
Lawrence ... "	100	100	2,000	----
Locust Dale ... "	50	----	----	----
Lehigh & Susq ... "	50	50	----	----
Lorberry ... "	100	100	4,000	----
Mahanoy ... "	20	----	10,000	----
Mammoth Vein ...		----	----	0.51
Maryland Anth ... Md.	20	20	25,000	----
Metropolitan ... "	100	100	----	----
Mt. Pleasant ... Pa.		----	----	----
Narragansett ... R. I	10	10	8,000	----
N. Y. & M. C. F'da. Pa.		----	----	----
North Carbondale. "		----	----	----
Pennsylvania ... "	50	50	64,000	150
Potomac ... Md.	10	----	40,000	----
Schuylkill ... Pa.	10	10	20,000	----
Short Mountain ... "	50	50	16,000	----
Shamokin ... "		----	----	----
Somerset I. & C. ... "		----	----	----
Spring Mountain ... "	50	----	----	----
Spruce Hill ... "	10	----	100,000	----
St. Nicholas ... Pa.		----	----	1
Shawmut ...	20	----	40,000	----
West Virginia. W. Va.		----	----	----
Wilkesbarre ... Pa.	100	100	21,750	----
Wolf Creek ...		----	----	----
Wyoming Valley ... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ... N. S.	3	----	100,000	----
Ada Elmore ... Idaho.	10	----	100,000	----
Albion ... "	3	----	100,000	----
Altona ... Col.	5	----	100,000	----
American ... Col.	100	----	50,000	----
American Flag ... Col.	10	----	60,000	----
Ascot ... Can.	100	----	50,000	----
Atl. & Pac ... Nev.	50	----	100,000	----
Baltic ... Col.	----	----	----	----
Bates & Baxter ... "	----	----	----	----
Benton ... "	5	----	100,000	1.00
Black Hawk ... "	100	----	50,000	----
Bob Tail ...	10	----	100,000	----
Briggs ... Col.	100	----	10,000	----
Burroughs ... "	10	----	100,000	----
Bullion ... Mtns.	5	----	200,000	----
Bullion Consol ... Col.	1	----	300,000	----
Chebucto ... N. S.	5	----	100,000	----
Central ... Col.	5	----	200,000	----
Central Gold ... "	5	----	20,000	----
Chaudiere ... Can.	5	----	100,000	----
Jobden ... Idaho.	10	----	100,000	----
Columbia ... Nev.	100	----	300,000	----
Consol Gregory ... Col.	100	----	50,000	9.50
Copalinsche ... "	50	----	250,000	----
Corydon ... "	25	----	100,000	7.00
Continental ... "	100	----	20,000	----
Denver ... "	20	----	50,000	----
Downieville ... "	1	----	300,000	----
Eagle ... "	10	----	100,000	----
East Bannock ... Mtns.	2	----	100,000	----
El Dorado ... Col.	5	----	500,000	----
Empire ... "	20	----	250,000	----
Excelsior ... "	10	----	30,000	----
Garrison's ... "	50	----	100,000	----
Gem ...	50	----	25,000	----
Golconda ...	20	----	250,000	----
Gold Mountain ... Col.	10	----	600,000	----
Gold Mining ... "	100	----	50,000	----
Gunnell ... "	10	----	800,000	----
Gunnell Central ... "	50	----	20,000	----
Gregory ... "	50	----	20,000	----
Great Western ... "	10	----	60,000	----
Hope ... "	25	----	80,000	----
Holman ... "	2	----	150,000	0.15
Idaho ... Nebra.		----	100,000	----
Isaac's Harbor ... N. S.	5	----	100,000	----
Kansas-Colorado ... Col.	10	----	100,000	----
Kip & Buel ... "	2	----	100,000	0.50
La Crosse ... "	10	----	100,000	0.40
Liebig ... "	5	----	200,000	----
Lake Major ... N. S.	50	----	12,000	----
Mariposa ... Cal.	100	100	50,976	7½
Do. preferred ...	100	100	57,744	19½
Mammoth ... Col.	10	----	100,000	----
Manhattan ... "	10	----	100,000	----
Massachusetts ... "	5	----	250,000	----
Mount Vernon ... Nev.	10	----	300,000	----
Montana ... Col.	4	----	100,000	0.30
National ... "	10	----	300,000	----
New York City ... Nev.	100	----	50,000	----
New York ... Col.	10	----	100,000	0.75
N. Y. & Nevada ... Nev.	10	----	100,000	----
N. Y. & N. Sco ... N. S.	10	----	100,000	----
North Clear Creek. Col.	10	----	100,000	----
Pacific ...	100	----	40,000	----
Peoples' ... Col.	50	----	100,000	1.87
Prescott ... Ariz.	10	----	100,000	----
Quartz Hill ... Col.	25	----	40,000	2.90
Republic ... Nev.	100	----	18,000	----
Rocky Mountain ... Col.	10	----	50,000	----
Sherbrooke. ... Can.	10	----	100,000	----
Smith & Parmalee. Col.	20	----	125,000	4.80
Standard ... "	10	----	50,000	----
Steptoe ... Nev.	100	----	20,000	----
Tascher ... Can.	10	----	100,000	----
Texas ... Col.	10	----	50,000	----
Union ... "	50	----	200,000	----
United States ... "	20	----	75,000	----
Waddingham ... Idaho.	25	----	24,000	----
Silver:				
Arizona ... Ariz.	100	----	100,000	----
Columbia ... Nev.	100	----	30,000	----
Empire, G. & S. ... "	100	----	100,000	----
El Dorado ... "	25	----	600,000	----
Essex & Diadem ... "	20	----	125,000	----
L. California ... L. Cal.	50	----	40,000	----
Madison ... Nev.	100	----	30,000	----
Morning Star ... Idaho.	1000	----	5,000	----
Mount Vernon ... Nev.	10	----	500,000	----
New York City ... "	100	----	50,000	----
N. Y. District ... "	100	----	50,000	----
Tolyabee ... "	100	----	50,000	----
Washington ... "	100	----	22,500	----
Quicksilver:				
Pacific ... Cal.	100	100	40,000	----
Panoche Grande ... "	50	----	100,000	----
Quicksilver ... "	100	100	100,000	27½
Santa Clara ... "	100	----	30,000	----
Miscellaneous:				
American Tin ... N. H.	----	----	----	----
Rutland Marble ... Vt.	25	25	40,000	----
Saginaw Salt ... Mich.	25	25	100,000	----
Sunapee Plumba. N. H.	50	----	2,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90½
30 Nov.'66	2.57	—	36	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,252	—	....	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	52½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4¾	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep. '65	17.50	—	—	35	—	Blecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,761	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	266,000	200,000	37,602	104 691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,260	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	.....	.....	—	....	....
30 Sep. '65	24.00	—	—	116	—	Central Park, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep. '68	—	2.00	—	—	—	Cohoes & Waterford	.....	560	.....	.....	.....	.....	—	....	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34.162	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	.....	.....	—	....	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	....
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,402,516	750,000	.....	139,604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	.....	ope: by	T.& L. R. R.		—	....	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	....	....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,639	808	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	3 Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	—	271	49	— Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	—	367	59	— Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	28½
31 Oct. '66	5.47	—	—	120	25	— Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28
31 Oct. '66	4.53	—	—	191	33	8 Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	31
31 Oct. '66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,358	—	50	14
31 Oct. '66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50½	....
31 Oct. '66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	13
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.38	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	73
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	.....	.....	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	—	154	19	4 Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	.....	.....	101,996	38,491	8	50	20
31 Oct. '66	7.00	—	—	127	32	2 10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	20
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67,574	7½	50	40½
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	.....	292,461	80,847	10	50	75
31 Oct. '66	2.43	—	—	9	3	1 Wilkesbarre and Kingston	26,880	15,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.90	—	—	340	56	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	—	—	—	— Pendleton & 8.st Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	13
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	180,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	--	.....	.....	....
Maldan & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,500	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	67,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	--	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, April 1.					
Loan of Jan. 28, 1847 registered	$6,770,100	6	Jan. & July.	1867	101½
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 coupon	384,000		" "	Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	102½
" " " coupon		5	" "	1874	103
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	109
" " " coupon		5	" "	1871	109
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " coupon		6	July.	1881	106
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 registered	264,314,000	6	" "	1881	109¼
" " " coupon		6	" "	1881	109⅛
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	105
" " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	105
" " (5-20s) coupon		6	" "	1884	108⅝
Loan of March 3, 1865 (5-20s) registered	372,781,000	6	May & Nov.	1885	105
" " (5-20s) coupon		6	" "	1885	108⅝
Loan of March 3, 1864, (10-40s) registered	171,069,350	5	Mar. & Sept.	1904	97½
" " " coupon		5	" "	1904	98⅛
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	
" June 20, '64 & Mar. 3, '65 1st series	582,330,150	7.3	Feb. & Aug.	1868	105¼
" March 3, 1865 2d series		7.3	June & Dec.	1868	105¼
" 1865 3d series		7.3	Jan. & July.		105⅝
Matured Debt not presented	12,274,398	6	At maturity.		
Gold Certificates of Deposit	12,590,600			3 y'rs	
Compound Interest Notes of 1864	139,028,630	6	At maturity.		
United States Notes (greenbacks)	375,417,249				
Fractional currency	29,217 495				
Navy Pension Fund	12,500,000				
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July.	1876	
" " " "	688,000	6	" "		
" —Funded Interest Bonds "				1868	
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	120
" —War bonds "	1 548,000	7	" "	'72-'90	100
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	
" " " (free.) "		6	" "	1869	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	70
" " " "	2,271,750	6	" "	'72-'86	81½
" " " "	434,000	7	" "	1870	99½
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	95
" —State Bonds of 1860-'79 coupon	1,758,400	6	" "	'60-'79	99
" " " 1862-'79 "	721,198	6	" "	'62-'79	
" " " 1865-'79 "	436,000	6	" "	'65-'79	
" " " 1870-'79 "	229,372	6	" "	'70-'79	102
" " " "	2,371,725	6	" "	1877	100
" " " "	1,778,677	6	" "	1879	
" " " "	241,000	6	" "	1879	97
" " War Loan "	1,157,700	6	" "	1866	91½
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	
" " " "	2,058,173	2½	" "	1886	97
" " War Loan coupon	1,225,000	6	May & Nov.	1886	
Iowa—State Certificates registered	200,000	7	Jan. & July.	1877	
—War Loan Bonds coupon	300,000	7	" "	'76-'78	
Kansas—State Bonds coupon	200,000	7	" "	'66-'73	
Kentucky—State bonds coupon	447,000	5	" "	'68-'72	98½
" " "	3,204,000	6	" "	'67-'90	82
Louisiana—State Bonds coupon	9,856,000	6	various.		
" —Funded Coupons "		6		1888	100
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	var.	82
Maryland—State Bonds coupon	2,171,902	5	quarterly.	1870	102
" " " "	1,727,000	6	"	1890	102
" " " coupon	3,192,763	6	"	1890	
" " " inscribed		6	"	var.	
" " " (sterling) coupon	6,401,000	5	"		
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " " "	244,000	5	Jan. & July.	'70-'74	100
" " " "	375,000	5	April & Oct.	'72-'74	100
" " " "	220,000	5	May & Nov.	1880	100⅝
" " War Loan "	6,429,000	5	" "	1894	100
" " Scrip "	297,000	6	June & Dec.	'68-'77	113
" " " "	150,000	6	April & Oct.	1868	130½
" " " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " " "	2,030,000	6	" "	'76-'78	111½
" " War Loan "	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1873	
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	102
" —Bounty Bonds "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	93½
" " " (H. & St. R R.)	3,000,000	6	" "	'72-'85	82
" " " (Pac. R. R.)	7,000.000	6	" "	'72-'87	92½
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650,000	6	" "	'83-'85	99½
" " Notes	2,306,000	8	var.	var.	
New Jersey—State Stock inscribed	96,000	6	Jan. & July.	var.	102
" —War Loan coupon	731,000	6	" "	'71-'72	102
New York—State Bonds general fund	703,000	7	quarterly.	1870	103½
" " " bounty fund	25,586,000	7	Jan. & July.	1877	108½
" " " general fund	1,189,780	6	quarterly.	pleas.	
" " " canal fund	702,000	6	"	1866	
" " " general fund	500,000	6	"	1868	100
" " " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100½
" " " "	2,250,000	6	"	1874	99
" " " "	500,000	6	"	1875	100½
" " " "	900,000	6	"	1877	100
" " " general fund	800,000	6	"	1878	92½
" " " "	909,507	5	"	pleas.	
" " " canal fund	192,585	5	"	1866	
" " " "	1,163,000	5	"	1868	
" " " general fund	442,960	5	"	1868	
" " " canal fund	167,000	5	"	1871	
" " " "	4,500,000	5	"	1874	34
" " " general fund	900,000	5	"	1875	93
" " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	65
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	47½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	
" " " "	536,798	6	" "	1860	98
" " " "	379,866	6	" "	1868	
" " " "	2,183,532	6	" "	1870	99½
" " " "	1,600,000	6	" "	1875	101
" " " "	4,095,309	6	" "	1881	102
" " " "	2,400,000	6	" "	1886	102
—Domestic Bonds	681,038	6	May & Nov.	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	99½
" " " coupon	6,168,000	5	"	'77-'82	98
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	
" " " inscribed	1,708,000	6	" "	'68-'90	
" " " coupon	1,499,000	6	" "	'77-'90	
" " " (new) "		6	" "		
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	
" " " "	239,167	5½	" "	'72-'79	
" " " "	1,706,000	6	" "	'82-'89	
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	873,813	6	" "	1892	81
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	28
" " " coupon	11,108,000	6	" "	'86-'95	39
" " (sterling) "	1,365,000	5	" "	1872	
" —Funded Interest registered		6	" "	'76-'96	
" " coupon		6	" "	'76-'96	
West Virginia—State Bonds coupon		6			
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	
" " (war) "	641,800	6	Jan. & July.	'77-'88	
" " (") certificates "	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	
" " "		6	"	1870	97½
" " "		6	Jan. & July.	1873	97½
" " "		6	May & Nov.	1875	96½
" " "		6	Jan. & July	1886	98½
" " "		6	quarterly.	1890	98½
" " " coupon		6	"	1890	
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	
" " "		5	Various.	'66-'70	125½
" " "		5	"	'71-'75	125
" " "	7,846,026	5	"	'76-'80	99½
" " "		5	"	'81-'86	102
" " "		6	"	'67-'76	134½
" —Water Loan	668,000	6	May & Nov.	'70-'71	
" " "	305,000	6	Jan. & July.	'77-'78	100
" " " (sterling)	1,949,711	4½	" "	'72-'73	
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	66-'71	89
" —Public Park Loan "		6	" "	81-'97	93
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	96
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99½
" " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July	'79-'81	94
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec	1894	
New York City—Municipal Stock	3,478,900	6	F., M., A. & N	73-'75	
" " " "	4,714,000	6	" "	'76-'78	
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	100⅝
" " " "	275,000	6	" "	1898	
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	
" " —Municipal Stock	150,000	5	F., M., A. & O.	67-'69	
" " " "	3,125,200	5	" "	1870	94½
" " " "	319,000	5	" "	1873	
" " " "	1,000,000	5	" "	1874	
" " " "	334,700	5	" "	1875	
" " " "	2,016,000	5	" "	1876	
" " " "	2,375,000	5	" "	79-'80	83
" " " "	900,000	5	" "	1890	
" " " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	67-'81	83
" " " (new)	739,222	5	" "	67-'82	83
" " " (old)	2,232,800	6	" "	'66-'93	98
" " " (new)	7,898,717	6	" "	'66-'99	100½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds. "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds coupon	1,500,000	6	April & Oct.	68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	77
" —Sewerage Loan "	425,000	6	" "	'79-'88	79½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	84½
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" —City and County Bds. "	329,000	6	Jan. & July.	1875	
" " " "	1,133,500	6	" "	1883	
" " " "	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,564	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	439,046	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,562	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,990	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241.395	183.385	257,230	197,886	264,905	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,231
1867	267,626	164,497	253,507	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	425,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	568,400	6,114,566
1865	541,006	492,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	646,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,748	747,391	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	68,458	87,037	97,876	94.643	76,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,029	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,187,188	988,856	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 880	1,411,347	1,480,251	1,417,327	1,044,008	14,586,523
1867	906,795	917,639	1,139,528	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,489	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	58,203	53,778	60.540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96.908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	91,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	166,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,966,712
1866	121,776	84,897	72,185	108,082	267,488	252,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308.106	375,567	332.260	348.048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301.613	418,575	486,808	524,760	496,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384.684	338,658	384,401	429,177	496,655	429,546	352,218	4,050,328
1867	305,857	311,088	379,761	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175.696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,869	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	375,210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,588,800
1867	146,800	130,000	134,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,784	1,255.521	1,132,701	1,162,024	1,496,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,251	269,443	224,957	223,242	268,176	302,596	332,400	278,006	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,768,006
1866	267,641	246,109	326,236	277,424	283,130	253,924	247,262	305,464	278,700	310,762	302,426	281,613	3,380,581
1867	.....	219,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,058	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	384,334	370,983	3,745,310
1863	387,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,182,984
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	657,584	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155.898	192,136	170,485	168,699	162,532	166,016	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	161,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	165,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,028	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354.830	264,741	3,794,975
1867	237,674	200,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,530	699,231
1866	45.102	35,005	39,301	43,332	86,918	102,918	85,276	60,898	84,462	100,313	76,248	44,468	814,096
1867	39,078	27,667	36,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97
" " " 1850	628,500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	99½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	----	----	1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	2,535	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1893	98
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	----
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	90
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'67-'60	----
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	---	Jan. & July.	Frankfort & M.	----	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	99
1st Mortgage prof. S. F.	483,000	7	April & Oct.	"	1877	102
Income Bonds	1,800,000	7	May & Nov.	"	1883	91
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	----
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,483	7	Jan. & July.	" "	1874	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	85
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	879,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,000	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,061,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Dividend	36,600	---	June & Dec.	New York.	1868	----
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,230	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1868	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	----	----	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	92
† Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	109
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	No York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	78
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
Scioto & Hocking Val. R. mort.	800,000					
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	107½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	107½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	85
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,698,000	7	" "	" "	1877	91
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	85
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1860, '63 and '65	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	516,950	7	" "	" "		
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov	New York.	1883	95½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	118
New York and Erie:						91½
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	106
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	188,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,816,582			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		102½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						97½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'68-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88
North. Cen. 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	196,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6½	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1896	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	800,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1867. (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	84½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Chicago						
1st Mortgage	1,200,000				1873	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	"	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	12½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
2d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg b'd's after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	33
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	30
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	32
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:†						
1st Mortgage	388,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	953,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	208,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	300,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1890	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	643,555	6	Jan. & July.	London.	1858	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,983	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,066	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,772	21,000	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—
29 Feb. '60	88.5	23.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,206	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	605,156	260,289	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,865	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,786	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.0	.....	67.143	loss.	—	—
30 Nov. '66	85.0	8.5	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,806	*	—	895,000	353.283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	63	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,488	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,924,115	3,695,153	1,484,616	8½	106½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204.207	17.518,440	400.0	2,083,580	6,175,558	2,799,435	31	132½
31 May, '66	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,366,660	26,155,641	12,020,483	825,398	39.680,482	330.0	.....	6.820.750	1,802,272	—	32½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,432	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	88
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.323,328	23,415,780	12.144 000	—	41,478.280	768.3	3 603,862	6,546,741	2,175,447	10	113½
31 Dec. 65	118.0	—	----	112	15	6	284	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600 000	114,982	4,970,931	111.0	224,563	580,333	250,186	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	31
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	—	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4.562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442.893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	----
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	64.0	384.539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,963	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	95½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3 451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '65	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,936	5,429,203	156 5	319,830	805,271	237,861	—	—
1 Jun. '58	58.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	.....	.....	58.5	11 mo's.	468,821	21,396	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	226	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,513	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	969,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,504,768	8,628 793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,538,042	386,268	—	—
31 Aug '60	58.7	—	----	126.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,254,015	248,969	108.424	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	840,898	.....	—	—
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	281,032	15,188,189	329.3	1,741,670	4,446,480	1,638,114	15	108
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. B'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,138,840	736,951	20,473,991	523.8	2,386,163	4,673,193	1,609,387	—	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	—	.....	206.3	579,324	1,047,567	420,026	—	—
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,381	182.0	.....	1,020,089	267,804	—	45
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	288.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,028,156	283.0	831,433	1,794,356	402,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	187.0	.....	.....	.....	—	—
Sep '64	86.5	3.5	8 2	—	18	13	319	*St. Louis and Iron Mountain*	5,447,068	260,029	—	1,271,222	3,501,000	40 588	5,364,196	90.1	285,152	296,221	102	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	78,344	79,761	42,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,989	39,688,113	286.8	3,493,376	8,577,692	5,307,183	10	112½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	328.0	1,736,704	4,042,125	1,167,973	8	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,460	84,579	—	—	13½
30 Nov. '66	20.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	120
30 Nov. '66	74.8	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,286	4,076,974	—	—	5,010,736	164.3	775,454	1,575,826	498,499	10	127
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,642	10	130
30 Nov. '66	44.8	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	140
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,508	47.1	86,510	202,097	68,027	8½	66
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	108
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	487,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	107½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	117
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,980	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	26,600	773,226	41.6	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	483,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	691	Old Colony and Newport	6,656,571	834,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,307	509,790	7	91½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,463,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	293,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	248,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	286,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,808	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	425,965	140,643	3½	54½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,946,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	140
30 Nov. '66	45.7	—	10.6	—	11	14	225	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,285,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	849,233	1,800,000	1,050,000	31,316	3,199 233	93.5	.....	422,529	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,364	867,957	151,863	8	69
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	114½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	—	—	—	—	—
31 Mar. '66	99.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	83.2	387,789	615,728	215,973	9	108½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,652	1,444,705	15	120½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,084,776	107,482	2,244,201	60.2	.....	308,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	66	52	1,071	Central of New Jersey	7,708,080	1,964,600	5 250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,017,268	10	113½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	185
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	457,803	*	.....	158,800	280,000	74,740	487,508	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	loss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	—	283,440	69,712	29	—
								NEW YORK.													
30 Sep. '66	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	133	b,335	Erie	17,646,351	*	5,645,544	25,106,800	22,370,982	4,299,762	53,291,395	807.0	6,839,028	15,434,775	5,066,513	4	57½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	904,668	8	90½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	b,399	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	492.2	6,607,261	14,396,786	3 201,112	6	97
30 Sep. '65	130.8	2.1	45.0	—	43	53	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,015	—	12,683,065	164.0	1,592,080	2,509,726	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	899,920	707,521	44,810	—	51½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,850	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	344,769	135,041	—	482,400	311,500	19,876	979,810	38.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,886	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,787	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensa	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	856,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,828	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.2	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	000	184,250	10.2	20,896	50,106	23,783	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	71	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	24
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,361,566	432,289	9	88½
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,000	6,843,260	191.2	967,820	2 386,132	663,205	10	99
31 Oct. '65	95.6	—	33.5	1.0	36	28	993	Clev., Painesville & Ashtabula	8,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	70½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035.717	13	112
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,455	—	691,826	1,786,200	284,600	54, 17	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	882,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	—
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,162	1,218,972	109,813	4,972,746	205.9	246,671	694,520	124,081	—	—
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	.....
Dec. '64	242.4	—	—	—	48	18	889	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,358	2,050,222	945,493	3½	36

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	128,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,406	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,841	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,498	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,559	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,084	—	—
31 Oct. '66	73.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loes.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	180,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,666	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	66
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,716,680	2,260,027	20	57
31 Oct. '66	28.8	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	81½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	87½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,285	67.5	345,588	902,218	382,560	—	39½
31 Dec. '66	354.8	33.3	466.3	—	462	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	665.5	7,088,028	16,583,883	5,967,529	9	58½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	60½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,783	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,116	2,541,052	454,077	—	29½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,868	22,742,867	6,719,562	—	32.577,548	474 8	4,361,336	10,912,819	6,016 531	10	51½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	131
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	62½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73,168	3,349,237	70.9	324,068	839,102	245,966	—	9
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	982,244	9,940,987	12,568,500	—	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	93
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	20.1	—	4.0	—	8	13	138	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	145,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,821,975	242.0	.....	1,812,738	387,352	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,254	—	536,664	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,206	844,284	448,922	5,312,725	2,886,990	1,462,314	11,093,891	291.0	406,061	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,066	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	20,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.9	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	.....	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS. (*all aided by State*).													
— — '58	32 0	—	.....	153.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,588	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,988	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.0	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	47,785	—	—
8 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	95
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,368	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,802	42,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	—
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,981	5,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,900	96,828	.....	75.6	159,981	279,946	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,083	7	—
30 Sep '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,358,679	1,799,922	804,785	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,198	740,488	347,967	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275.0	996,727	2,538,800	934,103	—	29
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	140
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,852	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096.	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,950	5,678,930	96.1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	*	—	4,658,706	—	—	—	108.0	.....	148,339	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,131	—	—
								NEW GRANADA.													
99 63	5.			—	11	22	130	Pan ma	9,000,000	*	688	5,000,000	75,000	—	10,763,725	48.7	.....	977,439	1,328,924	20	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	58⅝
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	56
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	—	53
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,206,475	7	3	25
" " (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	757,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	85
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	52½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	908,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	----
" " " (2d pref.)	908,422	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	89½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	295,750	6	----	----	90
Boat Loan	99,852	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	77
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	65½
" (preferred)	100	1,175,000	10	120½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	22
" " (preferred)	50	2,888,983	—	30½
Susquehanna and Tide Water	50	2,048,200	—	15½
Union	----	----------	—	2⅜
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	39 —	@ 42 —
Pig, American, No. 1		39 —	@ 40 —
Bar, Refined, English		85 —	@ 92 50
Bar, Swedes, assorted sizes (in gold)		95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 —	@ — —
Bar, English & American, Refined		110 —	@115 —
Bar, English & American, common		100 —	@105 —
Scroll, English		140 —	@190 —
Ovals and Half round		135 —	@145 —
Band, English		140 —	@ — —
Horse Shoe		135 —	@ — —
Rods, English		115 —	@172 50
Hoop, English		145 —	@205 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 17½	@ — 18½
Sheet, English, Single, Double and Treble		— 5½	@ — 8
Rails, English (gold)	per ton	53 —	@ 54 —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)		— 10½	@ — 12½
English Blister (1st & 2d qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 19	@ — —
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— 16	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— 35	@ — —
Sheathing, Yellow		— 23	@ — 24
Pig, Chile		— —	@ — —
Bolts		— 36	@ — 37
Braziers'		— 35	@ — 36
American Ingot (cash)		— 24	@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
English		6 50	@ 6 87½
Bar	per lb.	— —	@ 10 —
Pipe and Sheet		— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold) per lb.	— —	@ — 25½
Straits	(gold)	— 22	@ — —
English	(gold)	— 22	@ — 22½

	—Gold.—		—Currency.—	
Plates, I.C. Charcoal, p. box	9 25	@ 9 50	12 85	@ 13 25
Plates, I. C. Coke	7 50	@ 9 —	10 50	@ 12 50
Plates, Coke Terne	6 75	@ 7 —	9 37½	@ 9 75
Plates, Charcoal Terne	8 50	@ 8 75	11 75	@ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	6 —	@ 6 25
Clinch (cash)		7 50	@ 7 75
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos.)		18 —	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— —	@ — 17
Refined, free L. S. to White		— 40	@ — —
Ref'd, in bond, prime L. S. to White		— 26	@ — 26½
Ref'd, in bond, Standard White		— 27	@ — —
Naptha, Refined (60@63 gravity)		— 21	@ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 24.

	Th 18.	F. 19	Sat. 20.	M 22	Tu. 23	W. 24
Atlantic M. S. S. Co	83½	----	84	85½	88	89
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	94	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	43	42½	42	42	41½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	106½	----	----	----
" " pref.	109	----	----	----	----	----
" " 1 M.	----	----	99	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	134	132½	----
" " " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	82½	----	80	80½	80½	81½
" " pref.	59½	----	57½	58½	58	58
" " 1st M.	----	----	----	84	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	80	----	----
Chicago & Rock Isl.	86½	----	85½	86½	86	86½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	98½	97	----
Clev. and Pittsburg	69½	----	67½	68½	68	69½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	112x	----	----	111½	111	112
" " S. F. 7 p.c.	----	----	----	----	102	----
Cumberland Coal, pref	29½	----	28	29	29	----
Del. & Hudson Canal	----	----	----	----	146	146
Del., Lack. & West.	112	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	56¾	----	55¾	57	56½	57½
" pref.	----	----	70½	70	69½	70
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	100	----	100	----	----	----
" 3 M. 7 p.c. '83	95	----	95½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	92½x	----	90	90½	----	90½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	113½	----	112½	113½	113½	113½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	108	----	----	----	108	109
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	----	6¾	7	6¾	----
Michigan Central	108½	----	----	107½	108	----
" S F. 8 p.c. '82	----	----	----	107½	107½	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	----	65	65½	66½	66½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	91
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	----	----	----	29
" " pref.	49	----	----	49	50½	51½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	94	----	93	93	92½	93
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	92½	----	----
New York Central	98	----	97	96	96½	96½
Real Estate	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	95½
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	102½	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	97½
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	47½	----	----	47	47½	----
" new	----	----	----	47	47½	----
Ohio & Miss. cer.	22½	----	22	22½	22½	23½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	127½	----	125½	126	126	126½
Panama	----	----	----	----	----	----
Phila. and Reading	100¾	----	100	100½	100½	101½
Pitts. Ft. W. & Chicago	92½	----	91½	92½	91½	92½
" " 1M 102	----	----	----	----	102	101
" " 2M.	----	----	----	94½	94	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	29	----	----	28	28	27½
St. L., Alton & T. H.	31½	----	31	----	----	----
" " pref.	----	----	----	----	60	----
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	78
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	----	----	64½	64½	64½	----
" new	63	----	63	63	63½	62
Tol. Wab. & Western	36½	----	----	----	36½	36
" Pref.	----	----	----	----	65	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	80	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 24.

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	109
U. S. 5s, 1874, reg.	----	----	----	----	----	102
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	98¼	----	98¼	98¼	98¼	98¼
U. S 6s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109½	----	109½	109½	----	109½
U. S. 6s, 1881, cou.	----	109½	----	----	109½	109½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	109¾	----	109¾	110	110½	110
U. S. 6s, 5-20s, c. 1864	108½	----	108½	108¾	----	108¾
U. S. 6s, 5-20s, c. 1865	108¼	----	108¼	108¾	109	----
U. S. 6s, " reg.	----	----	----	104½	105	105
7.30 Notes, 1st series.	106	----	106	106½	106½	106½
" " 2d series.	105½	----	105½	105¾	105¾	105¾
" " 3d series.	105½	----	105½	105½	105¾	105¾
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 23.

	W.17	Th.18	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	----	----	----	----	----	----
" preferred	28¼	28½	----	28¼	----	27
Camden & Amboy	131½	----	130¾	130¾	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	90
" mort. 6s, '93	----	----	----	----	98	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	56	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53½	53½	----	53½	53¾	53¾
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	57½	----	----	57	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	65	----	----	----	65½	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	87	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44½	44½	----	----	----	44¾
Pennsylvania R. R.	56	56½	----	56½	56¾	56½
" 1st m.	----	----	----	----	----	99
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	102	----	101½	----	102	----
Philadelphia City, 6s	98	----	----	----	----	----
" " new	100½	100¾	----	100½	100½	100½
" " munc	100½	----	----	100½	100½	----
Philad., Germ. & Nor.	----	----	----	60½	----	----
Phila. & Reading	49¾	50½	----	50	50½	50½
" " 6s, '86	100	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28½	28	----	----	28	28½
" " 6s	92	----	----	92	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	----	77	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	90	----	----
Susq. Canal	15¾	----	----	----	----	----
" " 6s '78	----	----	----	----	----	65
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	22	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	14	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	29	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 23.

	W.17.	Th.18	F.19.	Sat.20.	M 22.	Tu.23
Baltimore City 6s, 1875	96¼	----	----	----	----	----
" " 1886	98½	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98¼	98¼	----	98¼	98¼	----
Balt. and Ohio	----	----	----	112¼	----	112¼
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	97½	97½	----	----	----	----
" " " '80	97½	97½	----	97½	97½	----
" " " '85	97	97	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	83¼	----	----	----	83	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 24.

	Th. 18.	F.19	Sat.20.	M.22.	Tu.23.	W.24
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	126¼	126¼	----	127	----
Boston and Providence	131	130	----	----	----	----
Boston and Worcest	140¼	----	141	140	----	----
Cheshire, pref.	----	----	54	----	----	----
Concord	----	----	69	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	107¾	107¼	----	107¼	----	107¼
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	117	117	117
Manchester & Lawr'ce	----	----	----	----	114½	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	108	----	----	108½	----	----
Old Colony & Newport	----	91	----	91	91½	----
Ph., Wil. & Baltimore	53	53	52¼	52¼	52½	
Portl'd, Saco & Ports.	101	----	----	----	101½	
Vermont & Canada	95	95	----	----	95	----
Vermont & Mass.	----	----	----	54½	----	----
Western	140	----	140	140	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	90½	90½	----	90½	----	90½
Metropolitan "	52¾	52½	53	----	52½	52¼
Middlesex "	----	----	----	40	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	22½	23½	23¼	----	
Franklin "	20¾	22	----	20¾	20	----
Huron "	5½	7½	7	----	----	6¾
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	16	15½	----	----	16	15½
Pittsburg "	----	----	38	----	----	38
Quincy "	----	----	22	----	----	----
Rockland	8	----	7¾	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of March, and 5th of April.

	Closing Prices. Mar. 29.	April 5.
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	23½@ 23¾	22½@ 23
Erie shares, $100 (all paid) 8 p. c	38¾@ 39½	37½@ 38
Do., convertible bonds, 6 p. c.	65 @ 70	65 @ 67
Do., 3d mort., 1883, 7 p. c	66 @ 68	68 @ 69
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 89
Do., 7 p. c., 1875	72 @ 74	73 @ 75
Do., $100 shares (all paid)	78½@ 78¾	78½@ 78¾
Marietta & Cin. R. R. bonds, 7 p. c	65 @ 70	65 @ 67
Mich Cen convertible, 1869, 8 p. c	66 @ 68	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c	101 @103	100 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	76 @ 78
Do. with option to be paid in Phil.	80 @ 82	75 @ 78

American Railroad Journal.

Saturday, April 27, 1867.

Stock Exchange and Money Market.

Money has become much more abundant in the open market, since our last, especially in private channels, while the demand for accommodation, whether for speculative or mercantile purposes, has fallen off, and the tendency of loan and discount rates has been in favor of borrowers. To the large dealers in the public funds, money has been freely offered at 4@5, and to the leading Stock Exchange firms, at 5@6 per cent. on call, At these figures, the wants of the street have not been sufficient to absorb the available supply, and lenders, in the absence of any other form of thoroughly secure and remunerative investment, have been using their balances in the purchase of the interest-bearing national obligations, giving the preference to the later issues of the Five-Twenties. Government has been disbursing freely, in redemption of the maturing Seven-Thirty, and Compound-Interest Notes, thus letting out of the Treasury, not only the current income from excises, but the proceeds of sales of the Five-Twenties of the latest 1865 issue, and of the equivalent of the daily customs revenue in coin. The city banks, as well as those of Philadelphia and Boston, have been gaining in their resources, and have been more disposed to meet the calls of their customers for pecuniary aid. Strictly prime short-date commercial paper has been in more favor both at bank, and and through the discount houses, at from 6@7 per cent. per annum. It has not been offered very freely in either channel. According to the last weekly exhibit of the city banks, the legal tender reserve, was increased, during the week, $3,894,401, and the deposits line, $1,229,020, while loans were reduced $2,540,447, and the circulation, $53,476. The specie reserve was diminished $1.233,694. The specie reserve of the banks is now $7,622,535, against $9,495,468, same time last year. The city bank deposits are now $184,090,256, against $196,808,578 week ending April 21, 1866. The legal tender reserve amounts to $64,096,916, against $77,602,688 same time last year. The circulation now stands at $33,648,571, against $24,845,857 same time last year. The loans are now $247,561,731, against $242,067,063 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $74,635,729 a day, against a daily average of $87,655,547 the preceding week, and $88,639,197 the week ending with April 6th. The current week's exchanges average about $18,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $377,673; increase of legal tender reserve, $393,889; increase of deposits, $992,897; decrease of specie, $58,090; and increase of circulation, $1,267.

National Bank notes to the amount of $49,700 were issued last week, making the total issue to 1,664 banks thus far $302,558,456, against $282,-555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,607,983, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,950,474. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,610,-950; and for the public deposits, $38,160,950—making a total of $378,771,900. The Treasury Department, last week, redeemed and destroyed $486,616 of worn and mutilated fractional currency, and issued $418,212 worth of new.

The U. S. Sub-Treasury receipts, week ending with April 20, were $18,329,824, including $2,092,-583 from customs duties; payments, $14,801,590; balance at the close of the week, $112,077,074, against $108,548,840, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,497,026, and payments, $2,197,821; on Tuesday, receipts, $1,741,965; payments, $2,220,196. The balance at the close of business on Tuesday stood at $114,898,048, against $111,503,431 a week previous.

As the annual and income tax collections have not thus far fairly begun, under the new law of March 1867, the current public revenue from excises is light. The customs revenue is up to a fair average. The excises, last week, yielded $1,976,-942, against $2,350,000, the preceding week; customs at the port of New York, $2,092,583, and at the outports, about $700,000 (in coin) more, mak-

ing the grand total income for the week equal about $5,886,558 in currency, against disbursements of $2,394,942 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $226,500,000.

Government derived an income of $1,724,729 from customs, at the port of San Francisco from Jan. 1, to March 28, 1867.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, here together with the balance unredeemed on the 13th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$307,800	$193,800	$114,000
100s ...	5,074,600	3,542,200	1,532,400
500s ...	884,000	401,000	483,000
1,000s ...	24,666,000	21,011,000	3,655,000
5,000s ...	152,045,000	136,680,000	15,365,000
10,000s ...	5,000,000	5,000,000	.....
Total.....	$187,977,400	$166,828,000	$21,149,400

The gold speculation has been comparatively lively, since our last, under the stimulating influence of the dexterously manipulated war rumors from Europe, which, thus far have been of an exceedingly vague form, and purport, but yet sufficiently alarming to awaken popular distrust in the immediate future workings of the foreign exchanges. The crafty operators in the Gold Exchange have diligently labored to foster this want of confidence, and have met with rather encouraging success. Though the average of the daily transactions in gold have not been unusually heavy, the fluctuations in price have been frequent and violent. The range has been from 135¼ at the opening of the week to 140¾ at the close, the dealings on Wednesday afternoon having been of the most decidedly *bullish* character. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $665,578. The customs demand for Gold last week, averaged $348,764 a day; thus far, this week, it has been equal to $292,338 a day, or equal to a weekly aggregate of $1,754,028. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $175,778, and from California, $1,117,918. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $102,208,132, against $109,640,588 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $34,461,566, against $23,270,065 same time last year, showing an increase this year, of $11,191,501. The exports of specie from this port, last week, were only $880,223. The total outflow of specie from the port, thus far in the current fiscal year has been $24,731,515, against $17,903,010 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $48,800, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,602,764, against $32,174,839 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 27, 1867, reached $8,982,636, against $8,973,750 same time last year.

There has been an increased call for foreign exchange, leading to some advance in prices, on, however, a well supplied market, especially in the way of produce bills. The Cotton interest has been well represented in this respect. Bankers' 60 day bills on London closed firmly on Wednesday at 109⅜@109⅝, and on Paris to 5.22½@5.15; sight bills on London to 110⅛@110⅜; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been again fair, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,473,844, making the total value of exports since July 1, 1866, $146,013,096, against $186,343,029 same time in the preceding fiscal year.

Government securities have been in much better demand, especially for home investment purposes, as indicated in our remarks on money, and prices have improved decidedly. The later issues of the Five-twenties have been the favorites with the public. The Seven-thirty and compound interest notes have been in good request. Government has been buying in the maturing issues of these notes, quite freely. It is mentioned, for the information of the holders of the maturing Seven-thirty notes of the August, 1864, issue, that if they fail to fund or sell their notes before the 15th of the coming month of August, the notes will then be paid off at par in lawful currency. If filed at the Treasury on or before the 15th August, as for funding, the holders can receive 5-20 bonds of the consolidated issue of 1865 at once; or, if they prefer, a new series of 5-20s, dating from 15th August, 1867, they will receive them as soon as they can be prepared and registered. It is not believed that such a class of bonds would prove as marketable or otherwise as desirable as the January and July consolidated series of 1865. But there is no purpose on the part of the Treasury to withhold them, if preferred, and this preference expressed on the maturity of the 7-30 per cents. Meanwhile every facility is afforded, in advance of the obligation to convert at that time, for funding the notes into the consolidated 5-20 registered or coupon stock of 1865. U. S. sixes of 1867 closed here on Wednesday at 132½; U. S. sixes of 1868, at 131; U. S. sixes of 1881, 109⅜@109½; U. S. Five-twenties of 1862 at 109¾@110; U. S. Five-twenties of 1865 at 108⅞@109; U. S. Five-twenties of 1865, consolidated, 107¼@107⅜; U. S. Ten-forties at 98⅝@98⅞, ex-coupon, and U. S. Seven-thirties at 105⅝@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....119	May, 1865 113
July, 1864.....118½	August, 1865....112
August, 1864....118	September, 1865..111½
October, 1864....117	October, 1865....111¼
December, 1864..116	

Railway and miscellaneous share property has been in only moderately active speculative request, since our last, at variable prices, though the later dealings on Wednesday were indicative of returning firmness and buoyancy in the market, notwithstanding the practical absence of the customary outside support to a speculative movement.

General business has been more active in the produce lines, and breadstuffs have improved in price, while provisions have been unsettled, and cotton much depressed. Middling grades of cotton left off here on Wednesday quite heavily at 24½@26 cents per lb. as extremes. The stock of cotton now here is estimated at about 135,000 bales. The receipts at the port this week, have averaged nearly 1,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 527,000 bales, against exports of 402,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,623,000 bales against 1,742,591 bales same time last year; exports, 1,125,605 bales, against 1,211,074 bales same time last year; estimated stock at latest dates, 435,000 bales, against 426,655 bales same time last year. At the auction sale of Scranton coal on Wednesday, 71,000 tons were disposed of at about the average of the previous monthly rates. Foreign merchandise has been somewhat brisker. Dry goods and groceries have been in more request. The total imports of foreign dry goods, last week, were $1,236,966, and the total amount marketed $1,512,873. The value of foreign merchandise imported last week, was $3,865,914—making the grand total specie value of last week's imports of dry goods and merchandise, $5,102,880, and since July 1, 1866, $210,376,950, against $242,823,755 same time in the preceding fiscal year. The ocean freight market has been more active and rather firmer, with 587 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 8¾@4¼d. per bushel; cotton at ⅛@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 10.	April 17.	April 24.
Consols	90½	91	90¾
U. S. 5-20's of 1862....	73¾	*71¾	68
U. S. 5-20's of 1865....	71¾	*69½	66¾
Erie	37½	37¾	36½
Ill. Central.....	77¼	76¼	73

* Ex first of May coupon.

The New York exports, exclusive of specie, for the week ending April 23, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$6,255,521	$4,473,844
Prev. reported.....	73,209,372	57,932,857
Since January 1.....	$70,464,893	$64,406,701

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,337,947	$1,236,966
Gen. merchandise.....	5,286,457	3,865,914
Total for the week.....	$7,624,404	$5,102,880
Previously reported....	93,115,153	74,341,038
Since January 1.....	$100,739,557	$79,443,918

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$242,823,755	$210,376,950
Exports produce.....	186,343,029	146,013,096
Exports specie	17,903,010	24,731,515

The balance in the Sub-Treasury on Wednesday was $115,221,271.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago, Rock Island and Pacific 7s, 89; Long Dock bonds, 98½; Goshen Line bonds, 97; Great Western 2d mort., 72; Ohio and Miss. 1st mort., 85; Chicago and Milwaukee 1st

mort., 86; Morris and Essex 1st mort., 96; Brooklyn 6s, Water Loan, 96; Jersey City Water Loan, 94; New Jersey Central R. R., 113½; N. Y. and New Haven, 120; Chicago and Great Eastern, 10; Dubuque and Sioux City pref., 56; Connecticut 6s, 100; N. Y. State 7s, Bounty Loan, 108¼; Rhode Island 6s, 99; Ohio 6s, 1881, 102; Michigan 7s, War Loan, 102; Virginia 6s, ex-coupon, 44; do., new, 42; American Coal, 45; Pennsylvania Coal, 150; Central Coal, 41½; Boston Water Power Co., 30; Adams' Exp., 56½; American Exp., 55; Wells, Fargo & Co., Exp., 66; U. S. Express, 55¼; Merchants' Union Express, 17; Mariposa pref., 19⅞; Western Union Telegraph, 38; do., 7s, Bes., 80; Bank of Commerce, 114½; Metropolitan Bank, 124½; Ocean Bank, 101; Continental Bank, 103; Shoe and Leather Bank, 111½; Fourth National Bank, 104½; Am. Ex. Bank, 116½; Bank of New York, 109; Bank of North America, 105½; Importers' and Traders' Bank, 109¾; Bank State of New York, 110; Atlantic and Pacific, 1.50; Alamada Silver, 8.85; Benton Gold, 1.00; Columbian G. & S., 3.20; Consol. Gregory Gold, 9.50; Corydon, 7.00; Charter Oak Copper, 2.10; Davidson Copper, 1.25; Holman Gold, 0.15; Keystone Silver, 0.01; Kipp and Buell, 0.65; Liberty Gold, 0.04; La Crosse Gold, 0.40; Montana Gold, 0.30; New York Gold, 0.75; Nye Gold, 0.03; Ohio and Colorado G. & S., 0.90; People's G. & S., 0.97; Quartz Hill, 2.10; Sensenderfer, 9.40; Smith and Parmalee, 4.89; Walkill Lead, 0.35.

Philadelphia.—Phila. and Reading mort. 6s, 1848–'80, 90; Sunbury and Erie 7s, 96; 13th and 15th streets R. R., 20; West Penna. R. R. bonds, 75; Girard College R. R., 28; Union Passenger R. R., 40½; 10th and 11th streets R. R., 65; Ocean Oil, 2.55; Pittsburg 6s, 73½; Allegheny County coupon 5s, 76½; Clinton Coal, ⅜; St. Nicholas Coal, 1; Commercial Bank, 27; Mechanics' Bank, 33; Manuf. Bank, 33; Union Bank, 63; Bank of North America, 232; Girard Bank, 56½. The latest quotations are: City 6s, 96@96⅛; do., free of tax, 100⅜@100½; State 5s, 96@97; do., coupon, 94@95; do., 6s, W.L., 101⅛@102¼; Phila., Wil. and Balt., 52¾; Reading 50⅞@51; do., 6s, 1870, 92¾@93; do., bonds, 90½@90¾; do., con., 100@102; Camden and Amboy, 130¾@131¼; Penn. R. R., 57½@57¾; do., 1st mort., 98⅜@99; do., 2d mort., 94¾@95; Little Schuylkill R. R., 30@31; Morris Canal, 65@68; do., pref., 118@120; do., bonds, 90@91; Wyoming Valley Canal, 55@55⅞; do., 6s, 85@90; Susquehanna Canal, 15½@16; do., 6s, 64¾@65¼; Sch. Nav., 21@22; do., pref., 30½@30¾; do., 6s, 1882, 76¾@78; Union Canal bonds, 22@22¼; Delaware Div. Canal, 55@56¼; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95@96½; do., 5s, 62@67; Lehigh Coal and Navigation, 53@53⅜; do., bonds, 1884, 89¼@89½; North Pennsylvania, 32@34; do., 6s, 86½@88; Philadelphia and Erie, 28@28⅜; do., 6s, 92@93; Minehill, 56½@57¾; Catawissa, 13@14; do., pref., 27⅛@23⅜; Lehigh Valley, 56½@57; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78½@79; West Philadelphia, 72@73½; Spruce and Pine, 28@29; Green and Coates, 30@31⅜; Chestnut and Walnut, 47@48½; Thirteenth and Fifteenth, 19¾@20⅛; Girard College, 28@30; Tenth and Eleventh, 64@66; Union, 40@41; Hestonville, 13¼@13⅞.

Boston.—Cheshire R. R., 6s, 91; Vermont Central and Vermont and Canada Chattle 8s, 100; Old Colony and Newport 6s, 1876, 95½; Boston, Concord and Montreal 6s, 1889, 99¾; Eastern R. R. 6s, 1874@1885, 95; Vermont and Massachusetts R. R. 6s, 95¼; Vermont Central, 1st mort., consolidated, 61; do., 2d mort., 32; N. Y. and Boston Air Line 6s, 42; Boston, Hartford and Erie, 13½; do., 7s, 50¾; Ogdensburg and Lake Champlain, 51¾; do., pref., 98; Indianapolis and Cincinnati R. R., 41; Mad River and Lake Erie, 23; Granite Railway, 45; Ophir (N. S.) Gold, 2⅛; Boston Water Power Co., 29½; Cary Imp. Co., 8⅞; Essex Co., 108½; Waverly Land, 2½; Mammoth Vein Coal, 51c.; Vermont 6s, 100; Rhode Island 6s, 1870, 98; New Hampshire 6s, 1868, 99¾; Massachusetts 5s, 1894, gold, 100; do., 6s, 1871, gold, 100¼; do., 6s, 1868, gold, 130¼; do., 1872, gold, 108¼; St. Louis 6s, 1887, 80¼; Portland 6s, 1870@1875, 95¾; Boston 5s, 1878, Gold, 102; do., 6s, 1874, currency, 101; do., 1877, 100⅞; Lynn 6s, 1887, 98; Salem 10-50 6s, W. L., 99⅞; State National Bank, 90; Blackstone National Bank, 120½; Suffolk National Bank, 112½; Globe National Bank, 120; Everett National Bank, 99¼; National Bank of Redemption, 109½; Old Boston National Bank, 63¼; Eliot National Bank, 103¾; National Bank of Republic, 128; Continental National Bank, 110¼; Tremont National Bank, 117; Columbian National Bank, 116¾; Merchants' National Bank, 107; Hamilton National Bank, 120; Freeman's National Bank, 123; Third National Bank, 109; Howard National Bank, 105; Traders' National Bank, 97¾; Atlas National Bank, 109; Market National Bank, 106; Shoe and Leather Dealers' National Bank, 123; New England National Bank, 123¾; Hide and Leather National Bank, 136¾; Webster National Bank, 102¼; Allouez Mining Co., 4¾; Canada, 45c.; Eagle River, 2½; Hancock, 5¾; Native, 1½; Petherick, 1¾; St. Clair, 4.

Baltimore.—Virginia 6s, reg. old, 39; do., 1867, 31; do., 1866, 34¼; Maryland coupon 6s, 1870@1890, 101; N. W. Va. 1st mort., 93⅞; do., 2d mort., 95; Marietta and Cincinnati 1st mort., 78; Bare Hill, 0.40; Baltimore Coal ,155; Merchants Bank, 106½; Farmers' and Merchants' Bank, 45; Mechanics' Bank, 9¾; Franklin Bank, 13½; Third National Bank, 103½; Union Bank, 60¼; Howard Bank, 10; Marine Bank, 32¼; Bank of Commerce, 27¾. The latest quotations are: Balt. and Ohio, 112½@112¾; do., 1875, 97½@97⅞; do., 1880, 97½@97⅝; do., 1885, 93½@97; Northern Central, 43¾@45; do., bonds, 1885, 83@83¼; N. W. Va., 18@18; do., 1st mort., 1873, 93¾@94; do., 2d mort., 91@92; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 78@79½; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. 5s, 64½@65; do., 6s, guar., 94@96; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95@96; do., 1873, 96@97½; do., 1875, 96½@97; do., 1886, 98@98¼; do., 1890, 98¾@99; do., coupon, 100@100; do., Park, 97¼@97½; do., 1892, 93@—; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 18¼@18⅜; Canton Co., 43⅛@43⅜; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.50; Maryland Anthracite Coal, 2@6½; George's Creek, 75@90; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.40@0.45; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.20@0.40; Baltimore Coal, 150@155.

Metropolitan Insurance Co.

We invite the attention of our readers to the Advertisement of this company, in another column; and also to the Circular of the President and Directors to the stockholders, which will be found on page 492 of our present issue.

☞ Messrs. BRIDGES & LANE, Manufactures and Dealers in Railroad and Car Findings and Machinery of every description, have removed from No. 50, to No. 46 Courtlandt street, near Greenwich.

Chesapeake and Ohio Canal.

The bondholders of this company, in view of availing themselves of the late act of the Maryland Legislature, giving to them the nomination of the President and three Directors in the company, have met and elected J. Philip Roman and George W. Riggs to fill the vacancies in the trusteeship under the deed of trust. These trustees are now William W. Corcoran, George W. Riggs, J. Philip Roman, Byard Smith and Horatio Allen, who will have the appointment of the President and three Directors in the canal company.

Locomotive Building in Pittsburg.

The first locomotive built in Pittsburg was turned out a few days ago. It is a magnificent piece of workmanship, and was built for the Panhandle Railroad. The works are now fully under way and will be able to average about one locomotive per week. It seems a mystery that with the advantages for all kinds of machinery building that this city possesses, with the capital and railroads at her command she can at this day boast of but one locomotive works, and that scarcely in full operation. We ought to have the most and best locomotive and car shops of any section of the country. The heavy orders from the South for iron rails and other railway equipments, since the war, also indicates another branch of manufacture which carried out to the fullest extent would not supply the demand of all the markets we would necessarily monopolize.—*Pittsburg Chronicle.*

☞ The Chicago *Republican* publishes the following as the rates of freight East by the Pittsburg, Fort Wayne and Chicago Railroad, to the points named:

From Chicago to—	First class.	Second class.	Third class.	Fourth class.	Flour, per bbl.
Boston and Providence	$1 64	$1 10	55c.		$1 10
New York, all rail	1 54	1 00	50c.		1 00
Philadelphia, all rail	1 44	91	45c.		90
Baltimore, all rail	1 44	91	45c.		90
Pittsburg, all rail	80	60	30c.		60

The same authority adds that "rates are tending downward." Lake freights are weaker, and almost nominal. The charters were: To Buffalo, schooner G. C. Cooper, wheat from Milwaukee to Oswego at 13c.; schooner Naiad, corn, from this port to Buffalo, at 6¼c.

☞ The railway up Mount Washington is being constructed with great activity. The track iron is being transported to the base of the mountain, and teams and laborers are hard at work. A large and magnificent hotel will be built this Summer, and will be ready for the travel of next year.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending April 6th, 1867, were $144,663 00
Corresponding week of previous year. 135,723 00

Increase $8,940 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 18th, 1867, were $39,804 00
Corresponding week of 1866 ..... 37,715 00

Increase $2,089 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in April, 1867, were $71,406 00
Corresponding week of previous year .. 64,574 00

Increase $6,832 00

The earnings of the Western Union Railroad for the week ending April 14, 1867. .. $9,008 33
Corresponding week previous year 11,897 70

Decrease $2 889 37

The earnings of the Michigan Central Railroad for the 2d week in Apr., 1867, were .. $84,206 00
Corresponding week of previous year .. 83,863 00

Increase $343 00

The earnings of the Chicago and Great Eastern Railway for 2d week in Apr. were ... $26,726 00
Same period last year 24,059 00

Increase in 1867 ..... $2,667 00

The earnings of the Chicago and Northwestern Railroad for 3d week in April, 1867 ... $164,737 88
Corresponding week previous year .. 145,966 05

Increase $18,771 83

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in April 1867, were $97,584 00
Corresponding week of 1866 ..... 98,632 00

Decrease $1,048 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in April, 1867 ... $21,941 00
Corresponding week previous year 19,218 00

Increase $2,723 00

	1867.	1866.
Total this month to date.	$42,030 00	$42,263 00

Journal of Railroad Law.

RIGHT OF RAILROAD COMPANY TO MORTGAGE ROLLING STOCK USED ON A PARTICULAR PORTION OF ROAD.—INTERPRETATION OF SUCH A MORTGAGE.

The case of the LaCrosse and Milwaukee Railroad Company *vs.* St. Paul Railroad Company, lately decided by the Supreme Court of the United States, contains an exceedingly nice question, interesting to railroad companies. It appears from the case that the LaCrosse and Milwaukee Railroad Company was chartered by the Legislature of Wisconsin, to build a road across that State from Milwaukee to LaCrosse, and began to build at Milwaukee, proceeding westward. The Legislature also gave the company the right to mortgage, for the purpose of raising money, any particular division of their road separately. Under this provision of the statute, and for the purpose apparently of mortgaging them separately, the company divided the main road into two divisions, nearly equal in length, called the Eastern Division and the Western Division; the Eastern Division extending from Milwaukee to Portage City, ninety-five miles, and the Western from Portage to LaCrosse, one hundred and five miles. Upon *each* of these *divisions* of the road, as well also as upon the *entire* road, *and* upon the *rolling stock*, either of each division, *or* of the entire road, this exact matter of whether the rolling stock mortgaged did belong to the road as a *whole*, or to it in its *divided* character, being one of the questions of this suit, it gave certain mortgages.

The opinion of the court was written by Justice MILLER, who after disposing of some other questions in the case, proceeded to say. In reference to the road-bed which is covered by these various mortgages, there is no diversity of opinion, but in reference to the rolling stock, it is contended by appellees that these several mortgages were successive liens on all the rolling stock of the company, and by appellant that they are liens only on the rolling stock belonging to, or in some way identified with, that part of the road included in each mortgage respectively. At first blush it would seem that in a road used continuously as one road, there could be no such definite relation between any particular division of the road and any particular portion of the stock. But as it was competent for the company which owned all the road and all the stock, to assign certain stock to one division, and certain other stock to the other division, when the roads were divided for the purpose of making mortgages, we cannot assume as a fact that there was no such allotment of the rolling stock; but must look to the language of the mortgages themselves, to see if any such intention is expressed. If it is not, then obviously the other view prevails, and the mortgages are successive liens upon the whole stock.

The language in the descriptive part of the Palmer mortgage, and that in the corresponding part of the mortgage on the Western Division, when considered in reference to the rolling stock alone, may not be free from doubt as to its construction. But when we consider it in reference to the clear purpose of the parties to make the mortgages distinct, and different to everything else conveyed by them, we conclude that it was intended that the rolling stock covered by each mortgage was that which was properly appurtenant to each particular division of the road.

It is not so important that we be right in this, however, as we are satisfied that the District Court in the foreclosure suit decided this question; and as that decision is in full force and unreversed, it must conclude the parties to the present suit all of whom claim under the decree of the court.

The complainants in the original foreclosure suit made defendants of all the judgment creditors of the company who had liens subsequent to themselves, and made the Milwaukee and Minnesota Company defendant, who held under the subsequent mortgage to Barnes, with a view to cut off their equity of redemption; but they did not make defendants of Bronson and Soutter, who held a subsequent mortgage on the Eastern Division, and a subsequent lien on the rolling stock, which complainants would also desire to extinguish, if they had believed it covered the same rolling stock that theirs did. By omitting these mortgages they show their own construction that their mortgage, and that of Bronson and Soutter, did not cover the same stock; which could only be because it was appurtenant to the Eastern Division.

About the time that the foreclosure suit was commenced, a suit was instituted in the same court to foreclose the second or Bronson and Soutter mortgage on the Eastern Division; but the holders of the Palmer mortgage were not made defendants to either suit. The two suits progressed *pari passu* to a final degree; but while the Western Division went to sale, an appeal stayed proceedings in the Eastern Division case, and no sale has yet been made under that decree. Very shortly after these suits were commenced, the court made an order of reference in each of them to masters in chancery, who were the same masters in both cases. These references were for the purpose of ascertaining the amounts due on the bonds, the amounts due certain judgment creditors, and the amount of rolling stock on the whole road, and the amount included in each mortgage. The language of the order of reference on this latter point in the original suit in this case is as follows: "And it is further ordered that said masters ascertain and report the whole amount of rolling stock on the road, and that they specify the quantity thereof that is covered by this mortgage, also in the first and second mortgages respectively."

The reference in the other case is in language almost identical.

Now it is argued that the object of this order was to ascertain and settle the priorities between these different mortgages. No such inference can be made from its language, for it says nothing about priorities in date, or superiority of lien. There was no occasion or reason for ascertaining those priorities in that suit, for the respective parties were not before the court, and could not be bound by its decree. It would not even bind complainants, because there would be no mutuality in the estoppel. It is an impeachment of the legal attainments of the court, and of the counsel, to suppose that they would make a reference to a master to ascertain a fact which could have no influence on the suit, and if passed upon by the court, could affect nobody's interest in the slightest degree.

But the language of the order clearly implies a different thing. The object is to ascertain what is covered by one mortgage to the exclusion of the other; an object which had manifest pertinency to the duty which the court was called upon to discharge. The judge who made these orders delivered an opinion at the trial, in which he decides that the rolling stock of a railroad is a fixture; and if we suppose him to have considered that which was mortgaged to Palmer and to Bronson and to Soutter as a fixture on the Eastern Division, and that which was mortgaged to Bronson, Soutter and Knapp, as a fixture on the Western Division we have a clear idea of what he wished to ascertain, in view of the decrees he was to make in the two suits.

It is impossible in examining the reports to doubt that the commissioners understood that they were directed to ascertain what rolling stock was covered by each mortgage, in order that only such might be sold under the decree in that case, and that they reported that of all the rolling stock on the road, forty box cars alone were subject to the mortgage in the present case, and that all other stock was subject to the mortgage in the other suit.

At all events, they were directed to ascertain what was subject to the mortgage in this suit, and they reported the forty box cars, and did not report any more. This much is beyond dispute from the language of the report in this case.

We regard this as a judicial decision, that complainant's mortgage did not cover the rolling stock which was covered by the previous mortgage to Palmer, and that it only covered the forty box cars, and such proportion of the rolling stock purchased by the receiver as the net earnings of the Western Division bears to the net earnings of the Eastern Division. This order modifying and confirming the report of the masters settled the rights of the parties, and by that decision they must stand until it is reversed on appeal, or set aside by some direct proceeding for that purpose.

The final decree ordering the sale proceeds upon the same view of the rights of the parties. After ordering a sale of the property mortgaged, and copying the language given in the mortgage as descriptive of what was mortgaged, the decree adds:

"With forty box cars, &c., and such portion or share of the rolling stock purchased and procured by the receiver, costing $147,942 63, as the net revenues of the portion of the road covered by this mortgage bears to the balance or other end of the road, since the appointment of the receiver. The remaining rolling stock is subject to a prior mortgage."

That is to say, having decided that what is covered by the other two mortgages is not covered by this; it is not subject to sale in this suit.

The marshal, however, who was directed to make the sale instead of a master commissioner, did sell all the rolling stock, and that sale was confirmed by order of the District Court of May 5, 1863. It is too clear for argument, that a sale by the marshal, unauthorized by the decree, is without any validity. Does the order of the court confirming the sale make it valid?

Upon principle the question is by no means free from difficulty. We are clear that a sale without a decree to sustain it would be a nullity, and we doubt if a court can make it valid by a mere general order of confirmation. If, however, an issue had been made by exceptions or other proper pleading, as to the question whether any particular piece of property had been included in the *decree, or order of sale*, and the court had decided that it was so included, it might be an adjudication upon the construction of the decree which would bind the parties. Nothing of the kind occurred here. There is every reason, on the contrary, to believe that the court had no suspicion that the marshal had sold more than the decree authorized.

On the 7th of May, two days after the order of the confirmation, the Milwaukee and St. Paul Railway Company, presented their petition for the discharge of the receiver, and for possession of the property which they had purchased. The court thereupon made an order "that the receiver deliver over to said Milwaukee and St. Paul Railway Company the said road and appurtenances between Portage City and LaCrosse, *and the rolling stock and property specially described in the decree.*" The rolling stock specially described in the decree was the forty box cars, and the proportion of stock purchased by the receiver. The fact that this was ordered to be delivered to the purchasers, and no more, is almost conclusive of two things; first, that the judge understood his decree and previous rulings as we have interpreted them; and, second, that he had no idea that he had confirmed a sale of all the rolling stock on the road, to the purchasers at the sale. It is true that over a month later, he ordered the Eastern Division of the road and the remainder of the rolling stock into the possession of the same company. But this was done to enable them to run the whole road as a through route, on the principle of public policy, and that it was better for all parties concerned. This he declared in an opinion delivered at the time, and it is substantially indicated in the orders themselves.

In the light of these facts we cannot give to the order of confirmation in this case the effect of making valid the marshal's sale, however the rule might be on that subject in other cases. But we do not mean to intimate that in any case a sale by a marshal, or a master in chancery, can be valid, when there is no decree to support it. Cases in this court would seem to decide that it cannot.

The order of June 12th, 1863, delivering possession of this property to the Milwaukee and St. Paul Railway Company, has been declared by this court to be void for want of jurisdiction, and has been set aside by the court which made it. It therefore affords no support to defendants in this claim to the rolling stock in dispute. We have thus examined with care and patience the mortgage, and the various orders and decrees of the District Court, on which the claim of the Milwaukee and St. Paul Railway Company to the ownership of this property depends. There is in all of them some want of clearness and precision, including the mortgage itself. Before the court ordered this sale it should have made clear all these ambiguities. It evidently attempted to do so, and we think if it has not in all cases effected that purpose fully, it has furnished the criteria by which it can be done. And although the language of its orders is not always free from doubt, we have been able to satisfy ourselves of the court's intentions.

The title of appellant is clear on the record, unless it has been divested by these proceedings. We think that they do not confer title to the rolling stock on the Milwaukee and St. Paul Railway Company, nor divest the appellant, except as to the forty box cars, and the proportion of the stock purchased by the receiver, which the net earnings of the Western Division bore to the net earnings of the Eastern Division, and they also decide that the mortgage under which they claim, did not include any more.

Illinois River Improvement.

A bill has been passed by the Illinois Legislature, providing for the improvement of the Illinois River, by using the revenue hereafter to be received from the Illinois and Michigan Canal, in the construction of a large dam and lock at or near Peoria. It is believed this dam will make the river navigable by water for canal boats for seventy-five miles, and will be the means of great increase of revenue to the Illinois and Michigan Canal. The cost of this dam is estimated at $350,000. This canal has been navigable only for boats during a few months in the year, and yet its revenues have been constantly increasing from $87,890 in 1848, to $302,958 in 1866. This improvement by dam, it is believed, would double this revenue.

Missouri Iron Ore.

We learn that recent developments in Southwest Missouri show immense deposits of iron ore, consisting of the specular oxide and red and brown hematites, producing from 60 to 90 per cent. of pure and remarkably tenacious iron, and it is claimed that the iron deposit in that vicinity will exceed the total iron yielding resources of Pennsylvania.

The iron ore of Missouri, we are told, has been used in the furnaces along the Ohio with a result showing that a furnace capable of making twelve tons of pig iron per day, from ordinary ore, can with the same expense for coal turn out thirty-five tons per day from Missouri ore, and as to its superior tenacity, it is claimed that a trip hammer helve of this iron has been in constant use at the Meramec iron works for more than sixteen years. This may seem almost incredible to iron workers whose trip hammers need new helves as often as twice a year.

The cost of making iron of this ore, it is claimed, owing to its superior purity, will be much below the cost from the less pure ores now used, and Missouri iron men say that with coal from Pittsburgh and ore from the new deposits, they can make iron in Missouri and lay it down in this city for $28 per ton.

We understand that some of our men are already looking into this matter with a view to obtaining the ore as soon as proper arrangements can be made for mining and transportation.

The Southwest Pacific Railroad with a large land grant, is now being constructed through this region, and some of the most important of these deposits are reported to be on or near their line. They are now running trains 127 miles west of St. Louis, and it is expected that they will soon be in condition to afford transportation for the mineral wealth which abounds on their route.—*Pittsburgh Commercial.*

Tionesta Valley Railroad.

This road is likely to be built at once, and the most feasible route and connections will, it is thought, be with the Allegheny Valley Railroad, which will be rapidly extended north of the Tionesta. The road will be of immense importance to Pittsburg, commanding as it will the whole oil and lumber region of the Upper Allegheny and Tionesta Valley, and affording Pittsburg a direct and short route to Buffalo.

☞ John M. Robinson, Esq., has been elected President and Superintendent of the Seaboard and Roanoke Railroad Company. The Directors are: Moncure Robinson, Wm. L. Savage, Philadelphia; Walbro Fraver, George R. Vickers, Baltimore; Richard Walke, Norfolk; Judge D. A. Barnes, North Carolina.

☞ Both Houses of the Virginia Legislature have passed the bill to consolidate the Norfolk and Petersburg, the Southside, the Virginia and Tennessee, and the contemplated Cumberland Gap Railroads into a road to be called the Atlantic and Mississippi Railroad.

☞ The net receipts of the city of Cincinnati for the year ending March 1, 1867, were $2,738,735; the expenditures, $2,471,355, leaving a balance in the Treasury of $262,380. The debt of the city is $2,279,300, and the assets $10,389,663.

☞ The city of Bath, Me., has voted in favor of taking stock to the amount of $125,000 in the Knox and Lincoln Railroad.

Portland and Ogdensburg Railroad.

The line of this proposed road will strike off at Gorham or Buxton, and following the general course of the Saco River, pass through Cornish, Hiram, North Conway, N. H., and, still following the Saco, directly through the Crawford "Notch" in the White Mountains, thence down the valley of the Ammonoosuck some six or seven miles, where it would pass across to the head waters of the Johns River, following that river to its junction with the Connecticut at Dalton. In the passage from the Ammonoosuck to the Johns River there is no summit, nothing requiring a heavy grade. Crossing the Connecticut at Dalton, it would pass by Miles Pond in Vermont, to the valley of Moose River, and follow this river to St. Johnsbury, thence through Danville and Cabot to Montpelier, where a junction would be formed with the Vermont Central road which goes to Burlington on Lake Champlain, and to Rouse's Point at the north end of the lake, connecting at the latter point with the Ogdensburg road. By this route it is from Portland to Montpelier one hundred and sixty miles, while from the latter place to Boston by the present connections is two hundred and ten miles, making fifty miles advantage in favor of Portland. From St. Johnsbury to Portland by the proposed route is one hundred and fifteen miles, while to Boston the distance is two hundred and four miles. The road would pass within twelve miles of Franconia, and through the great uncut timber regions of the Granite State.—*Portland Press.*

Connecting Railroad.

The connecting railroad, seven miles long, from the Pennsylvania Railroad at West Philadelphia to the Philadelphia and Trenton Railroad at Frankford, will be opened to business on the 1st day of June, by which date a temporary depot, now in process of erection on the Pennsylvania Railroad Company's grounds at Market and Thirty first streets, will also be in readiness. It is the intention, we believe after June 1, to start all the New York passenger trains which have through connections West and South, from West Philadelphia, to which point cars bound for and from Pittsburg and Jersey City will be added to trains bound for and from Philadelphia and Pittsburg and for and from Philadelphia and Washington.

This arrangement will open a continuous steam-power route between Jersey City and Philadelphia, Pittsburg and Baltimore, which will be *common* between Jersey City and West Philadelphia, and which from the last named place will diverge West and South.

The connecting railroad will enable as good time to be made between Pittsburg and Jersey City *via* Philadelphia, as *via* Allentown, and will bring into use for all through travel East and West the whole mileage of the Pennsylvania Railroad, and also the whole mileage of the Camden and Amboy consolidated line.—*U. S. R. R. and Mining Register.*

☞ A meeting was recently held in Portland, Me., of the friends of the proposed new lines of railroad connecting that city with the West, one *via* Montpelier, Vt., to Ogdensburg, N. Y., and the other an extension of the Portland and Rochester Road. A majority of the speakers favored the extension of the Rochester line, but the new line had some able advocates. A committee was appointed to consult with the directors of the Rochester road.

☞ A party of New York gentlemen have organized as the "New York and Philadelphia Transportation Company," and have, it is said leased the Raritan and Delaware Bay Railroad for a term of 30 years, and will at once add new boats and rolling stock, to make this a first-class competing line as against the Camden and Amboy Railroad,

Interest and Dividends.

The Macon and Western Railroad Company have declared a dividend of four per cent., free of Government tax, payable on and after May 1st, 1867, at the National Bank of the Republic, New York.

The Nashua and Lowell Railroad Company have declared a dividend of 5 per cent., payable May 1.

The Vermont and Canada Railroad Company have declared a dividend of four per cent., less the Government tax, payable in stock at par on the 1st of June. The new stock to be issued by a vote of the stockholders at the special meeting held on the 22d of April, will be used in the payment of the dividend in even hundreds: fractions will be paid in cash. Vermont stockholders will be paid by the Treasurer at St. Albans. All others by Edward Blake, Esq., No. 39 Court street, Boston. Interest will cease on the 1st day of June, on the certificates of indebtedness issued by this company under date of February 10, 1864, and the same will be paid in stock at par on the 1st day of June, at the office of Edward Blake, Esq., 39 Court street, Boston. Fractions will be paid in cash.

The Hanover (Pa.) Branch Railroad Company has declared a dividend of 5 per cent. on the capital stock, clear of all taxes.

The City of St. Louis has effected a temporary loan of $600,000, to enable it to pay the interest on its bonds due in June, July and August, and also meet all other obligations.

Freight on Coal.

Our correspondent at Mauch Chunk sends us the following rates of the cost of a ton of coal by canals from Mauch Chunk to Philadelphia.

Lehigh Canal toll	$0 34
Delaware Division do. to Bristol	26
Towage from Bristol to Philadelphia	08
Freight	1 00
	$1 68

TO NEW YORK.

Lehigh Canal toll	$0 34
Delaware Division do. to outlet	26
Delaware and Raritan outlet to New Brunswick	30
Towage from New Brunswick to New York.	22
Freight	1 25
	$2 37

Franklin Copper Mine.

The product of this mine during the year 1866, was 1,638,994 pounds of ingot copper, valued at $475,079 81. The net profit for the year was $5,730 97. The assets Dec. 31st, were $201,581 32, and the liabilities, $123,585 73. The Directors say:—The mine is now in excellent condition, and no extraordinary expenditures are anticipated the present year. Indeed, it would seem that the Franklin is possessed of everything that any mine needs. All that is now required to work it at a profit, is a reduction of labor equal to the great decline in copper.

☞ The Virginia Legislature have passed the bill incorporating the Winchester and Strasburg Railroad Company. Also the bill disposing of the State's interest in the Alexandria, Loudoun and Hampshire Railroad. The bill relating to the Alexandria Canal and Railroad was also passed, allowing the construction of a railroad along the berme bank of the canal. The bill to extend the Danville Railroad so as to tap the Virginia and Tennessee Road near Wytheville, has passed the Senate, and awaits the action of the House.

Texas and New Orleans Railroad.

At a meeting of the stockholders of this company, held in New Orleans on the 18th inst., the following gentlemen were unanimously elected directors for the ensuing year: Messrs. J. H. Stauffer, Geo. Clark, New Orleans; T. W. Wason, Springfield, Mass., Charles M. Congreve and A. M. Gentry, Texas. At a subsequent meeting of the Directors on the 15th instant, for election of officers, the following gentlemen were unanimously elected: A. M. Gentry, of Texas, President; Geo. Clark, of New Orleans, Vice President, and W. R. Adams, of New Orleans, Secretary and Treasurer.

Frederick and Pennsylvania Line R. R.

We learn from the Frederick *Republic* that the Commissioners of this road held their first meeting at Woodsboro,' Md., on the 20th inst., and inaugurated measures for the opening of subscription books to the stock of the company. Much interest is felt in this enterprise in Carroll and Frederick counties. The route from Frederick to Woodsboro' will be almost an "air line," and the grades exceedingly easy to overcome. The topography of the country between those points is such as to make the cost of the road very light. Beyond Woodsboro' the cost will necessarily be greater, as the surface is more undulating, but as a through route, it is one of the most eligible in the State.

Tank Cars for Petroleum.

The Downer Oil Company received this week an invoice of oil, which arrived here in tank cars, the first we believe that ever came to this city. Each car has two tanks, holding some hundred gallons, and aside from the convenience of transportation, the leakage which is avoided, if oil was at a high rate, would be sufficient to pay the freight. The oil brought in these tanks was obtained at Oil Creek, Pennsylvania, and when first secured was placed in iron tanks, built upon the side of the railroad. The tank cars were filled in a very short space of time from these reservoirs, and then dispatched for Boston by the way of Erie, Pa., the New York Central, Western and Worcester Railroads, a distance of nine hundred miles. If the Marginal street Railroad was completed the Downer Oil Company could have run the cars into their Refinery and pumped the oil into their vats. —*Boston Journal.*

☞ The Woodbridge (N. J.) *Gazette* says: "The consolidated railroad companies are greatly increasing their wharf facilities at Jersey City, and have purchased a considerable amount of property at Perth Amboy, with the intention of connecting the two lines at that point by means of a permanent bridge across the Raritan. In case such should prove to be fact, the South Amboy boats will be discontinued, and all the Perth Amboy trains will run through on this road."

☞ Surveys are about to be made in the Notch of the White Mountains, with reference to building a railroad from Northern Vermont through the Notch, towards Portland, Me.

☞ The Natchitoches, La., *Times* says that the funds for the building of a railroad from that place to Ronquier's Point have been subscribed in New Orleans.

Erie and Pittsburg Railroad.

A bill has passed both Houses of the Pennsylvania Legislature authorizing the Erie and Pittsburg Railroad Company to extend their road to Pittsburg, by the Connoquenessing and Pine Creeks; or to connect with any other road now built, or to be built through that section. It appears that this company and the Pennsylvania Railroad Company have made an arrangement by which they will connect their roads in Butler County; probably in the valley of the Connoquenessing. This is a very important measure to the people of this section, and as the Pennsylvania Railroad Company was by previous legislation, authorized to extend their road to this county, this bill gives us additional assurance that the road will be made, thus affording the Erie Company an opportunity of having an independent route to Pittsburg. Railroad facilities through this county, and the counties east of us are calculated to develope our rich mineral resources, giving to the roads, centering at New Castle, an immense amount of freight, opening up a trade to and from the lakes, not realized at present by the most sanguine friends of such improvements. Furnaces and rolling mills will not be confined, as now, to the Shenango and Beaver Vallies; but, will be located along the entire line of the roads through Lawrence and Beaver Counties.—*New Castle Journal.*

Baltimore and Potomac Railroad.

We learn that the arrangements are complete for the speedy construction of this important highway. In a few days a large addition will be made to the force already employed, and it is expected that before the next regular session of Congress the main line will be completed as far as Upper Marlboro', and the branch from Collington to this city, giving us that long desired new route to Baltimore and the East. It has been alleged that the construction of the main line to Aquia Creek will be a damage to this city by its diversion of travel and traffic. But that is a very narrow view to take of it. This road opens up to speedy connection with Washington all the lower counties of Maryland, which are destined to become the dairy and vegetable farms that will supply our market, cheapen the cost of living, and thus invite the investment of capital in manufacturing enterprises in Washington. Travel must come to the capital, and trade will attend it if our business men offer equal advantages with other places. We have so often enlarged on the manifest advantages of a competing route to Baltimore that it is not now necessary to comment on them. But we have no doubt that, while benefiting this city immensely, this road will add vastly to the population of lower Maryland, and justly fulfil the expectation of the Legislature as to the increase of taxable property.—*Washington Intelligencer.*

Southern Pacific Railroad.

The San Diego correspondent of the *Alta California* says: "The Atlantic and Pacific (formerly the Southern Pacific) Railroad Company will soon make arrangements to break ground at this point, as their road which is now such a favorite and popular route with everybody (since it has been demonstrated that the more northern routes are not feasible,) must be rapidly completed to satisfy the wants of the trade, commerce and people of this coast." The Southwest Pacific Railroad of Missouri is the eastern division of this road, and the *Alta* says that trains will be run through to San Francisco over this route long before any other road is completed.

☞ The engineer of the Pocomoke and Wicomico Railroad is surveying and locating the route. It is expected that the workmen will be fairly engaged preparing the road bed within a week.

Pennsylvania State Tax.

The Legislature of this State, at its late session, passed an act abolishing State Tax on Personal Property, and in lieu thereof, impose a levy of $300,000, apportioned between the several counties according to population. As the State tax on Real Estate was abolished last year, there will be no State tax whatever to pay in future to the tax collectors, but the county tax will have to be increased to meet the quota of each county in the $300,000 State bonus, which will come back to the county again in the shape of appropriations for public shools. It is said that sufficient revenue to pay current expenses and interest is obtained from banks, railroad companies, and other incorporated institutions.

☞ The water was let into the Pennsylvania Canal on the 22d, between Middletown and Columbia. All the other connecting lines have been open for some time. Canal navigation, therefore, is now in complete order on the Susquehanna from Havre de Grace to all points on the upper canals.

☞ The York River (Va.) Railroad will be finished as far as the White House in the course of fifteen or twenty days. The schooner Pennsylvania, with 150 tons of railroad iron, arrived at Richmond on Tuesday from Baltimore. Some 400 tons more are expected in a few days.

☞ The Western (Mass.) Railroad Company commenced operating its double track, between Springfield and Russell, 16 miles, on the 15th inst. But 22 miles then remained to be built to complete the entire double track from Boston to Albany.

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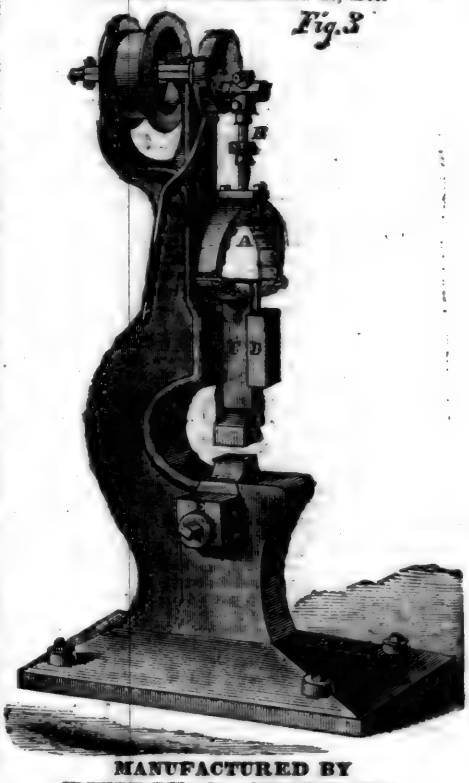
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POWER HAMMER.
PATENTED FEBRUARY 27, 1866.

Fig. 3



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(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

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1—Cylinders 14x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-54 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 16x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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OFFICE ERIE RAILWAY COMPANY,
No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of $3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others, bidding the highest premium therefor will be entitled to extend said Bonds, *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 20 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfort, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5t15 ROBERT H. BERDELL, President.

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ROOMS 9 and 10. J. B. HYDE, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited at the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
6t12 Board of Public Works.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 18.] SATURDAY, MAY 4, 1867. [WHOLE No. 1,620, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 4, 1867.

Camden and Amboy Railroad and Transportation Company.

The annual meeting of this company was held at Bordentown, N. J., on the 27th ult. The meeting was organized by the appointment of Ira C. Voorhees, Esq., of New Brunswick, as Chairman, and Dr. Pierson, of Trenton, as Secretary. The joint report of the Associated Companies (Delaware and Raritan Canal, Camden and Amboy Railroad and New Jersey Railroad and Transportation Companies,) as presented by Ashbel Welch, Esq., General President, was then read.

The report recites the terms of agreement of the consolidation of the companies, showing that the union of interests adds very largely to the aggregate value of the property, and secures to the public an amount of accommodation not otherwise possible. In exhibits annexed to the report, the affairs of the four companies, that are one in interest, are presented in a concise form.

The condensed balance sheet shows that the aggregate outstanding full paid stock of the four companies, not including the stock of any company held by itself or any of its partners, was, on the 1st of January last, in round numbers, $13,000,000. The part-paid stock or "scrip" of the old "Joint Companies" was nearly $2,000,000, on which nearly $500,000 was paid. Add to this $1,250,000 to be issued under the agreement by the New Jersey Railroad and Transportation Company, and the whole stock then issued, not including any held by either of the companies, will be very nearly $16,250,000, on which nearly $2,500,000 were payable.

The aggregate undivided earnings of all the companies were on the 1st of January a little over two and a quarter millions, of which just half a million of dollars will be credited to the New Jersey Railroad stockholders on the stock to be distributed among them, as just mentioned, and nearly two-thirds of a million more was used in paying the January dividends.

The aggregate debt of all the companies in round numbers, was about eleven and a quarter millions; so that including undivided earnings and payments on scrip, the total liabilities are very nearly twenty-seven millions.

A railroad twenty-five miles long between Pemberton and Hightstown is now being constructed by the people of that district, at a cost of $400,000. The companies are to operate this road, and pay interest on its cost, which is not included in the statement above mentioned. In conclusion, the General President says:

As our companies own the three direct avenues of traffic which connect the two great cities of this continent, and which form portions of the best routes from the commercial centre to the South and West—as by the variety of their works they are enabled to do each kind of business that offers in the most advantageous manner—it is clearly their policy fully to prepare for the increasing traffic; and so to perfect their works and the arrangements upon them, that the public can reasonably ask for nothing more, and that they may depend upon the superiority of their facilities alone for protection against competition.

The election of Directors was then proceeded with and the following gentlemen were re-elected: Edwin A. Stevens, Ashbel Welch, Joseph P. Bradley, Cambridge Livingston, John L. McKnight, Benj. Fish, Samuel Welsh.

From the annual report of the President of the company presented to the Legislature, we gather the following facts:

The capital stock paid in by the Camden and Amboy Railroad and Transportation Company was $1,500,000; added by authority of the Legislature, $3,500,000, making a total of $5,000,000. Dividends have been paid during the year 1866 on the capital stock of the Joint Company as follows: Ten per cent. in stock, and five per cent. in cash. The funded debts of the Joint Companies amount to $10,073,137.

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the railroad and equipments is $10,099,000 97.

The receipts of the road for the year ending Dec. 31, 1866, were	$4,312,895 00
Expenses	3,801,732 45
Current net	$511,162 55

In a memorandum accompanying the report of the State Directors of the joint companies, Ashbel Welch, Esq., engineer of the railroad, states that the railroad from Camden to Amboy is 61.28 miles in length, of which 19.87 miles is double track. There are 32.08 miles of sidings and tracks at terminis, of which 1.31 miles have been laid during the past year. The main track is laid with rails weighing from 55 to 64 pounds per yard, of which 16.93 miles have been relaid during the last year with rails weighing 62 pounds per yard, re-rolled at Bethlehem.

From the Trenton Delaware Bridge to the junction with the New Jersey Railroad is double track, 23.04 miles laid with rails weighing from 60 to 62 pounds per yard. From Trenton to Bordentown are 6.14 miles of single track, laid with rails weighing from 45 to 64 pounds per yard. On the branch road 5.96 miles of track, old rails, have been replaced by new rails, weighing 62 pounds per yard, during the last year. There are on the branch road 1.80 miles of sidings, 0.60 of a mile of which has been laid during the past year.

Many of the rails procured during the war were of very inferior quality, and it has been necessary to replace them. Many more must be replaced during the present season.

The track and machinery of the road are i better condition than they have been for sever years.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending February 28, 1866 and 1867:

	1866.	1867.
From freight	$2,455,402 68	$2,681,900 16
" passengers	2,021,246 87	1,749,336 74
" mails	54,786 24	54,786 24
" express	101,556 19	120,316 65
" rents	19,024 63	19,780 83
" all other sources	34,428 41	47,072 24
	$4,686,445 02	$4,673,192 86
Expenses, viz:		
Repairs of roadway	$758,979 85	$617,590 52
" bridges	44,612 06	34,177 74
" buildings	114,151 02	73,673 12
" engines	291,408 56	249,856 59
" cars	232,426 06	229,793 47
" tools, etc.	28,113 31	17,445 41
Fuel	293,267 86	255,568 63
Oil, waste, etc.	65,897 95	65,781 77
Gen'l superintende'ce	42,626 13	51,598 38
Outside agencies	45,675 60	40,462 02
Agents and clerks, stationmen, switchmen and flagmen	397,272 02	444,600 64
Telegraph repairs, etc.	9,255 04	8,165 31
Telegraph operators.	29,504 76	34,495 47
Conductors, etc	98,891 04	108,294 19
Engine and firemen	145,584 87	143,397 01
Supplies	26,527 26	25,837 73
Law exp. & N.Y. office	45,118 09	44,945 38
Loss and damage	24,872 52	44,093 19
New & re-rolled rails		447,827 50
Joints for do.		47,434 80
All other expenses	55,472 93	78,666 94
	$2,749,656 93	$3,063,705 81
Net earnings	$1,936,788 09	$1,609,487 05
Less:		
Interest on funded debt	$644,167 90	
Dividends on guaranteed stock	87,820 75	
Taxes	177,365 45	
Rent to Erie and K. R. R.	30,000 00	
Interest and exchange	13,688 76	
Contribution to S. F.	142,000 00	
	1,095,042 86	
Surplus	$514,444 19	
Add the following items:		
Cash on hand March 1, 1866	35,630 58	
Increase of aggregate liabilities	606,717 89	
Sales outside lands	7,619 74	
Bonds sold for sinking fund	142,000 00	
Total to be accounted for	$1,306,412 40	
Disposition of same—		
New engines	$69,029 80	
" cars	65,000 00	
" side tracks—5.79 miles	61,755 50	
" buildings	45,241 77	
Bridge masonry	65,153 37	
New machinery in shops	11,272 53	
Chicago depot grounds	51,345 39	
New passenger depot Chicago	118,526 64	
" freight " "	59,270 89	
Filling, paving, etc	35,160 74	
Passenger house, Detroit	8,626 14	
Grand River Valley R.R. connection	2,435 50	
Premium on conversions guaranteed stock	82,270 20	
Back dividends on ditto	71,650 00	
Settlement guarantee on C., P. & C. Bonds	8,000 00	
Discount on $687,500 bonds sold	61,434 47	
Settlement stock yard claim, etc	18,597 72	
Increase in working supplies	109,503 25	
Increase in uncollected earnings, etc.	66,439 82	
Cash on hand	295,698 67	
Total, as above,	$1,306,412 40	

Compared with the previous year, the gross earnings of 1866–'67 show a decrease of $13,252 16, with an increase in expenses of $314,048 88—making the decrease in net earnings, $327,301 04. The report says:

An intimation having appeared in the last Annual Report, that a dividend might be paid during the year now closed, it is deemed proper to submit the following statement of the cash transactions, collated and condensed from the several tabular statements appended to this report; some smaller items and the direct coversions of bonds and guaranteed stock into common stock being omitted as unnecessary here.

The reason why no dividend was paid on the common stock will be apparent.

Receipts from gross earnings		$4,673,192 86
Less operating exp	$3,063,705 81	
Taxes	177,365 45	
New equipment, new track and bridges, (being mainly additions to the company's property)	260,938 67	
		$3,502,009 93
Balance		$1,171,182 93
Received for bonds sold		768,065 53
" common stock sold		71,200 00
Total cash receipts		$2,010,448 46
Disposed of as follows:		
Sinking fund contribution		$142,000 00
Paid New York floating debt and interest		321,394 75
Premiums on conversion guaranteed stock this year		82,270 20
Redemption of overdue bonds		38,000 00
Erie and Kalamazoo Rental		30,000 00
Interest on funded debt and dividends on guaranteed stock		726,228 86
Additions to depot property and other real estate		331,879 60
Old stock yard claim		17,866 67
Settlement of claims for back dividends on guaranteed stock		71,650 00
		$1,761,290 08

The amount of difference in the above totals is represented in the cash on hand.

It is also apparent, from the above statement, why the Western office could remit, during the year, no more than $750,000 to the Treasurer in New York.

The Board believes that the disposition thus made of the receipts was the best that could have been made for the interests of stockholders and the future value of their property.

It will be seen that the payment of the floating debt, the premium on converted guaranteed stock, the sinking fund and the overdue bonds paid off, absorbed the greater portion of the proceeds of the bonds sold.

The floating debt that existed at the beginning of the year represented so much of the expenditures for premiums on conversion of guaranteed stock into common stock as had not been paid from earnings. The payment of this, and the additional expenditures during the past year for premiums on guaranteed stock, free us from liability to pay so large a sum in future for that purpose. If all the guaranteed stock now outstanding were to come in for conversion, the total amount of premium would not equal one-half the amount paid during the past year as originating under that head.

The items for redemption of overdue bonds and additions to depot property, and the stock-yard claim, are also sums the greater portion of which will not be called for in the expenditures of the year now beginning. Therefore, these items, like the payments for premiums on guaranteed stock, may be properly classified as extraordinary expenditures.

Of the bonds referred to in our last Annual Report as on hand, seventy-three remain in possession of the company, as yet unsold. They being sinking fund bonds, it was not deemed advisable to sell them below par, and the market would not take them except at a discount.

In addition to the seventy-three bonds, we may anticipate the receipt of about the same amount from the sale of surplus real estate in Chicago.

The commissioners of the sinking fund have added 142 bonds to the fund during the year, and now hold 1,159 of the sinking fund bonds canceled and withdrawn from issue.

The settlement of the claims for back dividends on the guaranteed stock, by paying, as a compromise, 40 per cent. in common stock, was continued up to the 5th day of January last, and 1,793 shares were so settled and assented during the year. After the date named no settlements were made, and on the 28th of January last, the Supreme Court of Massachusetts rendered its decision in our favor and against the claimants of back dividends, in the suit therein pending. Since the rendition of that decision, no further compromise settlements have been made—settlements that had been made in the absence of any decision to guide us, and under the advice of counsel as an equitable compromise of a claim that had enlisted the opinions of many able lawyers in favor of its legality.

Also, the conversion of guaranteed stock, previously assented, into common stock, has been continued, and 3,020 shares have been converted during the year, and the stock cancelled.

The outstanding guaranteed stock is now reduced to 7,877 shares, of which 4,887 shares are assented and 2,990 shares unassented stock.

The rates of premium for conversion of guaranteed stock, which during the previous year had been 35 and 30 per cent., have been reduced during the past year to 25 per cent.

The foreign holders of $100,000 of the Cincinnati, Peru and Chicago Railroad bonds have not yet accepted the compromise accepted by others, and their suit for the alleged guarantee of their bonds is still pending.

The percentage of expenses, compared with earnings, shows an increase over the previous year; this will be accounted for by the following statement:

As indicated in the last Annual Report, it was, on the opening of the year, a matter of stern necessity that arrangements should be made to renew, in the then coming season, a very much larger proportion of the iron and ties in the track than would be ordinarily required in any one year. As the Board did not feel justified in neglecting so important a matter, it will be seen that the payments on account of these two items amount to $1,112,852 82, very largely exceeding the sums so appropriated in any previous year.

102.67 miles have been relaid with new and re-rolled iron, and 125.18 miles of old iron repaired.

131.11 miles of the road have been relaid with cross-ties, requiring in number 308,099.

While we do not anticipate that any future year will show so large an expenditure for these items as that just ended, still a heavy expense in this department will be rendered necessary for years to come.

During the year just closed we have been, at times, for want of cars, unable to move promptly the freight offered for transportation.

As the prospects for a full grain crop were never better than at the present time, it is believed that sound policy requires a large addition to our freight rolling stock in the coming year.

The cost of maintenance of Way has been: In year ending February 28, 1865, 17.7 per cent. of earnings. In 1866, 18.1 per cent. In 1867, 23.8 per cent.

The other operating expenses were as follows: In year ending February 28, 1865, 38.4 per cent. of earnings. In 1866, 42.4 per cent. In 1867, 41.8 per cent.

The total operating expenses to earnings, 1865, was 56.1 per cent. In 1866, 60.5 per cent. In 1867, 65.6 per cent.

The aggregate of expenses, apart from those

pertaining to the maintenance of way, shows a reduction from the sum total of same items in the previous year. Considering that the freight earnings constitute so much larger a proportion than usual of the whole receipts, this must be considered as indicating reasonable economy in the management.

Our trains have run 2,380,495 miles, or 199,880 miles more, still the fuel consumed is less in quantity, and in cost is $37,699 23 below the year preceding.

While the efficiency of Rolling Stock has been fully maintained, locomotive repairs show a decrease of $41,551 97, and car repairs a decrease of $2,632 59.

It was stated in the last Annual Report that preparations had then been made to commence, on the opening of Spring, the much needed improvements in Chicago. We have now to report that since that time there has been erected, (in common with the Chicago, Rock Island and Pacific Railroad Co.,) a passenger house and office building the first of which was so nearly completed as to allow its use for our trains December 18, 1866; the latter, it is expected, will be ready for occupancy in May next. While the cost has not been extravagant, we think the whole structure will bear comparison, both for convenience and beauty, with any similar buildings in this country, and will be an enduring monument to the good taste and skill of the architect, Mr. W. W. Boyington.

The territory occupied by the Station and streets on three sides has been raised to city grade, and the paving, (Nicholson,) which was interrupted by the early winter, will be finished as soon as the season will permit.

We have completed the purchase of the right of way, to enable us to remove our track from Clark street, as far south as Twelfth street, and have laid a double track from the passenger station over this line.

We have built in Chicago, solely at our own cost, for the exclusive use of this road, a brick freight house, with slate roof, 600 feet long by 51 feet in width. The block upon which it stands, as well as the street in its front, has been filled to grade, and the street has been paved.

In the matter of other permanent improvements, a large expenditure has been made in the substitution of stone structures in place of wooden bridging, for new stations, woodsheds, and other conveniences upon the line, as well as the increase in number and length of side-tracks, &c.

Most unfortunately for the interests of the inhabitants on our various lines, as well as for the business of this road, the wheat crop in Southern Michigan and Northern Indiana was, last season, an almost total failure; this has had the effect of materially lessening the earnings of the year just closed. The road has not only been deprived of the earnings which would have been derived from the crop itself, but the loss of the value of the grain has practically withdrawn just so much from the active industry of the country, to the injury of all branches of business. This cause has had an effect upon our passenger business, till, in the great deficiency in this department, we have only shared with the other roads in the stagnation of passenger movement growing out of the close of the war.

The "Red Line," alluded to in the last report, continues in successful operation. The "South Shore Line," a company of similar character running in connection with the Erie Railway, has been made up during the past winter. These organizations, owned and operated by the roads composing the lines, are believed to promote the true interests of the stockholders.

Under authority granted by the stockholders, arrangements have been made for a connection at Jackson with the Grand River Valley Railroad Company, (a company building a road northwest to Grand Rapids,) and to invest in their bonds annually 40 per cent. of the gross earnings on business destined to or coming from that line of road. As the new road will run through one of the finest agricultural districts of Michigan, and will bring to this company an accession of new traffic, and as this road will give the Grand River Valley Railroad an outlet both to the east and south, the arrangement is believed to be one of mutual advantage. We hope to see the line opened some thirty-six miles early in the coming summer.

The construction of the road of the Chicago, Cincinnati and Louisville Company, between Laporte and Peru has been delayed much beyond our expectations. We are now assured that the link which will complete our line between Chicago and Indianapolis, Cincinnati and Louisville, will be ready for business in all the present year.

The assets and liabilities of the company March 1, 1867, were as follows:

FLOATING CASH ASSETS.

Cash in New York	$197,126 79
" Toledo	98,571 88
Uncollected earnings	198,928 44
Freight overcharges due Co.	24,669 45
Bills receivable, Toledo	5,801 24
Individual accounts, Toledo	1,669 71
	$526,767 51

FLOATING CASH LIABILITIES.

Pay-rolls and vouchers, Toledo	$484,700 43
Unpaid bills, New York	9,133 14
Bills payable, Toledo	25,000 00
Unclaimed dividends and coupons	32,623 28
Accrued int. on unmatured coupons	185,494 17
	$736,951 02

The apportionment of freight and passenger earnings of main line and branches for the year 1866–'67, was as follows:

	Passenger.	Freight.
Through business	$734,004 87	$1,352,371 20
Main line, local	534,091 84	767,907 31
Air line, local	163,444 17	240,117 90
Detroit, Monroe and Toledo, local	200,699 29	189,939 87
Adrian and Monroe	46,280 85	50,386 29
Jackson Branch	60,807 70	50,422 95
Military	10,008 02	
Storage		30,754 64
	$1,749,336 74	$2,681,900 16

The following is a comparative statement of the liabilities of the company February 28, 1866 and 1867:

	1866.	1867.
Common stock	$9,381,800 00	$9,813,500 00
Guaranteed stock	1,089,700 00	787,700 00
Funded debt	8,537,175 00	9,135,840 00
Pay-rolls and vouchers, Toledo	302,107 33	484,700 43
Bills payable	335,000 00	25,000 00
Unclaimed dividends and coupons	26,863 49	32,623 28
Total	$19,672,645 82	$20,279,363 71

The available assets, including supplies on hand, February 28, 1866 and 1867, compare as follows:

	1866.	1867.
Cash in New York	$17,836 58	$197,126 79
" Toledo	17,794 00	98,571 88
Uncollected earnings	140,055 58	198,928 44
Freight overcharges due Co	18,219 29	24,669 45
Bills receivable, Toledo	2,591 24	5,801 24
Individual accounts, Toledo	3,762 91	1,669 71
Supplies on hand	547,024 74	656,527 99
	$747,284 34	$1,183,295 50

The number of passengers carried eastward was 402,809; do., westward, 443,889—total, 846,698, of which 117,040 were through, and 729,658 way. Of the through passengers, 83,113 were 1st class, 18,595 2d class, and 15,332 3d class, yielding $734,004 87. Of the way passengers, 727,627 were 1st class, 1,463 2d class, and 568 3d class, yielding $1,005,323 85. The number of miles traveled by through passengers was 28,750,809; by way passengers, 28,773,085—total, 57,523,894; a decrease, as compared with the previous year, of 68,777 passengers, and of mileage, 11,954,493.

The number of tons of through freight moved eastward was 197,706; do., westward, 106,716—total, 304,432, yielding $1,352,371 20. Way freight moved eastward, 244,376; do., westward, 150,967—total, 395,343, yielding $1,298,774 32. Total tons through and way eastward, 442,082 yielding $1,544,711 31; do., westward, 257,683, yielding $1,106,434 21—the total tonnage being 699,765, against 569,340 the previous year, and the revenue therefrom, as above, (exclusive of storage,) $2,651,145 52; a gain, as compared with the previous year, of $240,212 85, or 9.96 per cent. Total mileage of freight, 107,085,732, viz: eastward, 68,945,072; westward, 38,139,660.

The equipment of the road consists of 101 locomotives; 62 1st class, and 10 2d class passenger cars, 2 sleeping, 23 baggage, 5 emigrant, 1 paymasters', 23 caboose, 22 drovers', 214 stock, 856 box, 287 platform and 3 wrecking cars.

Number of miles run by passenger trains, 863,897; by freight trains, 1,284,444; by wood and gravel trains, 237,852—total, 2,386,193, an increase, as compared the previous year, of 294,578. Cost of repairs per mile run 10.47 cents.

CONDENSED BALANCE SHEET.

Railroad		$14,333,562 64
Equipment		2,669,517 19
Detroit, Monroe and Toledo R. R.		1,291,968 13
Detroit, Monroe and Toledo R. R. stock, at par		409,500 00
Union stock yards, Chicago	$150,000 00	
Supplies on hand	656,527 99	
Cash on hand	295,698 67	
Uncollected earnings	198,928 44	
Claim against A. L., & S. R. R.	3,000 00	
Other accounts	32,140 40	
		1,336,295 50
Profit and loss		433,147 56
		$20,473,991 02
Capital stock—common		$9,813,500 00
" guaranteed		787,700 00
		$10,601,200 00
Funded debt, ($9,135,840,) viz:		
Sinking fund, 1st general mortgage bonds	$6,022,000	
Less held by sinking fund	1,159,000	
		4,863,000 00
Second general mortgage bonds		2,693,000 00
Goshen line bonds		651,000 00
Detroit, Monroe and Toledo bonds		924,000 00
Northern Indiana, 1st mort. (overdue)		4,000 00
Scrip outstanding		840 00
Floating liabilities		736,951 02
		$20,473,991 02

President.—E. B. PHILLIPS.

Directors.—Jesse Hoyt, James H. Banker, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D. N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehous, E. B. Phillips and Albert Keep.

Treasurer.—LE GRAND LOCKWOOD.

Secretary.—D. P. BARHYDT.

Gen'l Sup't.—CHARLES F. HATCH.

☞ Derby, Conn., has subscribed $4,100 to the New Haven and Derby Railroad.

Journal of Railroad Law.

MEASURE OF DAMAGES FOR KILLING A HORSE.—EVIDENCE.

On the trial of the case of The Toledo and Wabash Railway Company *vs.* Smith, which was an action for damages for killing a horse, the plaintiff introduced a witness who stated that he was acquainted with the value of horses, but had never seen the horse in controversy. The witness was then asked, "What, on the 10th day of May, (the day of the killing,) was the average price of a horse fifteen or sixteen hands high, three or three and a half years old, and sound except the ring bone on the hind foot, which had been killed?" The Court held that it was error to permit the witness to answer the question; and further that the value of the horse at the time of his death was the measure of damages. But it was competent for the defendant to show the condition of the horse by witnesses who had seen him at any reasonable time before the killing, ranging within three months, and then after proving by other witnesses that his condition was unchanged, the former might testify to the value of the horse at the time of the killing, on the hypothesis that his condition was the same as when they saw him.

All the facts of the case are fully stated in the opinion of the Court which was written by

GREGORY, J.—Darwin Smith sued the railway company before a Justice of the peace for killing a horse on the track of its road, where it ought to have been but was not fenced. The appellant offered, before the Justice, to confess a judgment for $10, and costs of suit to the time of the offer.

This was declined by the appellee. Judgment by default before the Justice. The company appealed to the Circuit Court. Trial by jury. Verdict for the plaintiff for $60. Motion for a new trial overruled, and judgment. The evidence is in the record. Smith swears that he was the owner of the horse; that the horse was in pasture near the track of the railway company; that the fence was down, and had been for a period of about two weeks; that the horse was found dead about six feet from the track; that he did not see him struck, but saw him dead soon afterward; that he had no marks or wounds upon him only the hair was off, and there was hair along the track where he had been dragged; that the horse was worth $85; that he had the ring bone on the right hind leg, but that it was no injury to him; it would injure him for a long drive but not for common use; that he was not spavined; that when he bought him the ring bone was pretty bad, but that he had mostly cured him; that he had owned him some two months; that he was about three years old and sound, except the ring bone. That the pasture in which the horse was, contained eight or ten acres; that the fence was thrown down by high water; that the water remained up seven or eight days; that he was not a horse doctor; that no horse doctor had seen the horse, but that he had doctored the horse as he was told to by Dr. Strong.

Dr. Strong swears that he is a doctor, and a veterinary surgeon; that the horse he saw had ring bone on his hind leg; that he thought it was a damage to the horse of about $5; that he was worth $60; that the fence along the track of the railway had been down some two or three weeks, and was still down after the horse was killed, at least a day or two; that he saw the horse, and thinks he understands horses and their diseases; that he declined to state what medicine he used in curing ring bone—that was a secret of his own; that he never did anything to the horse himself, but told Smith what to do; that he did not particularly examine the extent of the ring bone when he saw the horse; that he told Smith how to use the remedy.

Mr. Day swore that he was in the livery business; that he never saw the horse in question. The plaintiff then asked the witness the following question: "What, on May 10th, 1864, was the average price of a horse fifteen or sixteen hands high, three or three and a half years old, sound except the ring bone on the hind foot, which had been killed?" The defendant objected to the question on the ground that it assumed facts not in evidence, and was too remote, the witness having never seen the horse, nor heard any description of him from which to inform the jury as to his value; but the Court overruled the objection, and allowed the witness to testify that the "horse might have been worth about the 10th of May last, from $60 to $80," to which the appellant excepted. This was the plaintiff's evidence.

The defendant then introduced Mr. Good, who swears that he saw the horse; that the ring bone was very bad; that he may have been worth $5, but he did not think him worth anything; that he was an employee of the defendant, and had had some difficulty with the plaintiff.

Mr. Larabee swears that he saw the horse at the sale, a month before his death; that the ring bone was a bad one. The defendant then asked the witness the following question: "What was the horse worth in market at the time of the sale to defendant, about a month before his death?" The plaintiff objected to the question, and the Court sustained the objection and refused to allow the witness to answer, to which the defendant excepted. This witness further testified, that Smith said to him that he paid eight or eight and a half dollars for the horse at the sale.

Mr. Cheney swears that he saw the horse the day of the sale, and again about a month before his death. That he had a ring bone, and a very bad one.

Mr. Sullivan swears that he saw the horse several times; that he had the ring bone badly in his hind foot; that it was grown out above the hoof all around, and looked red and raw; that the last time he saw him was three weeks before his death. The defendant then asked the following question: "What was his value at that time, three weeks before his death?" To which the plaintiff objected, and the Court refused to allow the question to be answered. The defendant excepted.

William Tate swears that he saw and examined the horse the Sunday before his death; that he was not then any better than he was when he first saw him on the day of the sale; that he could not trot; that he whipped him round a little, but he moved slowly and with great difficulty; that his hind foot above the hoof was all raw, a place as big as his two hands, and swelled out beyond the hoof; that on the other hind leg he had the blood spavin; that he never saw or heard of a horse with either of these diseases cured sound; that the horse, as he was the Sunday before his death, would not fetch in the market more than four or five dollars; that he thought if the horse had lived a while longer he would have lost his hoof; that a horse with ring bone or spavin might be mended some, but never cured sound; that a bad ring bone, as that was, cannot be cured. That he examined the horse in the pasture when Smith, the owner, was present; that he showed him the spavin then, and told him he did not think the horse worth anything; that he saw the horse shortly after he died; that he was lying ten or fifteen feet from the track of the railway; that he had no cuts or bruises on him; that the ring bone foot looked as bad as ever; that there was a severe thunder storm the night before, and the lightning was very sharp; that he did not know, but had his notion as to what killed him; that he did not see any hair on the railroad, nor any marks either on the track or on the horse to indicate that there had been any collision; that he examined particularly both the track and the horse; that there were at the time other horses in the same pasture; that he was an employee of the defendants.

William Meran swears that there were no marks on the horse of having been struck by the engine; that he examined him particularly immediately before his death, and he did not think with such a foot and leg as he had he was worth anything; that he saw some loose hair on the track a short distance from the horse, but no signs of a collision; that when the engine strikes an animal the marks both on the animal and on the track, are easily seen; that he is an employee of defendant.

Mr. Henderson swears that he saw the horse after he was dead; that the sore on his hind leg looked very raw, and was swelled up over his hoof; that in the condition the horse was with that ring bone, he was not worth $5; that he was no judge of the market value of horses; that he had never seen the horse living.

John Kearns swears that Smith, the plaintiff, told him the horse was spavined in the other leg, sometime before the death of the horse. This was the defendant's evidence. The plaintiff then recalled Dr. Strong, who in rebutting, testified that the rawness spoken of was produced by the medicine, and was a sign of healing. He declined, however, to state what medicine was used. He further testified that ring bone can be cured; that he had cured many of them. This was all the evidence given in the cause.

It is insisted that the verdict is not sustained by the evidence. It is difficult to see how the jury came to the conclusion they did, but as the Court below erred in overruling a motion for a new trial on another ground, we shall not reverse the judgment for this cause.

The Court committed an error in allowing the witness, Day, to answer the question propounded to him by the appellee. Paige *vs.* Hazard, 5 Hill's N. Y. R., 603.

The value of the horse at the time of his death was the measure of damages, and the Court below, therefore, committed no error in refusing to permit the appellant to prove his value at any other time. It was competent for the defendant to show the condition of the horse by witnesses who had seen him at any reasonable time prior to his death, ranging within three months, and then proving by other witnesses that his condition was unchanged, the former might testify to the value of the horse at the time of the injury complained of on this hypothesis.

The judgment is reversed with costs, and the cause remanded, with directions to grant a new trial, and for further proceedings.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	$1,604,145		
Allegheny Valley	1,498,400		
Alton and St Louis	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point	1,232,200		
Atlantic & N. Carolina	5,745,225		
Atlantic & Gt. Western	11,522,150		
" " " pref.	1,919,000		
Atlantic & St. Lawrence*	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah	763,700		
Baltimore and Ohio	16,157,962	A. & O.	Apr.'67 4
Do. Washington Br.	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger	670,000	J. & J.	Jan. '67 3
Boston and Chelsea	110,000	A. & O.	Apr.'67 4
Bellefontaine Line	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware	997,112		
Berkshire*	600,000	J.A.J&O	A. 67 1½
Blossburg & Corning.*	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.	459,900		
Do., do. pref.	1,340,400		
Boston and Lowell	183,000	J. & J.	Jan. '67 4
Boston and Maine	4,076,974	J. & J.	Jan. '67 5
Boston and Providence	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston)	325,000		
Broadw'y & 7th Av.(N.Y.)	2,100,000	J. & J.	Jan. '67 5
Brooklyn City	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n	366,000		
Buff., New York & Erie*	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)	747,800	A. & O.	A. '67 4½
Camden and Amboy	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic, pref.	800,000		
Cape Cod	721,926	J. & J.	Jan. '67 5
Catawissa	1,150,000		
Catawissa, pref.	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna*	589,110		'65 3
Central of Georgia	4,666,300		
Central of New Jersey	13,000,000	J.A.J&O	A. '67 2½
Central Ohio	2,600,000		
Central Ohio, pref	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River	955,900		
Charlotte & S Carolina	1,201,000		
Chemung*	380,000	J.A.J&O	Apr.'67 2
Cheshire, preferred	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton	3,886,643	M. & S.	Mar. '67 5
" " pref.	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern	4,390,000		
Chicago, Iowa & Nebras*	1,000,000		Jul. '66 5
Chicago and Milwaukee*	2,227,000		
Chicago & N. Western	15,160,927		
" " pref.	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago	350,000		
Cin. & Indianap. Junction	1,600,000		
Cincinnati and Zanesville	1,600,250		
Citizens' Passenger (Phil.)	192,750	J. @ J.	Jan. '67 t
Cleve., Col. & Cincinnati	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg	5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen.	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*	1,786,200	J. & J.	Jan. '67 5
Concord	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn	500,000		
Conn. & Passump. Rivers			
Do. do. pref.	1,673,300	J. & J.	Jan. '67 3
Connecticut River	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk	306,900		
Dayton and Michigan*	2,384,941		
Delaware	466,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley	1,550,050		
Detroit & Milwaukee	452,359		
" " pref.	1,500,000		
D. Dock, E. B'dw. & Bat.	1,200,000		
Dubuque and Sioux City	1,673,641		
Do. do. pref.	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.)	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.)	492,500	J. & J.	Jan. '67 4
East Pennsylvania	604,400		
East Tenn. and Georgia			
East Tenn. and Virginia			
Eighth Avenue (N. Y.)	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*	500,000	F. & A.	F. '67 2½
Elmira & Williamsport	500,000	M. & N.	N. '66 2½
Do. do. pref.	500,000	J. & J.	Ja. '67 3½
Erie Railway	16,570,100	F. & A.	Feb.'66 4
Do. pref.	8,536,700	Annual.	Jan. '67 7
Erie & North East*	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.	2,142,884		
Fitchburg	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester	247,800	J. & J.	Jan. '67 3
Forty-Sec. St. & G. St. F'y.	750,000		
Frankf. and Southw. (Ph.)	491,620	J. @ J.	Jan. '67 3
Georgia	3,156,000	A. & O.	O. '66 3½
Germantown (Phila.)	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,430		
Great Western (Ca.)	16,802,745		1½
Green and Coates St. (Ph.)	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	3,000,000	J.A.J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph	$1,900,000		
Do. do. pref.	5,253,830		
Hanover Branch	116,850	A. & O.	Apr.'67 5
Housatonic	820,000		
" pref	1,180,000	M. & N.	Nov.'66 4
Hudson River	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top	494,380		
" " pref.	190,750	J. & J.	Jan.'67
Illinois Central	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind.	2,000,000	J. & J.	Jan. '67
Joliet and Chicago*	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb.	1 335,000		
Lehigh and Mahanoy	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley	10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort	514,646	M. & N.	Nov.'66 3
Little Miami	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	90,000		
Long Island	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago	2,800,000		
Lowell and Lawrence	200 000	J. & J.	Jan. '67 3
Macon and Western	1,500,000	M. & N.	M'y '67 4
McGregor Western*			
Mahanoy & B'd Mount'n*	921,615		
Maine Central	1,600,860		
Manchester & Lawrence	1,000,000	M. & N.	Nov.'66 4
Marietta & Cincinnati	2,029,778		
" " 1st pref.	6,586,136	M. & S.	Sep. '66 3
" " 2d pref.	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	570,000		
Metropolitan (Boston)	1,250,000	J. & J.	Jan.'67 5
Michigan Central	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind.	2,511,300	F. & A.	F. '65 3½
" " guaranteed	787,700	F. & A.	Feb.'67 5
Middlesex (Boston)	400,000		
Milw. & Prairie du Chien	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul	3,627,000	J. & J.	
" " " pref.	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	3,775,100	J. & J.	Jan. '67 4
Mississippi Central	2,030,261		
Mobile and Ohio	3,588,300		
Montgomery & W. Point	1,419,769		
Morris and Essex	5,500,000	F. & A.	F. '67 3½
Muscogee	669,950		
Nashua and Lowell	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga	2,056,544		
Nashville & N. Western			
Naugatuck	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton	500,000	J. & J.	Jan. '67 5
New Haven & N. London	738,538		
N Haven & Northampton	1,224,100	J. & J.	Jan. '67 3
New Jersey	5,000 000	F. & A.	Feb.'67 5
New London Northern	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N	4,697,457		
N. O., Opel. & Gt. West'n	4,093,425		
New York Central	26,530,000	F. & A.	Feb.'67 3
New York and Harlem	5,285,050	J. & J.	Jan. '67 4
" " pref.	1,500,000	J. & J.	Jan. '67 4
New York & New Haven	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue	795,360		
North Carolina	4,000,000		
Northern Central	4,518,900	F.M.A.N	Feb.'67 2
Northern of N. Hampsh.	3,064,400	J. & D.	Dec.'66 4
Northern of N. Jersey	158,800		
North Missouri	2,369,307		
North Pennsylvania	3,150,150		
Norwich & Worcester	2,363,600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n.	3,077,000	F. & A.	Feb.'67 3
" " pref.	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi	20,222,645		
" " pref.	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport	4,848,300	J. & J.	Jan. '67 3
Orange and Newark	281,550		
Oswego and Syracuse	482,400	F. & A.	Feb.'67 4
Pacific of Missouri	3 581,000		
Panama	7,000,000	J.AJ&O.	Apr. 67 6
Pennsylvania	20,000,000	M. & N.	Nov.'66 4
Peoria & Bureau Valley*	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	1,365,500		
Phila. & Balt. Central	218,100		
Philadelphia and Erie*	5,069,450		
Philadelphia and Reading	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'n'n & Nor'n	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*	1 0 999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt	9,019,300	A. & O.	Apr.'67 5
Philadelphia City	100,000	J & J.	Jan. '67 5
Philadelphia and Darby	100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	2,794,623		
Pittsb., Ft. W. & Chicago	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.	100		
Pittsfield and N. Adams	459,000	J. @ J.	Jan. '67 3
Portland and Kennebec	1,000,000		
Portl., Saco & Portsm'th*	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia	605,019		

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga	$800,000	A. & O.	Oct.'66 4½
Richmond and Danville	2,000,000		
Richmond and Petersb'g	847,000		
Rich., Fred. and Potomac	1,041,800		
Rome, Watert. and Og'nb.	2,585,500	J. & J.	Jan. '67 5
Rutland and Burlington	2,233,376		
St. L., Alt. and T. Haute	2,800,000		
" " " pref.	1,500,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o	1,469,429		
St. Paul and Pacific			
Sandusky and Cincinnati	2,089,000		
" " pref.	393,073	M. & N.	Nov.'66 3
Sand., Mansf. and Newark	900,000		
Saratoga and Hudson R.	1,020,000		
Saratoga and Whitehall*	500,000	A. & O.	Oct. '66 3
Savannah and Charleston	1,000,000		
Schuylkill and Susqueh'a.	1,269,150		
Second and Third St. (Ph.)	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke	844,200		
Second Avenue (N. Y.)	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	869,450	F. & A.	Aug.'66 2
Sixth Avenue (N. Y.)	750,000	J.A.J&O	
South Carolina	2,819,275		
South Shore	259,685		
South Western, Georgia	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi	1,000,000		
Springfield and Columbus			
Staten Island	6 8,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	1,200 120		
Taunton Branch	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	595,922		
Terre Haute and Indiana	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	1,750,000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jan '67 2
Tol., Peoria and Warsaw	1,660 000		
" " " 1st pref.	1,700,000		
" " " 2d pref.	908,176		
Tol., Wabash and West	5,400,000		
" " pref.	1,000 000	M. & N.	N. '66 3½
Troy and Boston	607,111		
Troy and Greenbush*	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)	200,000		
Union Pacific			
Union Pacific (E. D.)			
Union Pacific (Cent. Br.)			
Union (Phila.)	50	291,475	J. @ J.	Jan. '67 3
Utica and Black River	834,400	J. & J.	Jan. '67 4
Vermont and Canada*	2,250,000	J. & D.	Dec. '66 4
Vermont Central	8,000,000		
Vermont and Massach'ts	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley	516,184		
Virginia Central	2,353,679		
Virginia and Tennessee	3,452,815		
Western (Mass.)	6,710 800	J. & J.	Jan. '67 5
Western Union	2,687,237		
West Jersey	731,050	M. & S.	M'y '67 4
West Philadelphia	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	1,130,470		
Wilm. and Weldon	1,340,273		
Winona and St. Peter			
Worcester and Nashua	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware	25	1,575,963	J. & D.	Dec. '66 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,623,350	F. & A.	Feb. '67 3
Delaware and Hudson	100	10 000,000	F. & A.	Feb. '67 6
Delaware and Raritan	100	2,298,400	F. & A.	Feb. '67 5
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	100		
Lehigh Coal and Navigat.	50	6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation	50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)	10	1,025,000	F. & A.	Feb.'67 3
" (preferred)	100	1 175,000	F. & A.	Feb.'67 5
North Branch	100		
Sault Ste Marie	100		
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,052,083		
Union	50		
" preferred	50	2,907,880		
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	M.J.S&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship	100	4,000,000		
Pacific Mail Steamship	100	20,000,000	M.J.S&D.	Mar.'67 3
Union Navigation	100	4,000,000	M.J.S&D.	Dec.'66 5
West'n Union Telegraph	100	28,456,000	J. & J.	Jan.'67 2
American Coal	25	1,500,000	M. & S.	M. '67 3½
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	500 000		
Central Coal	100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50	3,200,000	F.M.A.&N	Feb.'67 6
Spring Mountain Coal	50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal	10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000 000	M. & N.	Nov.'66 5
Adams Express	100	10,000,000	F.M.A.&N	Nov.'66 2
American Express	500	9,000,000	F.M.A.&N	Nov.'66 3
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	M.J.S&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Acton ——Ca.	5	——	200,000	——
Acton Vale——Ca.	5	——	50,000	——
Adventure ——L. S.	25	3	20,000	——
Ætna —— "	25	11	20,000	——
Albany and Boston "	50	25½	20,000	——
Algomah —— "	25	3	20,000	——
Allouez —— "	25	1¾	20,000	4½
American —— "	25	1	20,000	——
Amygdaloid —— "	25	17	20,000	——
Anita —— Cal.	——	——	20,000	——
Annapolis——Md.	10	——	50,000	——
Arcadia——L. S.	25	——	20,000	——
Arizona——Ariz. T.	100	——	100,000	——
Arnold——L. S.	25	——	20,000	——
Ascot ——Ca.	20	——	50,000	——
Astor ——L. S.	25	1½	20,000	——
Atlas —— "	25	2	20,000	——
Aztec —— "	25	4½	20,000	——
Balt. and N. C——N. C.	5	——	20,000	——
Bay State——L. S.	25	13¾	20,000	4½
Beaver —— "	25	2	20,000	——
Bedford ——Ca.	5	——	125,000	——
Black River —— "	25	2½	20,000	——
Bohemian——L. S.	25	17½	20,000	——
Bolton ——Ca.	5	——	200,000	——
Boston ——L. S.	25	2½	20,000	——
Brooklyn——L. S.	25	2½	20,000	——
Brome ——Ca.	5	——	100,000	——
Cabot ——L. S.	25	¼	20,000	——
Caledonia —— "	25	5	20,000	——
Cambridge —— "	25	5	20,000	——
Canada ——Vt.	4	1	100,000	40c
Carp Lake——L. S.	25	——	20,000	——
Cascade —— "	25	——	20,000	——
Central —— "	25	5	20,000	——
Champlain ——Ca.	1	——	200,000	——
Chatham —— "	2	——	200,000	——
Cheticamp —— "	5	——	30,000	——
Chippewa ——L. S.	25	——	20,000	——
Clifton —— "	25	——	20,000	——
Collin —— "	25	¼	20,000	——
Concord —— "	25	4	20,000	——
Consolidated —— "	25	5	20,000	——
Copper Creek ——Mo.	100	——	10,000	——
Copper Creek——Wis.	25	——	20,000	——
Copper Falls ——L. S.	25	24½	20,000	24
Copper Harbor—— "	25	1	20,000	——
Copper Hill ——Wis.	1	——	200,000	——
Corinth——Vt.	25	——	20,000	——
Cornwall ——Vt.	2	——	100,000	——
Dacotah——L. S.	25	2½	20,000	——
Dana —— "	25	3½	20,000	——
Deep River——N. C.	5	——	10,000	——
Delaware ——L. S.	25	20½	20,000	——
Derby —— "	25	——	20,000	——
Devon —— "	25	1	20,000	——
Dorchester —— "	25	1½	20,000	——
Douglas —— "	25	——	20,000	——
Dover —— Ca.	2	1	200,000	——
Dudley ——L. S.	25	1½	20,000	——
Dunham——Ca.	2	——	200,000	——
Durham —— "	5	——	200,000	——
Eagle River——L. S.	25	3½	20,000	2½
Edwards —— "	25	1½	20,000	——
Ely ——Ca.	5	——	100,000	——
Empire ——L. S.	25	10	20,000	——
Eureka —— "	25	——	20,000	——
Everett —— "	25	1	20,000	——
Evergreen Bluff "	25	5½	20,000	——
Flint Steel River "	25	9½	20,000	——
Forest City —— "	25	3	20,000	——
Forest Shepherd "	25	6	20,000	——
Franconia——N. H.	5	——	60,000	——
Franklin ——L. S.	25	8½	20,000	20
French Creek —— Pa.	5	——	100,000	——
Gardner City ——L. S.	25	——	20,000	——
Girard —— "	25	5	20,000	——
Glencoe ——Ca.	1	——	200,000	——
Grand Portage ——L. S.	25	2	20,000	——
Grand Trunk——Ca.	5	——	100,000	——
Great Western——L. S.	25	2	20,000	——
Green Mountain——Vt.	10	——	20,000	——
Guilford ——L. S.	25	5	20,000	——
Hamilton —— "	25	2	20,000	——
Hancock —— "	25	17½	20,000	5½
Hanover —— "	25	1½	20,000	——
Hartford —— "	25	12½	20,000	——
Hazzard —— "	25	——	20,000	——
Henwood —— "	25	——	20,000	——
Highland —— "	25	1	20,000	——
Hilton —— "	25	2½	20,000	——
Hope —— "	25	1½	20,000	——
Hudson —— "	25	——	20,000	——
Hulbert —— "	25	¾	20,000	——
Humboldt —— "	25	5	20,000	1½
Hungarian —— "	25	1	20,500	——
Huron —— "	25	19	20,000	6½
Indiana —— "	25	10	20,000	——
Inverness ——Ca.	5	2½	200,000	——
Isle Royal——L. S.	50	33	20,000	8
Jefferson —— "	25	——	20,000	——
Keweenaw —— "	25	5	20,000	——
Kickapoo —— "	25	1	20,000	——
King Phillip ——	25	2	20 000	——

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:				
Knowlton ——L. S.	25	8	20,000	——
Lafayette——Ca.	25	——	20,000	——
Lake —— "	25	2	20,000	——
Lawrence ——L. S.	25	——	20,000	——
Lennoxville ——Ca.	5	——	100,000	——
Logan —— "	3	——	100,000	——
Lower California——Mo.	50	——	40,000	——
Lyster ——Ca.	2	——	200,000	——
Madison——L. S.	25	6	20,000	——
Malden —— "	25	2	20,000	——
Mandan —— "	25	4½	20,000	——
Manhattan —— "	25	5½	20,000	——
Marquette —— "	25	3½	20,000	——
Maryland ——Md.	5	——	——	——
Mass ——L. S.	25	4½	20,000	——
Massachusetts —— "	25	——	20,000	——
Medora —— "	25	1½	20,000	——
Mendota —— "	25	1½	100,000	——
Merrimac —— "	25	6½	20,000	——
Merryweather —— "	25	——	20,000	——
Mesnard —— "	25	8	20,000	——
Meteor —— "	25	——	20,000	——
Michigan —— "	25	——	20,000	——
Middlesex —— "	25	——	20,000	——
Milton —— "	25	1½	20,000	——
Minnesota——L. S.	25	18½	20,000	7½
Missisquoi——Ca.	2	——	150,000	——
Morrison——L. S.	25	——	20,000	——
Nashua —— "	25	——	20,000	——
National —— "	25	5½	20,000	——
Native —— "	25	2	20,000	——
Naumkeag —— "	25	1	20,000	——
Nebraska —— "	25	——	20,000	——
Nequaket —— "	25	2	20,000	——
New England ——L. S.	25	2	20,000	——
New Jersey cons.N. J.	10	——	100,000	——
Newton ——Ca.	1	——	200,000	——
New York ——L. S.	25	1	20,000	——
N. Y. & Passaic——N. J.	5	——	100,000	——
North Cliff ——L. S.	25	4	20,000	——
North State —— "	25	3½	20,000	——
North Western —— "	25	11¾	20,000	——
Norwich —— "	25	5	20,000	——
Ogima —— "	25	7	20,000	——
Otisville——N. Y.	5	——	100,000	——
Ontonagon ——L. S.	25	——	20,000	——
Ottawa ——Ca.	1	——	200,000	——
Pacific ——L. S.	25	——	20,000	——
Pennsylvania —— "	50	50	20,000	——
Petherick —— "	25	5½	20,000	1½
Pewabic —— "	25	3½	20,000	15
Phila. & Boston —— "	25	15	20,000	——
Phœnix —— "	25	15	20,000	——
Pittsburg & Boston "	25	5½	20,000	——
Pontiac —— "	25	10½	20,000	——
Prescott ——Ariz. T.	100	——	100,000	——
Providence——L. S.	25	——	20,000	——
Quincy —— "	10	10	20,000	——
Reliance —— "	25	——	20,000	——
Republic —— "	25	——	8,000	——
Resolute —— "	25	6½	20,000	——
Ridge —— "	25	8	20,000	——
Rochester —— "	25	2½	200,000	——
Rockland —— "	25	12	20,000	⅞
Roscoe ——Ca.	1	——	200,000	——
St. Clair——L. S.	25	3	20,000	4½
St. Flavien ——Ca.	5	——	100,000	——
St. Louis ——L. S.	25	1	20,000	——
St. Margaret ——Ca.	5	——	200,000	——
St. Mary's (L. & M.)L. S.	25	5½	20,000	——
Salem —— "	25	——	20,000	——
Seneca —— "	25	1	20,000	——
Sharon Consol —— "	25	——	20,000	——
Sheldon & Col —— "	25	21	20,000	——
Silver Creek —— "	25	1	20,000	——
Silver Hill —— "	25	¼	20,000	——
Silver Lake —— "	25	——	20,000	——
Silver Valley —— "	25	——	20,000	——
Societes Francaise ——	——	——	10,000	——
South Bedford ——Ca.	2	——	200,000	——
South Pewabic ——L. S.	25	1	20,000	——
South Side——L. S.	25	2	20,000	——
Star ——L. S.	25	11½	20,000	——
Stark ——Vt.	2	——	100,000	——
Suffolk——L. S.	25	——	20,000	——
Superior ——L. S.	25	8	20,000	——
Sussex —— "	25	——	20,000	——
Sutton ——Ca.	5	——	100,000	——
Toltec——L. S.	25	21	20,000	——
Tremont —— "	25	1½	20,000	——
Union (L. & M.) —— "	25	8	20,000	——
Ural ——Wis.	25	——	20,000	——
Vermont ——Vt.	5	——	100,000	——
Victoria——L. S.	25	1½	20,000	——
Vulcan —— "	25	6	20,000	——
Washington —— "	25	1	20,000	——
Waterloo——Ca.	5	4	100,000	——
Waukesta ——L. S.	25	——	20,000	——
Wauba Yuma ——Ariz.	100	——	60,000	——
West Minnesota——L. S.	25	2½	20,000	——
Wiekopee —— "	5	——	100,000	——
Winona —— "	25	2	20,000	——
Winthrop —— "	25	4½	20,000	——
Wyandotte —— "	25	——	20,000	——

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
IRON:				
Broad Top——Pa	50	——	——	——
Copake——N. Y.	50	50	50,000	——
Foster —— "	——	——	——	——
French Creek——Pa.	5	——	100,000	——
Garrison's——N. Y.	5	5	100,000	——
George's Creek ——Md.	100	100	10,000	——
Harewood —— "	5	5	20,000	——
Lake Superior——L. S.	25	25	20,000	——
Mount Pleasant——Pa.	50	50	10,000	——
Teal Lake——L. S.	25	——	20,000	——
Tyson —— Vt.	10	——	20,000	——
LEAD AND ZINC.				
Amenia ——N. Y	5	——	100,000	——
Bucks County ——Pa.	5	——	40,000	——
Canada ——Ca.	5	——	50,000	——
Champion——N. Y.	——	——	——	——
Clute —— "	5	5	110,000	——
Continental —— "	2½	2½	200,000	——
Eastport——Me.	10	——	100,000	——
Erie —— N. Y.	10	——	40,000	——
Gay's River ——	2	——	100,000	——
Hampton ——Mass.	5	——	100,000	——
Jefferson——N. Y.	——	——	——	——
Kings Hill ——	5	——	10,000	——
Lake Superior——Mich.	5	——	200,000	——
Lancaster ——Pa.	5	——	50,000	——
Lehigh ——Pa.	——	——	——	——
Macomb ——N. Y.	5	——	110,000	——
Maine ——Me.	10	——	50,000	——
Mineral Point——N.Y.	5	——	100,000	——
Morgan —— "	5	——	100,000	——
Mount Hope ——N. Y.	2½	——	80 000	——
New Hampshire.N. H.	5	——	100,000	——
New Jersey ——N. J.	100	——	12,000	——
N. Y. & Boston——N. Y.	10	——	100,000	——
Oswegatchie ——Ca.	5	——	100,000	——
Phœnix ——N. Y.	5	——	50,000	——
Placentia Bay——N. F.	5	——	200,000	——
Ramsay ——Ca.	25	——	20,000	——
Rochester ——	2½	——	200,000	——
Rossie——N. Y.	5	——	100,000	——
Shawangunk ——N. Y.	5	——	100,000	——
Sussex ——N. J.	5	——	125 000	——
Union ——Pa.	5	——	100,000	——
Wallkill —— N. Y.	——	——	——	0.53
Warren ——N. H.	——	——	——	——
White Mountain. ——	——	——	——	——
COAL & ANTHRACITE:				
American ——Pa.	25	——	60,000	——
Appleton —— "	——	——	——	——
Ashburton ——Pa.	50	50	50,000	——
Atlantic & G. C. —Md.	——	——	——	——
Baltimore —— "	100	100	——	——
Bear Valley —— "	12½	——	40,000	——
Beaver Meadow ——Pa.	50	50	100,000	——
Belmont —— "	50	50	10,000	——
Big Mountain ——Pa.	——	——	——	——
Boston & Pictou.N. S.	5	——	100,000	——
Bridgeport ——Pa.	10	10	30,000	——
Broad Mountain —— "	10	10	30,000	——
British American.N.S.	——	——	——	——
Cape Briton——N. S.	2½	2½	200,000	——
Cameron ——Pa.	50	——	50,000	——
Central —— "	100	100	20,000	——
Coal Brook —— "	50	50	20,000	——
Columbian —— "	——	——	——	——
Consolidation ——Md.	——	——	——	——
Continental ——Va.	50	——	10,000	——
Cumberland ——Md.	100	100	50,000	32
East Mahanoy——Pa.	——	——	——	——
Everhart —— "	25	——	20,000	——
Franklin —— "	100	——	5,000	——
Fulton —— "	5	5	60,000	——
Gilberton —— "	50	50	5,000	——
Hamp. & Balt.——Md.	10	10	50,000	——
Hazleton ——Pa.	50	50	32,300	——
International ——N. S.	50	50	20,000	——
Lackawanna——Pa.	50	50	——	——
Lawrence —— "	100	100	2,000	——
Locust Dale —— "	50	——	——	——
Lehigh & Susq —— "	50	50	——	——
Lorberry —— "	100	100	4,000	——
Mahanoy —— "	20	——	10,000	——
Mammoth Vein ——	——	——	——	——
Maryland Anth ——Md.	20	20	25,000	——
Metropolitan —— "	100	100	——	——
Mt. Pleasant——Pa.	——	——	——	——
Narragansett ——R. I.	10	10	8,000	——
N. Y. & M. C. F'ds.Pa.	——	——	——	——
North Carbondale——	——	——	——	——
Pennsylvania —— "	50	50	64,000	——
Potomac ——Md.	10	——	40,000	——
Schuylkill ——Pa.	10	10	20,000	——
Short Mountain—— "	50	50	16,000	——
Shamokin —— "	——	——	——	——
Somerset L. & C—— "	——	——	——	——
Spring Mountain —— "	50	——	——	45
Spruce Hill —— "	10	——	100,000	——
St. Nicholas——Pa.	——	——	——	¼
Shawmut —— "	20	——	40,000	——
West Virginia —W. Va.	——	——	——	——
Wilkesbarre——Pa.	100	100	21,750	25
Wolf Creek —— "	——	——	——	——
Wyoming Valley—— "	50	——	25,000	——

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
GOLD:				
Acadia ——N. S.	3	——	100,000	——
Ada Elmore——Idaho.	10	——	100,000	——
Albion —— "	3	——	100,000	——
Altona——Col.	5	——	100,000	——
American——Col.	100	——	50,000	——
American Flag ——Col.	10	——	60,000	0.90
Ascot ——Can.	100	——	50,000	——
Atl. & Pac ——Nev.	50	——	100,000	1.55
Baltic ——Col.	——	——	——	——
Bates & Baxter—— "	——	——	——	——
Benton —— "	5	——	100,000	0.90
Black Hawk —— "	100	——	50,000	——
Bob Tail ——	10	——	100,000	——
Brigge ——Col.	100	——	10,000	——
Burroughs —— "	10	——	100,000	——
Bullion ——Mtna.	5	——	200,000	——
Bullion Consol——Col.	1	——	300,000	——
Chebucto ——N. S.	5	——	100,000	——
Central ——Col.	5	——	200,000	——
Central Gold —— "	5	——	20,000	——
Chaudiere——Can.	5	——	100,000	——
Cobden. ——Idaho.	10	——	100,000	——
Columbia ——Nev.	100	——	300,000	——
Consol Gregory ——Col.	100	——	50,000	5.90
Copalinsche —— "	50	——	250,000	——
Corydon —— "	25	——	100,000	7.25
Continental —— "	100	——	20,000	——
Denver —— "	20	——	50,000	——
Downieville —— "	1	——	300,000	——
Eagle —— "	10	——	100,000	——
East Bannock——Mtna.	2	——	100,000	——
El Dorado ——Col.	5	——	500,000	——
Empire —— "	20	——	250,000	——
Excelsior —— "	10	——	30,000	——
Garrison's —— "	50	——	100,000	——
Gem ——	50	——	25,000	——
Golconda ——	20	——	250,000	——
Gold Mountain —— Col.	10	——	600,000	——
Gold Mining —— "	100	——	50,000	——
Gunnell —— "	10	——	300,000	——
Gunnell Central—— "	50	——	20,000	——
Gregory —— "	50	——	20,000	——
Great Western —— "	10	——	60,000	——
Hope —— "	25	——	80,000	——
Holman —— "	2	——	150,000	0.15
Idaho ——Nebra.	——	——	100,000	——
Isaac's Harbor——N. S.	5	——	100,000	——
Kansas-Colorado —Col.	10	——	100,000	——
Kip & Buel —— "	2	——	100,000	——
La Crosse —— "	10	——	100,000	0.54
Liebig —— "	5	——	200,000	——
Lake Major ——N. S.	50	——	12,000	——
Mariposa ——Cal.	100	100	50,976	8
Do. preferred—— "	100	100	57,744	19½
Mammoth ——Col.	10	——	100,000	——
Manhattan —— "	10	——	100,000	——
Massachusetts —— "	5	——	250,000	——
Mount Vernon——Nev.	10	——	300,000	——
Montana ——Col.	4	——	100,000	——
National —— "	10	——	300,000	——
New York City——Nev.	100	——	50,000	——
New York ——Col.	10	——	100,000	——
N. Y. & Nevada——Nev.	10	——	100,000	——
N. Y. & N. Sco——N. S.	10	——	100,000	——
North Clear Creek.Col.	10	——	100,000	——
Pacific ——	100	——	40,000	——
Peoples' ——Col.	50	——	100,000	——
Prescott ——Ariz.	10	——	100,000	——
Quartz Hill——Col.	25	——	40,000	2.05
Republic ——Nev.	100	——	15,000	——
Rocky Mountain —Col.	10	——	50,000	——
Sherbrooke. ——Can.	10	——	100,000	——
Smith & Parmalee.Col.	20	——	125,000	4.55
Standard —— "	10	——	50,000	——
Steptoe ——Nev.	100	——	20,000	——
Tascher ——Can.	10	——	100,000	——
Texas——Col.	10	——	50,000	——
Union —— "	50	——	200,000	——
United States —— "	20	——	75,000	——
Waddingham——Idaho.	25	——	24,000	——
SILVER:				
Arizona ——Ariz.	100	——	100,000	——
Columbia ——Nev.	100	——	30,000	——
Empire, G. & S. ——	100	——	100,000	——
El Dorado —— "	25	——	500,000	——
Essex & Diadem —— "	20	——	125,000	——
L. California——L. Cal.	50	——	40,000	——
Madison——Nev.	100	——	30,000	——
Morning Star——Idaho.	1000	——	5,000	——
Mount Vernon——Nev.	10	——	500,000	——
New York City —— "	100	——	50,000	——
N. Y. District —— "	100	——	50,000	——
Tolyabee —— "	100	——	50,000	——
Washington —— "	100	——	22,500	——
QUICKSILVER:				
Pacific ——Cal.	100	100	40,000	——
Panoche Grande—— "	50	——	100,000	——
Quicksilver —— "	100	100	100,000	80
Santa Clara —— "	100	——	30,000	——
MISCELLANEOUS:				
American Tin ——N.H.	——	——	——	——
Rutland Marble ——Vt.	25	25	40,000	——
Saginaw Salt——Mich.	25	25	100,000	——
Sunapee plumba.N H.	50	——	2,000	——

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,860	7,525	6½	—	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	—	25
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	887	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,090	753,414	113,472	—	—	51½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	39
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,238	71,600	58,400	55,000	34,256	2,535	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,800	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,265	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	19.76	—	—	32	28	Broadway (Brooklyn)	224,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,800	550,000	—	528,090	74,053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	—
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	120
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope: by T. & L. R. R.			—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,550	100,000	—	30,752	loss.	—	—	—
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62.000	50.000	12,000	—	12,839	808	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	—
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	16½
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	—	28½
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,944	18½	50	31
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	—
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	13
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	—	—
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	78½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	17
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	29
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	20
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	40½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	75
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec.'62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1894	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,800	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose: 1st Mortgage guarantied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Maldon & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, April 1.					
Loan of Jan. 28, 1847 registered	$6,770,100	6	Jan. & July.	1867	181¼
Loan of March 31, 1848 registered	8,712,542	6	" "	1868	128
" " " coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	102¼
" " " coupon		5	" "	1874	103¼
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	109
" " " coupon		5	" "	1871	109¾
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " coupon		6	July.	1881	106
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	110½
" " " coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 registered	264,314,600	6	" "	1881	110½
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	105
" " " (5-20s) coupon		6	" "	1882	107½
Loan of March 3, 1864 (5 20s) registered	100,000,000	6	May & Nov.	1884	105⅛
" " " (5 20s) coupon		6	" "	1884	105¾
Loan of March 3, 1865 (5-20s) registered	372,781,000	6	May & Nov.	1885	105¾
" " " (5-20s) coupon		6	" "	1885	105⅝
Loan of March 3, 1864, (10-40s) registered	171,069,350	5	Mar. & Sept.	1904	99½
" " " coupon		5	" "	1904	99
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 20, '64 & Mar. 3, '65 1st series	582,330,150	7.3	Feb. & Aug.	1868	106⅛
" March 3, 1865 2d series		7.3	June & Dec.	1868	105⅝
" 1865 3d series		7.3	Jan. & July.	---	105⅜
Matured Debt not presented	12,274,308	6	At maturity.	---	---
Gold Certificates of Deposit	12,590,600	---	---	3 y'rs	---
Compound Interest Notes of 1864	139,028,630	6	At maturity.	---	---
United States Notes (greenbacks)	375,417,249	---	---	---	---
Fractional currency	29,217 495	---	---	---	---
Navy Pension Fund	12,500,000	---	---	---	---
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " "	648,000	5	Jan. & July.	1876	---
" — " " "	688,000	6	" "	1877	---
" —Funded Interest Bonds "	---	---	---	1888	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	---
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds	1 548,000	7	" "	'72-'90	---
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	---
" — " (free.) "		6	" "	1869	---
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	70
" — " " "	2,271,750	6	" "	'72-'86	84½
" — " " "	434,000	7	" "	---	---
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	99½
" — " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721.198	6	" "	'60-'79	99
" — " 1862-'79 "	436,000	6	" "	'62-'79	---
" — " 1865-'79 "	229 372	6	" "	'65-'79	---
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" — " "	1,778,677	6	" "	1877	100
" — " " "	241,000	6	" "	1879	---
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	91½
" — " " "	2,058,173	2½	" "	1866	---
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	---
—War Loan Bonds coupon	300,000	7	" "	1877	---
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds coupon	447,000	5	" "	'66-'73	---
" — " "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons "	---	6	---	---	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	100
" —War Loan Bonds coupon	4,800,000	6	Jan. & July	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " " "	1,727,000	6	"	1870	102
" — " " coupon	3,192,763	6	"	1890	102
" — " " inscribed		6	"	1890	---
" — " (sterling) coupon	6,401,000	5	"	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	100
" — " "	375,000	5	April & Oct.	'72-'74	100
" — " "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	100
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	130½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	---
" — " " "	1,750,000	6	" "	'73-'83	96
" —Canal Loan "	100,000	6	" "	1873	---
" —Renewal Loan "	216,000	6	" "	1878	96
" —War Loan Bonds "	1,122,000	7	" "	1886	102
" —Bounty Bonds "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	95½
" — " (H & St. R R).	3,000,000	6	" "	'72-'85	80½
" — " (Pac. R. R.)	7,000.000	6	" "	'72-'87	95½
" —New Sinking Fund Bonds	---	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,050 000	6	" "	'83-'85	99½
" — " Notes	2,806,000	8	var.	var.	---
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	102
" —War Loan coupon	731,000	6	" "	'71-'72	102
New York—State Bonds general fund	703,000	7	quarterly.	1870	103¾
" — " " bounty fund	25,586,000	7	Jan. & July.	1877	108½
" — " " general fund	1,189,780	6	quarterly.	plens.	---
" — " " canal fund	702,000	6	"	1866	---
" — " " general fund	500,000	6	"	1868	100
" — " " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	100¾
" — " " "	2,250,000	6	"	1874	99½
" — " " "	500,000	6	"	1875	100½
" — " " "	900,000	6	"	1877	100
" — " " general fund	800,000	6	"	1878	92½
" — " " "	900,607	5	"	pleas.	---
" — " " canal fund	192,585	5	"	1866	---
" — " " "	1,163,000	5	"	1868	---
" — " " general fund	442,960	5	"	1868	---
" — " " canal fund	167,000	5	"	1871	---
" — " " "	4,500,000	5	"	1874	94
" — " " general fund	900,000	5	"	1875	98
" — " " "	800,000	5	"	1878	---
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	62
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	46½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1866	---
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	---
" — " " "	2,185,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1876	101
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
" —Domestic Bonds	681,058	6	May & Nov	'68-'71	---
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	99½
" — " " coupon	6,165,000	5	"	'77-'82	95
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	6	Jan. & July.	1868	---
" — " " inscribed	1,708,000	6	" "	'88-'90	---
" — " " coupon	1,499,000	6	" "	'77-'90	---
" — " " (new) "	---	6	" "	---	---
Tennessee—State Bonds coupon	1,949,440	5	April & Oct	'76-'90	---
" — " " "	239,167	5½	" "	'72-'79	---
" — " " "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans "	21,382,832	6	" "	long.	90
" —Funded Interest "	873,813	6	" "	1892	62
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	67
" — " " coupon	11,108,000	6	" "	'86-'95	---
" — " (sterling) "	1,865,000	5	" "	1872	---
" —Funded Interest registered	---	6	" "	'76-'96	---
" — " " coupon	---	6	" "	'76-'90	---
West Virginia—State Bond coupon	---	---	---	---	---
Wisconsin—State Bonds coupon	200.000	6	April & Oct.	'67-'68	---
" — " (war) "	641,800	6	Jan. & July.	'77-'88	---
" — " (") certificates "	700,000	6	April & Oct.	'82-'96	---
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	---
" — " "		6	"	1870	97½
" — " "		6	Jan. & July.	1873	97½
" — " "		6	May & Nov.	1875	96½
" — " "		6	Jan. & July.	1886	98½
" — " "		6	quarterly.	1890	99
" — " " coupon		6	"	1890	---
Boston—Municipal Scrip	883,205	4	April & Oct.	'78-'79	---
" — " "	7,846,026	5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	125
" — " "		5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'70-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	106
" — " " (sterling)	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	96
" —Improvement Loans "		6	" "	'66-'96	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	93
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July	'79-'81	94
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	73-'75	---
" — " "	4,714,000	6	" "	'76-'78	---
" — " "	1,800,000	6	" "	1883	100
" — " "	5,149,271	6	" "	1887	101
" — " "	275,000	6	" "	1898	---
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	---
" — " "	3,125,200	5	" "	1870	94½
" — " "	319,000	5	" "	1873	---
" — " "	1,000,000	5	" "	1874	---
" — " "	334,700	5	" "	1875	---
" — " "	2,016,000	5	" "	1876	---
" — " "	2,375,000	5	" "	79-'80	88
" — " "	900,000	5	" "	1890	---
" — " "	674,800	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " " (new)	739,222	5	" "	'67-'82	83
" — " " (old)	2,232,800	6	" "	'66-'90	96½
" — " " (new)	7,898,717	6	" "	'66-'90	102½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds coupon	1,600 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'82	77
" —Sewerage Loan "	425,000	6	" "	'79-'88	79½
" —Railroad Loans "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" —City and County B'ds. "	329,000	6	Jan. & July.	1875	---
" — " " "	1,133,500	6	" "	1888	---
	2,200,000	6	"	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	553,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	438,046	----	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149.137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2.770.484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144.995	170,937	139,142	160,306	210,729	216.030	196.435	201.134	1,959.267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,800	324,865	336,617	321,037	3.095.470
1865	305.554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331
1867	267,626	184,497	253,507	----	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421.363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,491	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,054	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	----	----	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51.485	61,787	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,512	59,182	58,178	53,518	88,458	87.037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97.145	106,389	118,610	116.293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	------	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756.421	885,136	902,906	963,859	8,400 334
1863	845,695	859,949	956,445	948.059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1.035.321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 330	1,411,347	1,480,251	1,417,327	1,044,003	14,686,323
1867 ....including Buffalo Division	906,795	917,639	1,139,528	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,326	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181.208
1866	603,053	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,488	554,201	417,352	------	----	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74.409	89,901	72,389	83,963	78,697	91.809	96,972	93,078	93,546	96,908	95.453	1,038.185
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,588	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,858	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	220,508	557,227	268,613	264.935	241,236	189,145	228,012	308.106	375.567	332,260	348,048	3,302.546
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	498,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,055	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	----	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	258,495	236,453	206,221	193,328	215,449	308.168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,476	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,469	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,840	414,604	308,609	4.280,112
1867	304,095	283,661	375,210	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,995	83,202	131,648	126,970	99,662	86,482	164.710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300.841	395,579	346,717	171,125	2 535,031
1866	131,707	123,401	123,957	121,533	246,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,798	1,275,117	1,440.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,859	1,046,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,386	1,117,851	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,606	346,243	275,650	3,311,070
1865	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	------	219,065	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9.555.510
1865	653,053	608,305	116,215	923,288	416,341	566,979	967,194	1,121,205	1,361,579	1,119,232	1,186,955	702,486	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,880	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	678,504	557,583	733,866	637,186	646 995	564,523	712,495	795,938	858,501	712,363	580,964	8,489 082	
1866	559,982	480,986	662 163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,501	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	186,015	222,953	198,884	244,834	212,227	177,364	2,280,142
1867	149,658	149,342	174,152	----	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,7 8
1864	79,735	95,343	132,896	123,987	127,010	156,338	139,626	244,114	244,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	261,910	247,023	2.924.643
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,094,975
1867	237,674	200,793	------	----	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,820	689,313
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	109,313	75,248	54,468	814,936
1867	39,078	27,667	36,392	----	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	75
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1858	1,852,000	6	April & Oct.	Baltimore.	1885	97
" " " 1850	628,500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	97½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	2,535	6		New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	96
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1893	98
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	493,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	999,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'80	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96½
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,500,000	7	April & Oct.	"	1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	56
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.		1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	83
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	80
Equipment Bonds	270,483	7	May & Nov.	" "	1874	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	288,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
1st Mortgage (K. Extension)	1,499,000	7	April & Oct.	" "	1875	101
2d Mortgage	2,516,500		March & Sept.	" "	1881	101
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,398	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb & Aug.	" "	1888	102½
2d Mortgage	2,500,000	7	May & Nov.		1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80½
Land Security	3,344.60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	98
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,623,000	6	" "	New York.	1875	109
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	384,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	72
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov.	New York.	1888	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	107½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	107½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	95½
2d General Mortgage	2,693,000	7	" "	" "	1877	91
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	82
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	
1st Land Grant	3,612,000	7		" "		
2d Land Grant	691,000			" "		
Income Bonds	513,300					
Mississippi and Tennessee:						
Tennessee State Loan	167,806	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		5	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1860, '63 and '65.	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	516,950	7	" "	" "		55
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'k [S. F.] Bds	606,000	6	May & Nov.	" "	1876	104
" " [B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.		var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,816,582			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6½	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94⅝
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102⅞
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	84½
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Chicago and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	126½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'89–'91	
Steri. Stg l'd b'ds after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	78
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	74
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	75
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7	May & Nov.	New York.		68
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston,	1861	110⅝
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95⅞
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,025	109.6	.....	207,626	111,252	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	.....	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,501,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,259	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192.989	478,095	65,483	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,854	9	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	240,529	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	...	...	.....	Newcastle and Frenchtown	704,860	*	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,202,400	437,500	12,532	4,808,553	228.8	264,524	856 [illegible]	343,802	—	.....
30 Sep. '59	138.0	—	...	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,157	1,484,616	8	108
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083 580	6,175,553	2,799,435	31	150
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,488	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	55
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,215,764	228.4	1,224,951	2,154,236	1,442,781	10	85
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	464.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,928	23,415,780	12,144,000	—	41,478,280	708.3	8 693,862	6,546,741	2,175,447	10	113½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217 634	*	52,349	3,335,939	1,600 000	121,658	5,289,683	111.0	288,524	561,665	171,967	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,508	—	90
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,831	9	41
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,769	307,832	—	—
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,865	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	98
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	100
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,862,123	960,000	553,966	5,429,208	156.5	319,880	805,271	237,861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,386	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.9	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,287	29.0	279,629	171,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	128,735	142,613	1,109,494	319,519	20,497	1,675,258	65.1		389,171	108,903	5	96
30 Jun. '66	185.0	149.0	26.9	47.5	66	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,125,491	453,051	12,754,340	334 0	959,917	3,143,189	1,582,955	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,804,768	8,628 793	80.0	105,960	414,711	240 220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184.172	1,386,874	—	4,897,457	3,561,000	281,157	12,089,635	206.0	.....	1,583,042	586,288	—	—
31 Aug '60	52.7	—	.....	136.3	--	—	—	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,283,015	248,000	108,434	1,719,519	83.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Trk R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.5	.....	340,808	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	87 [illegible]7	6,982 866	7,467,489	281,032	15,188,190	329.2	1,741 670	1,446,490	1,658,114	15	108
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	19,025,551	2,761,517	1,745,735	10,301,200	9,135, 40	736,951	20,473,9.1	525.8	2,386,155	4,975,15	1,600,387	—	98½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,282	—	2,000,961	2,564,732	896,982	6,331,899	236.0	.....	584,542	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	119,43	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,059	—	.....
								MISSOURI.													
31 Aug. '65	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,15 [illegible]836	7,177,000	.....	.....	306.8	579,524	1,047,567	420,029	—	45
28 Feb. '66	182.0	—	17.7	216.0	23	27	429	*North Missouri*	6,944,583	815,063	204,715	2,469,540	4,400,000	106,236	8,026,361	182.0	.....	1,020,089	287,804	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,6 5.014	1,504,015	439,157	3,581,5 6	9,200,000	1 150,743	15,6 8 14	283.0	831,4 3	1,794,356	409 8 96	—	.....
28 Feb. '67	90.0	—	3.9	300.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,3 0,000	1,280,000	2,000,0 0	—	5,000,000	27	.....	.....	.....	—	—
Sep '64	36.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,0 0	40 [illegible]	6,362,10	9.1	286,159	299 291	9 26	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	650,816	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	130,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	460,222	236,787	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,301,183	10	111½
30 Sep. '64	30.0	—	—	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	—	864,431	288,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14⅜
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,850,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	130
30 Nov. '66	47.0	7.0	46.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3 360,000	16,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	130
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	139½
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	800,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	113
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	116½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	98,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,504	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	455,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.6	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,040	7,347,300	141.0	669,552	1,332,307	509,790	7	95
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,455,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	294,180	701,147	183,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	53,729	7,158	243,305	226,000	660	471,171	(Op	er. by B	& L Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	6.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	140
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,585	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10⅔	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	87½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,086,925	873,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,997	151,863	8	69
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	114½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	596,588	568,000	—	.....	.....	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	28	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,973	9	108
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	130½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	115
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	53.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,882	789,015	10	140
31 Dec. '66	21 3	—	.....	2	6	—	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,008,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,910,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	32.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	32.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3 3.0	—	332	153	5,335	Erie	17,646,351	*	5,645,544	25,105,800	22,379,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	63½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	96½
30 Sep. '65	94.0	13.0	10.6	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,899	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,496,786	3,201,112	6	98½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,728	422,348	—	90
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	60
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,566	116,000	1,286	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselae		r and S	aratoga	R. R.	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,938	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,860	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	230,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,044	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	236,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,125,458	6,810,432	141.0	653,028	857,701	350,271	—	74
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,182	663,205	10	99
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,463	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,606,277	736,794	5	71½
31 May '66	109.3	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,583	4,841,600	2,746,230	114,996	8,369,819	188.6	994,554	2,388,868	1,035.717	13	114
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	961,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,658	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,885,354	595 400	391,992	3,282,163	1,218,972	109,813	4,972,748	206.9	346,671	694,520	134,081	—	—
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,153	—	.....
Dec '64	142.4	—	—	—	43	18	689	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,863	—	10,243,015	250.0	1,244,358	2,050,322	945,492	3½	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,367,566	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,833,430	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	150,541	—	15
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,776	2,738,498	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	674,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,163	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	816,878	286,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	57
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	oper	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	6,887,255	67.5	345,588	902,213	382,500	—	32½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0.8 256	—	44,251,544	665.5	7,080,026	16,583,883	5,967,529	9	58½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	268,459	409,980	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,449	9	60½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,389,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32,577,648	474 8	4,361,336	10,9 2,849	6,016 551	10	51½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,269,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	131
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	85
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	9
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	982,244	9,940,987	12,568,500	—	26,997,540	468.5	4,945,413	7,467,217	2,319,531	10	95½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,188	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	138	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	142,660	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,501	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	—	62.0	340,000	625,641	169,523	12	80
								SOUTH CAROL'NA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,554,798	447,491	9,821,975	242.0	.....	1,312,738	387,362	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	.....	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	164,081	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	160,142	297,806	149,167	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,206	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962 0'9	3,016,107	99 2	.....	347,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,289	.....	47.4	64,176	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	15,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204.544	.....	45.8	57,960	127,958	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
— — '58	32 0	—	.....	158.0	.....	.....	.....	TEXAS, (*all aided by State*). Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	52,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	198,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,551	429,027	112,165	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,685	62.5	136,561	185,474	67,785	—	—
3 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,394	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	.....	.....	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	92
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516.164	793,200	.....	.....	23.6	.....	90,276	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42.000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,980	—	2,969,861	775,500	118,789	.....	115.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,878	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	686,703	127,946	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923, 00	380,780	.....	167.7	6 mos.	800,107	102 451	—	—
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	123.4	.....	289,581	49 581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,926	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	215,856	7½	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2, 00.000	1,717,500	900,8 9	7,501,983	191.7	239.951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	645,980	96,828	.....	78.6	159,981	279,945	145,285	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	31 ,000	44,54	1,210,624	43.5	67,004	167,381	69,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1.200	844,200	472,811	52,926	1,369,648	80.0	.....	240,446	121,055	7	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423 128	541,814	280,936	3,353,679	1,799,822	304,786	6,245,868	195.0	.....	487,449	120,13	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,488	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508 574	275 0	986 72	2,538,800	934,103	—	75½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie au Chien*	7,728,200	*	—	4,144,696	380,500	—	.....	255 0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16 10	.....	238 798	67,65	—	1½
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,48 ,56	*	15,311	1,031,130	911,029	22,984	2,963,376	49.0	.....	242.798	117,88	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	64,754,51	7,336,405	77,210,345	1,096	.....	1,368,51	1,154 85	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,7 0	*	4,250,000	16,802,7 0	9,2 1,43	.....	26,084,180	357.0	.....	3,011,86	1,649.51	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,619	.....	.....	.....	4,999,980	768,9 9	5,678,939	96.1	402,670	467, 29	191,15	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,715	—	—	4,668,70	—	—	—	108.0	—	178,539	56,777	—	—
July,'61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,	—	1,030,000	13,100	136,000	1 709,22	80	.....	132 65	56,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	,73..	—	—	4 273,2 1	2.0	158,416	129,107	37,18	—	—
								NEW GRANADA.													
30 63	8.			—	11	22	120	Pan ma	9,900,000	*	—	(5,1 0),	—	—	19 9	—	.....	.....	97,4	28,92	—	25½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	61¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,535,700	7	7	73
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Konnebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	85
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	56½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	85
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo & Wabash (preferred)	984,700	7	7	61½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	89½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	90
Boat Loan	232,807	6	----	----	92
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	77½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,228,595	—	86¾
Delaware Division	100	1,633,350	—	86½
Delaware and Hudson	100	10,000,000	10	147½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	6,091,700	10	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	65½
" (preferred)	100	1,175,000	10	119½
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21¾
" " (preferred)	50	2,888,988	—	31½
Susquehanna and Tide Water	50	2,048,260	—	16
Union	----	----------	---	2¾
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash)	per ton 39 — @ 43 —	
Pig, American, No. 1	38 — @ 40 —	
Bar, Refined, English	85 — @ 92 50	
Bar, Swedes, assorted sizes (in gold)	95 — @100 —	
Bar, Swedes, assorted sizes	100 — @ — —	
Bar, English & American, Refined	110 — @115 —	
Bar, English & American, common	100 — @105 —	
Scroll, English	140 — @190 —	
Ovals and Half round	135 — @145 —	
Band, English	140 — @ — —	
Horse Shoe	135 — @ — —	
Rods, English	115 — @172 50	
Hoop, English	145 — @205 —	
Nail Rod	per lb. — 9 @ — 10½	
Sheet, Russia	per lb. — 18½@ — 19	
Sheet, English, Single, Double and Treble	— 5¾@ — 8	
Rails, English (gold)	per ton 53 — @ 54 —	
Rails, American	82 50 @ 85 —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— @ — —
American Spring	— 12 @ — 15
American Machinery	— 15 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb. — 36 @ — —
Sheathing, Yellow	— 23 @ — —
Pig, Chile	— — @ — —
Bolts	— 36 @ — —
Braziers'	— — @ — 36
American Ingot (cash)	— 23¾@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena	per 100 lb. — — @ — —
Spanish	— 6 50 @ 6 62½
German Refined	— 6 50 @ 6 62½
English	— 6 56@ 6 87½
Bar	per lb. — — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

		Gold.		Currency.	
Banca	(gold). per lb.	— —	@ — 25		
Straits	(gold).	— —	@ — 21½		
English	(gold).	— —	@ — —		
Plates, I.C. Charcoal, p. box		9 12½	@ 9 50	12 50	@ 13 —
Plates, I. C. Coke		7 50	@ 9 —	10 25	@ 12 25
Plates, Coke Terne		6 75	@ 7 —	9 25	@ 9 50
Plates, Charcoal Terne		8 50	@ 8 75	11 50	@ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash)	per 100 lb. 6 — @ 6 25
Clinch (cash)	— 7 50 @ 7 75
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 16 @ — 16½
Refined, free L. S. to White	— 40 @ — —
Refi'd, in bond, prime L. S. to White	— — @ — 24½
Refi'd, in bond, Standard White	— — @ — 26
Naptha, Refined (80@63 gravity)	— 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th 25.	F. 26	Sat. 27.	M 29.	Tu. 30	W 1
Atlantic M. S. S. Co.	90	89½	89½	90½	91	94½
At. & Gt. W. (O.) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	120	119	----	----	----	----
Canton Co.	41½	42½	43½	44½	44½	44½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	108
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	99½	99½	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	130	130	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	32½	32½	34	35½	36	36½
" " pref.	58½	58½	59½	60½	61½	62½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F. '94	----	----	----	----	----	----
" " Consol.	----	----	----	80	----	----
Chicago & Rock Isl.	88	87½	89	89½	89½	90
" " 1st M. '70-100	----	----	100	----	----	----
Clev., Col. and Cin.	97	97	98	----	99	----
Clev. and Pittsburg	70½	69½	71½	72½	73	73½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	112½x	112½	113½	113½	113½	112½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	30	30	----	31	32	----
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	57½	57½	59½	60½	62½	65½
" pref.	68½	68½	70	71	72	73
" 1 M. 7 p.c. '67	102½	----	102½	----	103	----
" 2 M. 7 p.c. '79	100	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	87
Hudson River	----	----	92½	94½	96½	96½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69-103	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	113½	113½	114	114	114	114
" Can. bd. sc.	----	----	----	----	----	----
" bonds	109	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	79	----	----
Mariposa Mining Co.	7½	----	----	----	8	----
Michigan Central	----	----	108½	----	----	108½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	66½	68	68½	68½	70½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	98½	----	99	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	33	----	34	35	36	37
" " pref.	53	56	56	56½	56	56½
" " 1st mort.	----	----	86½	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	93½	94	94½	94½	95½	95½
" iss. to H. & St. J. R.	----	----	80½	----	80½	80½
" " Pacific	93½	94	----	----	95½	----
New York Central	97½	97½	98½	99	98½	100
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	104	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	95	----	----	----	----	----
" 6s, S. F. '87	----	----	----	93	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	85	----	----	----	----	----
" 1M. 7 p.c. '73	102½	----	----	102	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	97½	----	----	----
North Carolina 6s	----	----	----	----	----	62
" ex-coupon.	46	----	47	----	46½	46½
" new	47	----	----	----	45½	46½
Ohio & Miss. cer.	23½	23½	24	24½	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	126½	127	128½	128	128	129
Panama	----	----	257	----	257	----
Phila. and Reading	102½	102½	103½	104	103½	104½
Pitts. Ft. W. & Chicago	93	93½	93½	94½	95½	95½
" 1M.	----	----	102	----	----	----
" 2M.	----	----	95½	94	----	94½
" 3M.	----	----	----	84½	----	----
Quicksilver Mining Co.	28½	29	29½	29½	30	----
St. L., Alton & T. H.	----	----	34½	----	35	36
" " pref.	----	----	----	----	----	----
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	78	----	----	----	----	----
" " Inc. b'ds.	74	74	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64	63	63	----	62½	62½
" new	62	61½	61½	60½	60	60½
Tol. Wab. & Western	----	37½	39	39½	39½	38½
" Pref.	----	----	----	61½	61½	----
" 1M. ex.	88	----	----	----	88½	----
" " 2M.	----	----	----	----	80	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	66	67	67

New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th 25	F.26	Sat.27.	M.29.	Tu.30.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	102¼	----	----	----	----	----
U. S. 5s, 1874, coup.	103	102½	----	104	103½	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	98⅜	----	98⅝	98½	99	99½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109¾	109¼	109¼	----	110¼	110⅞
U. S. 6s, 1881, coup.	109¾	109⅝	109⅝	109⅞	110½	110⅝
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	109⅞	110	110½	111	111½	107⅝
U. S. 6s, 5-20s, c. 1864.	108⅜	----	108⅞	109½	----	105⅝
U. S. 6s, 5-20s, c. 1865.	108⅜	109	109½	109⅝	109⅝	105⅞
U. S. 6s, " reg.	104⅜	105½	----	104⅝	105½	105½
7.30 Notes, 1st series.	106½	106¼	105⅝	----	106¼	----
" " 2d series.	105½	105½	105⅝	----	105½	105⅝
" " 3d series.	----	----	----	----	----	106⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 30.

	W.24	Th.25	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	----	----	----	----	----	----
" preferred	27⅜	28½	----	----	----	28½
Camden & Amboy	130½	131	131	130½	130¼	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	96	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	90½	----	89¼	89½	----	----
" " 6s,'89	----	----	90	----	----	----
" mort. 6s,'93	----	93	----	----	98	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	56	----	----	----	56½	56¼
Elmira & W'msport	30	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53⅜	53⅝	53¼	53⅜	53⅜	53⅜
" " 6s, '84	----	----	----	----	----	89½
Lehigh Valley R. R.	57	----	56¾	56⅝	56⅞	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	29	----	28	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	50⅜
Morris Canal	----	----	----	----	----	----
" " pref.	119½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	57¼	58	58¼	58	58¼	58
" 1st m.	99¼	----	99½	----	----	99½
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	101⅝	----	101⅜	----	101¼	101¼
Philadelphia City, 6s	99	96	96½	96½	----	96½
" " new	100½	101	101½	102	102½	102½
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	60½	----	62	----	----
Phila. & Reading	50⅝	51½	51½	51⅝	52	51¼
" " 6s, '86	----	----	----	----	103½	----
" " 6s, '70	----	----	----	93	----	----
Philadelphia & Erie	28⅝	28½	28⅝	28½	28⅝	29¼
" " 6s	----	92½	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	21⅜	----	----	----
" " pref.	30⅜	30⅞	31	31½	----	----
" " 6s '82	76½	----	77	77¼	77½	77¼
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	16	----
" " 6s '78	----	65	----	----	----	64⅜
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	22	----	23	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	85	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	13½	13
Chestnut & Wal. "	----	----	----	----	47	47
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	78½	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 30.

	W.24	Th.25	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	98⅜	99	99	99	99
Balt. and Ohio	112	----	112	----	----	111½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	97	----	----	----	----	----
Northern Central	----	----	----	----	44¼	----
" " b'ds, 1885	83½	----	----	----	83¼	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	18½	----	----	----	18½	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th. 25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
Boston and Lowell	----	121½	121½	----	----	----
Boston and Maine	----	130	----	130	130	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	140	140	140	----	----	139½
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	113
Eastern, Mass.	107½	108	----	----	----	108
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	117	116¾	----	----	116½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	108
Old Colony & Newport.	92½	93	----	94	95	95
Ph., Wil. & Baltimore	----	53	----	53½	----	54
Portl'd, Saco & Ports.	----	100	101¾	101½	101	101
Vermont & Canada	95	----	----	----	----	92
Vermont & Mass.	----	----	----	----	54	55
Western	140	----	140½	139	----	139½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90½	----	----	----
Metropolitan "	52½	52½	----	----	52½	51½
Middlesex "	----	----	----	----	39	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	25	24½	24½	----	24	----
Franklin "	20	----	----	20½	20	----
Huron "	6⅜	7¾	7½	7⅞	7	6½
Isle Royale "	8	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	7½	----	----	----
Pewabic "	----	15½	15	15	15	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	7⅜	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th and 12th of April.

	Closing Prices. Apr. 12.	April 5.
United States, 5-20s, 6 per cent 1882	73¾@ 74	74 @ 74¼
Do. do. 6 do. 1884	71 @ 73	71 @ 73
Do. do. 6 do. 1885	72¾@ 73	85 @ 87
Do. do. 6 do. 1868	83 @ 85	70 @ 72
Do. 5 per cent., 1874	69 @ 71	75⅛@ 75½
Virginia State, 5 per cent	50 @ 55	53 @ 56
Do. 6 per cent	43½@ 44½	44½@ 45½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	21½@ 22½	22½@ 23
Erie shares, $100 (all paid) 8 p. c.	36¾@ 37	37½@ 38
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	86 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76½@ 76¾	78½@ 78¾
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, May 4, 1867.

Stock Exchange and Money Market.

The features of the Money Market are essentially as represented in our last. The supply of capital, especially of such as is seeking employment, in a temporary form, is rapidly gaining on the demand for accommodation, whether for use at the Stock Exchange, or by the dealers in the public funds; and consequently the tendency of rates is downward. To the Government house, the price is now almost uniformly four, and to the leading Stock firms, five to six per cent. on call. In the way of discounts, there has been some increase of business, particularly in prime short date paper, which has been in more favor at bank and through private channels at six to seven per cent. per annum. The influx of capital is indicated by the last city bank statement, which showed an increase of $3,584,085 in the deposit line, and of $3,823,435 in the legal tender reserve, with a decrease of $47,286 in the circulation. The specie reserve was reduced $218,231. The loans were augmented by only $175,650. The specie reserve of the banks is now $7,404,304, against $8,243,937 same time last year. The city bank deposits are now $187,674,341, against $202,718,575 week ending April 28, 1866. The legal tender reserve amounts to $67,920,351, against $80,589,022 same time last year. The circulation now stands at $33,601,285, against $25,377,280 same time last year. The loans are now $247,737,381, against $245,017,692 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $74,414,070 a day, against a daily average of $74,635,729 the preceding week, and $87,655,547 the week ending with April 13th. The current week's exchanges average about $86,875,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $279,510; increase of legal tender reserve, $155,605; increase of deposits, $414,390; decrease of specie, $105,718; and decrease of circulation, $9,113.

No National Bank notes were issued last week, leaving the total issue to 1,664 banks thus far, as given in our last, $302,558,456, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,607,983, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,950,474. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,625,950; and for the public deposits, $38,960,950—making a total of $379,586,900. The Treasury Department, last week, redeemed and destroyed $295,800 of worn and mutilated fractional currency, and issued $286,600 worth of new.

The following is a comparative table showing the specie, legal tender, circulation, and deposits of the National Banks, Jan. 1, and April 1, 1867:

	Jan. 1.	April 1.
Specie	$10,634,972	$10,335,492
Lawful money	186,511,929	176,690,472
	$197,146,899	$187,025,964
Circulation	291,093,294	291,880,102
Deposits	582,405,607	540,571,580
	$873,498,901	$832,451,682
Reserve of 25 per cent.	218,374,725	208,112,920
Deficit	$21,227,826	$21,086,956

Included in the lawful money of April 1, ($176,690,472,) is included for compound interest notes $84,029,095, out of $139,028,630 outstanding April 1, 1867, as per debt statement.

The U. S. Sub-Treasury receipts, week ending with April 27, were $18,268,425, including $1,964,580 from customs duties; payments, $10,480,083; balance at the close of the week, $119,865,417, against $112,077,074, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,150,839, and payments, $2,943,539; on Tuesday, receipts, $5,745,248; payments, $10,574,777. The balance at the close of business on Tuesday stood at $115,170,035, against $114,898,048 a week previous. The total receipts of the office in April, were $83,945,038; payments, $69,409,128.

Government revenues from excises and customs

are again gradually increasing, with the partial revival of activity in financial and commercial affairs. The excises, last week, yielded $2,608,206, against $1,976,942, the preceding week; customs at the port of New York, $1,964,580, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $6,203,253 in currency, against disbursements of $5,229,094 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $229,000,000.

Government derived an income of $9,511,075 from customs, at this port in April, 1867, against $11,093,212 same month, last year.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury here, together with the balance unredeemed on the 27th of April, is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$307,800	$193,800	$114,000
100s ...	5,074,600	3,542,200	1,532,400
500s ...	884,000	401,000	483,000
1,000s ...	24,666,000	21,011,000	3,655,000
5,000s ...	152,045,000	136,680,000	15,365,000
10,000s ...	5,000,000	5,000,000	....
Total	$187,977,400	$166,828,000	$21,149,400

The Gold speculation has been less rampant, since our last, and the price has receded from 142⅛ on Wednesday evening and Thursday morning of last week, to 134 on Tuesday of the current week. Subsequently, there was a temporary rally to 136½, followed by a reaction to 135. The final dealings on Wednesday were at 135⅝@135¾, on a moderately buoyant market. The significant peace news from Europe, received since Monday, has most effectually "taken the wind out of the sails" of the *bull* interest, which is quiet at present, in view of the impending liberal coin interest disbursements, on account of the Five-Twenty bondholders' claims. That customs and export demand has been restricted. The *Scotia* on Wednesday took out $100,000 for Liverpool. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $674,748. The customs demand for Gold last week, averaged $327,430 a day; thus far, this week, it has been equal to $442,549 a day, or equal to a weekly aggregate of $2,655,294. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $9,170, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $105,500,000, against $111,915,727 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $34,461,566, against $23,270,065 same time last year, showing an increase this year, of $11,191,501. The exports of specie from this port, last week, were only $710,397. The total outflow of specie from the port, thus far in the current fiscal year has been $25,694,917, against $18,166,149 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $55,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $36,657,764, against $32,215,339 for the same time in the preceding fiscal year.

There has been less activity in foreign exchanges, without any very remarkable fluctuations in prices. The supply of prime bills has not been any way extensive, and the principal drawers of sterling drafts have been quite firm in their views, yielding very tardily and reluctantly, despite the depression in gold. Bankers' 60 day bills on London closed tamely on Wednesday at 109⅜@109½, and on Paris to 5.22½@5.15¾; sight bills on London to 110@110¼; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been again less extensive, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,314,702, making the total value of exports since July 1, 1866, $149,327,798, against $191,061,662 same time in the preceding fiscal year.

Government securities have been further advanced in price, by the increased calls from investment buyers for nearly all the interest bearing obligations, particularly for the Five-Twenties, which have been in very moderate supply. The Seven-Thirty notes of the various issues are in quick request, and those of the first, or August series, are being rapidly retired by the Treasury agents, either through conversions, or by direct purchases. The rapid funding of this temporary indebtedness of the Government is tending to foster the public confidence in the actual management of the national finances, notwithstanding the cavilings of the speculative theorists who have access to the columns of the daily press.

Within a year Secretary McCulloch has practically funded, over $271,000,000 of the floating debt of the nation, and this too, without any serious disturbance of the industrial and business interests of the country. U. S. sixes of 1867 closed here on Wednesday at 132½; U. S. sixes of 1868, at 131; U. S. sixes of 1881, 110½@110¾; U. S. Five-twenties of 1862, ex-May coupon, 107⅜@107⅝; U. S. Five-twenties of 1865 at 105¾@106; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Ten-forties at 99@99⅛, ex-coupon, and U. S. Seven-thirties at 105⅝@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864	119⅛	May, 1865	113¼
July, 1864	118⅝	August, 1865	112¼
August, 1864	118¼	September, 1865	111¾
October, 1864	117⅞	October, 1865	111½
December, 1864	116⅛		

Washington advices state the 1st of May exhibit of the public debt will show a reduction in the debt to the extent of between $5,000,000 and $6,000,000. The receipts from Customs and Internal Revenue sources during the month amount to about $28,000,000; one-half of which, being for Customs, is in coin. The balance in the Treasury in coin is about $100,000,000, with $14,000,000 or more on gold certificates of deposit.

A decidedly brisk speculative movement has been developed in railway and miscellaneous share property, especially since Monday, which has carried up prices of the speculative favorites quite rapidly. The highest figures were reached on Wednesday. The latest dealings indicated a slight and, most likely, temporary, reaction from extreme rates.

General business has been pretty brisk, chiefly in the line of domestic produce. Breadstuffs have been much firmer, and in good request. Provisions have been in fair demand, closing rather in favor of sellers. Cotton opened quite actively at rapidly advancing prices, but closed heavily, and with a downward tendency. Middling grades of cotton left off here on Wednesday decidedly less buoyantly at 28@30 cents per lb. as extremes. The stock of cotton now here is estimated at about 37,000 bales. The receipts at the port this week, have averaged nearly 1,100 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 531,500 bales, against exports of 414,015 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,658,000 bales against 1,810,786 bales same time last year; exports, 1,177,500 bales, against 1,279,635 bales same time last year; estimated stock at latest dates, 420,000 bales, against 398,331 bales same time last year. In foreign merchandise, there has been less animation, and the dry goods' interest has suffered some depression. The total imports of foreign dry goods, last week, were $1,336,866, and the total amount marketed $1,465,576. The value of foreign merchandise imported last week, was $5,203,954—making the grand total specie value of last week's imports of dry goods and merchandise, $6,540,820, and since July 1, 1866, $216,917,770, against $249,063,390 same time in the preceding fiscal year. The ocean freight market has been moderately active and steady, with 598 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 3¾@4d. per bushel; cotton at ⅛@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 17.	April 24.	April 30.
Consols	91	90¾	91¼
U. S. 5-20's of 1862 ...	*71¾	68	71¼
U. S. 5-20's of 1865 ...	*69½	66¾	69½
Erie	37¾	36½	40½
Ill. Central	76¼	73	75

* Ex first of May coupon.

The New York exports, exclusive of specie, for the week ending April 30, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,718,633	$3,314,702
Prev. reported	79,464,893	64,406,701
Since January 1	$84,183,526	$67,721,403

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,906,886	$1,336,866
Gen. merchandise	4,322,749	5,203,954
Total for the week	$6,229,635	$6,540,820
Previously reported ...	100,739,557	79,443,918
Since January 1	$106,969,192	$85,984,733

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$249,053,390	$216,917,770
Exports produce.	191,061,662	149,327,798
Exports specie	17,976,890	22,441,894

The balance in the Sub-Treasury on Wednesday was $113,473,276 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cincinnati, Hamilton and Dayton R. R., 80; Chicago, Rock Island and Pacific 7s,

89¾; Dubuque and Sioux City pref., 60; Troy, Salem and Rutland 1st mort., 98½; New Jersey R. R., 140; Hannibal and St. Joseph, pref., 55; N. J. Central, 115; Great Western 2d mort., 77½; N. Y. and New Haven, 120; do., 6s, 95; Ohio and Miss. 1st mort., 85; Morris and Essex 1st mort., 96; do., 2d mort., 85; N. Y. City 6s, 1887, 101; Brooklyn 6s, Water Loan, 93; do., P. L., 96; N. Y. State 7s, Bounty Loan, 108¼; Connecticut 6s, W. L., 99⅛; Ohio 6s, 1870, 100; Illinois coupon bonds 1879, 101; Georgia 7s, 84½; Boston Water Power Co., 32½; Wilkesbarre Coal, 25; Spring Mt. Coal, 45; Western Union Telegraph, 40⅞; do., bonds, 75½; Manhattan Gas, 167½; Adams' Exp., 61½; Wells-Fargo, Exp., 68½; American Exp., 61; U. S. Express, 62; Merchants' Union Express, 15; Mariposa pref., 21; Fourth National Bank, 105½; Metropolitan Bank, 125¼; Gallatin National Bank, 111; Park Bank, 140; Merchants' Ex. Bank, 107½; Central National Bank, 109⅞; Irving York, 104; Bank of Commerce, 114½; Importers' and Traders' Bank, 109½; Bank of Commonwealth, 106; American Flag, 0.90; Alamada Silver, 9.25; Atlantic and Pacific, 1.55; Benton Gold, 0.90; Columbian G. & S., 3.20; Corydon, 7.25; Consol. Gregory Gold, 8.90; Charter Oak Copper, 2.10; Davidson Copper, 1.10; Holman Gold, 0.15; Keystone Silver, 1.00; La Crosse Gold, 0.54; Liberty Gold, 0.05; Nye Gold, 0.12; Ohio and Colorado G. & S., 0.95; Quartz Hill, 2.05; Reynolds Gold, 0.03; Sensenderfer, 9.50; Smith and Parmalee, 4.55; Walkill Lead, 0.53; United States Petroleum, 0.03; Pit Hole Creek, 0.50; Buchanan Farm, 0,15.

Philadelphia.—Allegheny County coupon 5s, 76; West Jersey R. R. 6s, 90; Girard College R. R., 28½; 13th and 15th streets R. R., 20; Chestnut and Walnut street R. R. bonds, 83; Ocean Oil, 2⅝; Feeder Dam, ¼; Keystone Zinc, 1⅝; St. Nicholas Coal, ⅝; Clinton Coal, ¼; Union Bank, 63; First National Bank, 138; Commercial Bank, 57; Bank of North America, 233; Farmers' and Mechanics' Bank, 137½; Mechanics' Bank, 33. The latest quotations are: City 6s, 96½@96⅝; do., free of tax, 101⅞@102; State 5s, 96@97; do., coupon, 94@95; do., 6s, W. L., 102@102½; Phila., Wil. and Balt., 54; Reading 51⅝@51¾; do., 6s, 1870, 92¾@93¼; do., bonds, 90⅛@91¼; do., conv., 103@105; Camden and Amboy, 130½@131; Penn. R. R., 57¾@58; do., 1st mort., 98⅜@99½; do., 2d mort., 95@96; Little Schuylkill R. R., 26@29; Morris Canal, 65@66; do., pref., 119@120; do., bonds, 90@91; Wyoming Valley Canal, 55@56; do., 6s, 85¼@85½; Susquehanna Canal, 15¾@15⅞; do., 6s, 64½@65; Sch. Nav., 21½@22½; do., pref., 30¾@31½; do., 6s, 1882, 77@77⅛; Union Canal bonds, 22¾@23¼; Delaware Div. Canal, 56¼@56½; do., bonds, 85@90; Elmira and Williamsport, 29@32; do., pref., 41@45; do., 7s, 1873, 95½@96½; do., 5s, 62½@67; Lehigh Coal and Navigation, 53¼@53⅜; do., bonds, 1884, 89⅜@89½; North Pennsylvania, 33@35; do., 6s, 87½@88; Philadelphia and Erie, 28¾@28⅞; do., 6s, 92@93; Minehill, 56¾@57; Catawissa, 13@14; do., pref., 28¼@28⅜; Lehigh Valley, 56¼@56¾; do., bonds, 92@93; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78@80; West Philadelphia, 72@73; Spruce and Pine, 27@29; Green and Coates, 30¼@30¾; Chestnut and Walnut, 46½@49; Thirteenth and Fifteenth, 19¾@20; Girard College, 28@30; Tenth and Eleventh, 64@67; Union, 40@41; Hestonville, 13¼@13½.

Boston.—N. Y. and Boston Air Line 6s, 43; Boston, Hartford and Erie, 14⅜; do., 7s, 51¼; Vermont Central and Vermont and Canada 8s, 1876, 99½; Old Colony and Newport 6s, 1875, 95½; Agricultural Branch R. R. 6s, 80; Eastern R. R. 6s, 1874@1885, 95¼; Rutland and Burlington 1st mort., 128½; Vermont Central, 1st mort. 7s, consolidated, 60; do., 2d mort., 31; New Bedford and Taunton 6s, 1881, 97; Boston, Concord and Montreal 6s, 1889, 95; Vermont and Massachusetts 6s, 95⅞; Ogdensburg and Lake Champlain R. R., 60; do., pref., 98; Connecticut and Passumpsic Rivers R. R., 80¾; Sandusky, Dayton and Eastern R. R., 15¼; Cape Cod R. R., 69¼; Indianapolis and Cincinnati R. R., 41; Sandusky, Dayton and Cincinnati pref., 33½; Ophir (N. S.) Gold, 2⅛; American Watch Co., Waltham, 160; Boston Water Power Co., 33; Cary Imp. Co., 9½; Boston and Roxbury Mill Co., 423¾; Waverly Land, 1¾; Vermont 6s, 1874, 99¾; New Hampshire 6s, 1892, 99¾; do., 1868, 98¾; Massachusetts 5s, 1883@1894, gold, 100; Maine 6s, 1889, 98; Portland 6s, 1886, 95½; do., 1877, 90½; Haverhill, Mass., 5s, 1890, 86; St. Louis 6s, 1887, 80¼; Bath 6s, 1891, 94½; Boston 6s, 1874@1877, currency, 101; do., 5s, 1887, gold, 102; do., 1886, 100; do., 1868, 127¾; Roxbury 6s, 1877, 84; Lynn 6s, 1887, 98; Bangor 6s, 1874, 93; Chicago 7s, 99; Brooklyn 6s, 1896, 94; East Boston Gas, 27⅜; Haverhill Gas, 21¼; State National Bank, 87; Everett National Bank, 100; Merchants' National Bank, 106¾; Market National Bank, 107½; Eliot National Bank, 103½; Eagle National Bank, 114½; Freeman's National Bank, 123½; Columbian National Bank, 115¾; Continental National Bank, 110; Traders' National Bank, 98; Suffolk National Bank, 113; Tremont National Bank, 113; Hide and Leather National Bank, 137; National Bank of North America, 102½; Third National Bank, 108; Traders' National Bank, 97¾; National Bank of Redemption, 108½; Blackstone National Bank, 120¾; North National Bank, 107¾; Allouez Mining Co., 4¾; Bay State, 4½; Canada, 40c.; Eagle River, 2⅛; Hancock, 5½; Humboldt, 1⅛; Petherick, 1½; St. Clair, 4½.

Baltimore.—Virginia 6s, reg. 1866, 35½; do., 1867, 32; do., old, 40; Marietta and Cincinnati 1st mort., 79¾; N. W. Va. 1st mort., 93⅜; do., 2d mort., 92; do., 3d mort., 90¼; Bare Hill, 0.35; Mechanics' Bank, 9¼; Union Bank, 31. The latest quotations are: Balt. and Ohio, 111½@114; do., 1875, 97@97⅞; do., 1880, 97½@97⅝; do., 1885, 97@97¼; Northern Central, 43⅜@45; do., bonds, 1885, 83@83¼; N. W. Va., 16@18; d., 1st mort., 1873, 93⅝@94; do., 2d mort., 91@92; do., 3d mort., 90@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79@79¾; Central Ohio, 25¼@27½; do., 1st mort., 89@90; Western Md. 5s, 65@65½; do., 6s, guar., 94@96; Maryland 6s, coupon, 1870, 100¼@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95@96; do., 1873, 97½@98; do., 1875, 96½@97; do., 1886, 98@98¼; do., 1890, 99@99; do., coupon, 100@100; do., Park, 97¼@99; do., 1892, 93@—; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 18¼@18¾; Canton Co., 43@43⅛; Gardner, 0,61@0.65; Am. Gas Coal, 0.50@0.50; Maryland Anthracite Coal, 3@3½; George's Creek, 75@90; Santa Clara, 2@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.30@0.40; Atlantic Coal, 0.60@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@155.

Portland and Rochester Railroad.

As stated elsewhere in this paper, the city of Portland, which has for some time been stirring on the question of greater railroad facilities with the West, has at last decided to loan its credit to the amount of $1,400,000 in support of the projects. The ends to be secured by the measure are:

1. The extension of the Portland and Rochester road from the Saco River to Alfred, a distance of fourteen miles.

2. A further extension of the same road to Rochester, as soon as the mayor and aldermen are satisfied of a sure connection with the Vermont Central through New Hampshire, thus opening a new route to the West by way of the Northern New Hampshire, and to New York by connections with other roads through Manchester, Nashua and Worcester.

3. A road is already provided for from Montpelier to Dalton on the Connecticut River in Vermont. The loan, it is expected, will secure a road to North Conway, New Hampshire, from Portland, and parties are thought to be ready to complete the line across the State of New Hampshire, thus making another through route to the West.

The Portland papers have urged the matter with all zeal, and are predicting the most magnificent advantages to their city as the result of the loan. They claim that the debt will be amply secured by mortgages on the proposed roads, and besides an unlimited amount of through trade with the West, which they hope to divert from Boston, there is much expected from a local business which the opening of new roads will develop.

☞ The Wilmington and Reading Railroad is now fully commenced, and the work will be pushed to an early completion. The bridge over the river at Birdsboro,' and about three miles of the road from that point, has been located, and will be placed under contract as soon as the engineers can prepare the specifications, &c.

☞ The question of running cars on Sunday has been submitted to the people of Baltimore, with the result of 11,039 votes in favor, and 9,056 against. The cars commence running on the 28th ult.

☞ Milford, Mass., has voted, to invest $50,000 in the branch road which is to meet the Boston, Hartford and Erie Railroad at Bellingham. Individuals in Milford have subscribed about $30,000 for the same object.

☞ Track laying on the Union Pacific Railroad re-commenced on the 29th ult. Iron for 40 miles is now at Omaha. Ties for 100 miles are at the end of the road. Grading will be done at the rate of two miles a day.

☞ The Connecticut amd Passumpsic Rivers Railroad has been completed to the Canadian line It was opened for travel on the 1st inst. The northern terminus is at Derby.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending April 13th, 1867, were $144,723 00
Corresponding week of previous year. 144,438 00

Increase..... $285 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in April, 1867... $20,644 00
Corresponding week previous year.... 19,053 00

Increase..... $1,591 00

The earnings of the Western Union Railroad for the week ending April 21, 1867. .. $9,817 53
Corresponding week previous year.... 10,652 67

Decrease $835 14

The earnings of the Chicago and Rock Island Railroad for the 3d week in April, 1867, were $78,368 00
Corresponding week of previous year.. 64,265 00

Increase..... $14,103 00

The earnings of the Detroit and Milwaukee Railroad for the week ending April 25th, 1867, were $39,165 00
Corresponding week of 1866..... 33,590 00

Increase..... $5,575 00

The earnings of the Michigan Central Railroad for the 3d week in Apr., 1867, were .. $77,060 47
Corresponding week of previous year.. 80,107 33

Increase..... $3,046 86

The Elevated Railway.

At the session of the State Senate in 1866 a resolution was adopted, appointing Senators Andrews, Low and Cornell, Mayor Hoffman, the State Engineer, and Mr. Craven, the Engineer of the Croton Board, a special commission to report to the Senate the most advantageous and proper route for a railway or railways, suited to the rapid transportation of passengers from the upper to the lower portion of the City of New York, having in view the greatest practicable benefit and safety to the public, and the least loss and injury to property on or adjacent to said route or routes. A number of plans were examined, and many practical engineers were heard by the Commissioners in support of underground, surface and elevated railroads. After an examination of the subject laid before them the Commission made a report, in which they expressed the opinion that a surface railroad would not relieve the wants of New York. A resolution was passed that, in the opinion of the Commission, the best method of attaining the object contemplated would be by constructing underground railroads.

In speaking of elevated railroads the Commission reported as follows:

"Among the plans for an elevated railway in the streets, that presented by Mr. C. T. Harvey, civil engineer, appears to have been the most carefully prepared, the most free from engineering difficulties, involving the question of safety, and the least objectionable as to the application of the motive power."

Near the close of the last session of the Legislature a bill was passed, authorizing the construction of three lines of Elevated Railway in this city. This bill which has since received the sanction of the Governor provides for the formation of three companies, viz: the West Side and Yonkers, Broadway and Yonkers, and East Side and New Rochelle. The route of the first named company is to begin at the corner of Greenwich street and the Battery, running north on that street to Ninth avenue, and thence by the most eligible route to Kings Bridge, and to the village of Yonkers. In the upper portion of the city it may run through the centre of blocks of vacant lots by a purchase of the right of way in the usual manner. The second named company is formed to construct a single track railway on a similar plan on Broadway, commencing at the Battery and extending to Sixty-fourth street, and thence to Yonkers, parallel to the West Side line. The route of the third-named company to commence at the Battery, and to proceed thence through Pearl street, the New Bowery and the Bowery to Third avenue, and thence on between Third and Second avenues to the Harlem Bridge, and thence to the village of New Rochelle.

The structure is to be built in such a way as to partially cover the footpath, and the street for several feet out from the curbstones. It will be mainly composed of steel and iron, the track being supported by wrought-iron columns standing 25 feet apart, upon piers of peculiar construction, insuring solidity. The track itself will be of steel, and so constructed as to bear a test of five times the weight or strain to which it is at any time liable to be subjected, when passed over by cars. Stations for the reception and delivery of passengers are to be placed at regular intervals of of from fifteen hundred to two thousand five hundred feet apart. Rooms will be hired in the second story of buildings for that purpose. The stairways are to be within the buildings. Ornamental bridges, with transparent floors, are at certain distances to connect the track with the buildings wherein are to be the depots, or at points along the route where it is found impracticable to obtain depots in buildings, with stairways leading to the footpath underneath. The track is to be laid on a bed of India-rubber, by which it is claimed that much of the noise which might reasonably be expected can be prevented. The cars are to be drawn along the track with a steel wire rope half an inch in thickness, by steam power provided at certain fixed distances along the line. The estimated cost is from $300,000 to $500,000 per mile, and it is proposed to have eight depots to each mile. The companies are to be required to pay five per cent. of the earnings to the City treasury.

It has been supposed that this bill gives unrestricted power to the three companies named to erect the three roads on the routes indicated. On the contrary, it defines the powers conceded very closely, and subjects their exercise to certain provisions and restrictions. It provides that one-half mile shall be first constructed by the West side and Yonkers Railroad Company, for the purpose of testing the plan. After this half mile of road is built and ready for inspection it is to be examined by three Commissioners, two of whom shall be appointed by the Governor and one by City authorities. This Committee shall report their opinion as to its practicability, &c., and a copy of this report shall be sent to the Governor and the like to the City authorities. Should the report be favorable to the road, that is to say, pronouncing it not only as practicable, but in no way interfering with the comforts of the community, or dangerous to life upon it or below it, the Company shall then have the right to extend the road to Yonkers, with power to establish a ferry over Harlem River, the company of course having to treat for the use of property along its route in the same manner as other railroads. The construction of the East Side and New Rochelle, and Broadway and Yonkers roads will depend upon the success of the experimental half-mile, except that the last named project will first require the consent of the Common Council, as provided by an act passed some two years ago.

Massachusetts Railways in 1866.

We present below our annual statement, showing the results, in numerous details, of the operations of the Massachusetts Railway system during the past year. These details are deduced from the sworn statements made to the State Department, and are designed to show, among other matters, the comparative economy with which the work has been done on the different roads, in the mechanical and operative departments, and they show at the same time the value of the different roads as an investment. A comparative statement of the *whole system*, in gross amounts, for the past two years, may be seen in the following figures:

	1865.	1866.
Number of companies....	50	49
Length of roads, miles...	1,610	1,550
Aggregate capital.....	$78,075,405	$83,091,600
Amount paid in	65,565,482	68,952,168
Aggregate cost of roads..	72,175,091	79,466,774
Total revenue.....	18,974,914	21,205,527
Funded and floating debt	25,068,218	27,471,634
Surplus earnings on hand	5,562,436	6,019,227

The comparative results of *operation* in important details, for the past two years, may be found in the following carefully prepared abstract:

	1865.	1866.
Number of railways.....	37	37
Length of main lines....	1,304.3	1,351.3
Length of branches.....	196.1	199.6
Double track and sidings.	571.6	585.0
Cost of railways.....	$69,625,115	$77,019,246
Capital paid in.....	47,644,540	62,600,440
Funded debt.....	12,737,871	13,842,478
Floating debt	1,749,536	1,606,676
Total debt.....	14,517,047	15,486,954
Interest paid on debt....	1,091,855	881,300
Dividends paid	3,491,105	4,064,338
Surplus.....	5,438,255	5,931,168
Receipts from passengers	8,829,213	8,960,153
Receipts from freight....	7,719,875	8.951,496
Receipts from mails, &c.	699,589	782,975
Total receipts	17,458,928	19,241,513
Expense of road bed....	1,780,456	2,086,993
Expense of machinery ..	2,286,922	2,711,487
Other expenses.....	7,754,219	8,268,357
Total expenses	11,885,955	13,278,272
Net income	5,519,793	5,430,435
Per ct. of exp. to income.	68.1	69.0
Net income per ct. on cost	7.9	7.0
Miles run by pass. trains.	4,298,893	4,648,880
Miles run by freight trains	3,221,600	3,724,031
Miles run by other trains.	302,811	497,655
Total miles run.....	7,873,720	8,921,456
Receipts per mile run, cts.	221.8	215.6
Expenses p. m. run, cts..	151.0	148.8
Net income p. m. run, cts.	70.1	66.8
Cost of fuel p. m. run, cts.	21.9	20.3
Road rep'rs p. m. run, cts.	16.8	23.3
Engine rep'rs p.m. run, cts.	13.0	13.1
Car repairs p. m. run, cts.	16.1	16.8
Passengers carried.....	19,743,341	21,492,547
Passenger mileage.....	319,690,040	337,342,325
Tons of freight carried..	5,095,828	5,819,270
Tonnage mileage.....	186,986,450	229,351,021

The tabular results show a large increase of receipts over the previous year, amounting to $1,782,585, of which $1,231,621 was for freight. The total number of miles run shows a like increase of 1,047,736, the largest portion of which was for freight trains. This would seem to show that there is some increase of general business in the

State in despite of what is said to the contrary. The total receipts are pretty equally divided between freight and passenger traffic—near nine millions dollars of each. In spite of the large increase in receipts, the "net earnings per mile run" show a small decrease; but the net income on cost remains at seven per cent., which is a very good result. The number of tons of freight hauled per mile run is rather small, the average being 61.5; the average of the Western road is 69.7 tons. A reduction of the non-paying weight hauled in proportion to the paying load, is not only desirable but quite practicable. As long as it is the policy of the managers of the more successful companies not to make a large show of net income, but by expending a large portion of the current earnings in permanent improvements and extension of branches, these tables will show but an approximation of the real cost of doing the work. This policy, while it renders the companies financially strong, bears hard upon the public. It is gratifying to notice that those companies that treat the public with the most liberality in the matter of fares and accommodation, show a degree of prosperity fully equal to those which pursue an opposite policy. The statement as a whole shows the railway system of the State to have been quite successful in a financial point of view, and if the future is to be judged from the past, the railway is the best investment for capital open to the public.—*American Railway Times.*

Lehigh Valley Railroad Company.

About a month hence this company will open the mountain division of their line, between the Lehigh at Whitehaven and the Susquehanna at Wilkesbarre, a distance of thirty-one miles. The two Lehigh companies both cross the Nescopec water shed on parallel routes, and so continue to Solomon's Gap, in the Wilkesbarre or second mountain, whence they continue the descent in opposite directions on loop lines, one (the Lehigh Valley,) swinging away to the west, coming out on the face of the first mountain through Sugar Notch, the other (the Lehigh and Susquehanna,) swooping away east and disappearing between the two mountains, till it reaches the Laurel Run water gate, through which it emerges into view from the valley below, and into which it winds down the mountain side, elongation being essential on both lines to obtain a gradient easily workable with locomotive power. The elevation overcome in getting out of the Wyoming Valley is about 1,000 feet; and to move the coal up this elevation with economy, each of the two Lehigh companies has a system of three inclined planes operated with stationary power.

From the loop or passenger line of the Lehigh Valley Railroad Company, which from Solomon's Gap almost to Sugar Notch is on ground higher than the crest of the first mountain in front, there is an unobscured soul-inspiring panoramic view of the classic vale of Wyoming, which is destined to lasting fame, among the most magnificent of landscapes visible from car windows.

After the mountain link shall have extended the Lehigh Valley Railroad to Wilkesbarre, the Lehigh Valley Railroad Company will have in operation an unbroken line 102 miles long, reaching from its disgorging terminus at Phillipsburg (where the Central New Jersey, the Belvidere Delaware and the Morris and Essex Railroads jointly receive its coal tonnage consigned to the New York and eastern markets,) to the coal mines of the Wyoming Valley. In addition, the company own and operate 17½ miles of road from Penn Haven to Audenried, and also 40 miles of road between Black Creek and Mount Carmel, making altogether, 159½ miles of road; 68 miles are double track, and the length of sidings is about 70 miles.

Beyond Wilkesbarre the Lehigh Valley Railroad Company is working at different points, under a charter controlled by it and whereby it will possess a canal and a railroad in the North Branch Valley, from Wilkesbarre to New York State line, a distance of 105 miles.

The North Branch Valley—which long ago was a hobby with us—is the only *river route* between Western New York and Central Pennsylvania—between the Chesapeake and Delaware bays, and lakes Ontario and Erie. And from the Wyoming coal field, *by canal and by rail*, tonnage will be distributed throughout Western New York, and delivered at the harbors on the lakes, in such quantities as will make the North Branch enterprise a satisfactory investment, and enlarge the power and the influence of the Lehigh Valley Railroad Company, among the great carriers of the two great States.—*U. S. R. R. & Mining Register.*

Windsor and Annapolis (Nova Scotia) Railway.

The following is a summary of the arrangements made by the Nova Scotia delegates, while in England, for the construction of the railway from the Windsor terminus of the Nova Scotia Railway to Annapolis. The company agree to "construct the railway from a point to connect with the railway at or near the present station at Windsor, either to Annapolis or to Troop's Point, the length to be assumed at 85 miles." It is the intention of the company, however, to go to Annapolis. The works are to be fully completed and ready for traffic, on or before the first day of December, 1869. Every precaution is taken, as in previous agreements, to have the road thoroughly constructed. The rails are to be of good quality, and to be not less than forty-two pounds weight per yard; to be laid in longitudinal rectangular bearings; properly fastened with spikes and fished at the joints or with sleepers, and an arris cut longitudinal stringer, with a proportionably smaller pattern saddle rail as introduced on the Great Western Railway in England, or such other description of permanent way as may be accepted and approved by the Chief Engineer of the province. The company further agree to build over the River Avon, near Windsor, on the line, a good and sufficient bridge. This bridge the company have decided to build of iron. The Province, on the other hand, is to capitalize the subvention originally offered to the company, at the agreed sum of £188,600 stg., instead of the payment of the sum of £16,320 stg., per annum, Provincial bonds for the foregoing sum, bearing six per cent. interest, are to be delivered at par to the contractors; but they are only to be delivered, "according to the amounts from time to time" expended by the company, and according to a scale of prices to be agreed upon. The amount of such bonds shall never exceed 50 per cent. of the whole amount expended according to the certificates of the Provincial Engineer. The Government are also to pay "for the building and sustenance" of the Avon Bridge, the sum of £32,000. The company were to have commenced operations in the Windsor end of the line about the first of May. The landing pier at Annapolis will be contracted for forthwith, and completed during the present year.

☞ The Government Commissioners have accepted the seventh section of 30 miles of the Kansas Branch of the Union Pacific Railroad. This road is now completed to Salina, 50 miles west of Fort Riley, to which point freight and passenger trains will run May 1st. The amount of transportation done by this road for the United States Government for the month of March was $34,865, one-half of which was returned to the United States Treasury in accordance with the Pacific Railroad act.

Pennsylvania Railroad.

A meeting of the stockholders of this company was held in Philadelphia on the 29th ult., to receive the report of a special committee appointed by Mayor McMichael, chairman at the last annual meeting, for the purpose of investigating the management, condition, finances, policy, &c., of the corporation. The committee cordially and fully indorsed the policy of the present management, including its excellent system of East freight lines, which are peculiar to the Pennsylvania road, for the prompt and speedy transportation of through freights without breaking bulk, and also recommended an increase of capital to extend the works and usefulness of the company. The report is exceedingly gratifying to the stockholders, and was adopted by a vote of 127,630 shares for, and 2,319 against it, and resolutions were passed complimenting the officers for their ability and fidelity.

This action is in accordance with the law of the late session of the Pennsylvania Legislature, authorizing the company to increase its capital stock, and to borrow money to the amount of thirty millions of dollars—fifteen millions in stock and fifteen millions in bonds. The capital of the company at the beginning of this year was twenty millions, its mortgage debt about ten millions, with other liabilities to the amount of fifteen millions—in all a little over forty-five millions of dollars. The increase of stock will involve an issue of 300,000 shares.

New Feature in the Express Business.

We learn that the establishment of the Merchants' Union Express Company, and the advantages the merchants and manufacturers of the Middle and Western States have derived from it, not only in the reduction in the rate of charges, but in the superior facilities resulting from sharp competition, is inducing the merchants in other sections to organize similar companies to connect with the one now in operation.

A new company to cover the Southern States, connecting at New York and Cincinnati with the Merchants' Union, will soon be in operation.

A company is also soon to be organized in New England which will connect at New York with the Merchants' Union.

Stock for a similar company is being rapidly taken in Canada.

Each of the new companies will be organized on plans similar to that of the Merchants' Union, and will connect and act in co-operation with that company, which will virtually extend their lines, by the system of interchange of business over the entire Union and Canadas.

☞ The Quicksilver Mining Company of Pennsylvania, have conveyed to the Quicksilver Mining Company of New York the new Almaden Quicksilver Mine. The consideration expressed on the deed is $3,500,000.

☞ The city of Portland, Me., has decided to loan its credit for $700,000 each, to the proposed Portland, Rochester, and Ogdensburgh Road, on certain conditions regarding completion.

☞ The city of Evansville, Indiana, has subscribed a million of dollars to the Evansville, Henderson and Nashville Railroad. The hands are now at work on the road, and it is to be completed very soon.

The New Steamer City of Lawrence.

The Directors of the Norwich and New York Transportation Company have added another commodious steamer to their line, long a favorite with the travelling public. In her construction a new idea in Sound navigation has been introduced, and one that may in the future be extensively copied. It is that her main hull is built of wrought iron plates, fastened and braced after the manner of ocean-going steamships, instead of white oak, chestnut, &c., the exclusive materials heretofore used in the erection of this class of vessels. Her construction was an experiment, and will undoubtedly prove a successful one.

The City of Lawrence is 245 feet long, 40 feet breadth of beam, 11 feet depth of hold, draws, when loaded, 10½ feet of water, and is 1,702 tons burthen. She is fitted with 78 state rooms, all nicely furnished and so arranged that they are entered from alcoves, and can be thrown together by means of folding doors should family parties at any time so desire it. In addition to these state rooms are 250 well and conveniently arranged berths for cabin passengers. Meals are served on the European plan in the state room halls, a departure from the custom so long in vogue on Sound steamers of going "below" for something to eat.

The motive power of this steamer consists of a vertical beam engine, sixty-five inches in diameter by eleven feet stroke of piston. Steam is generated by two tubular boilers, twenty-seven feet long by ten feet diameter. Prior to these boilers being placed in the hold of the City of Lawrence they were subjected to a hydrostatic pressure of forty-seven pounds to the square inch; the maximum pressure they are allowed to carry by law is thirty-five pounds to the square inch. Her water wheels are thirty-five feet in diameter, and have thirty wooden buckets each.

In pumps, both feed, fire and hand, she is well supplied, and it is encouraging to note that in her security and provisions against fire she is better fitted than many Sound steamers. Her life boats, six in number, are supplied with a patent disengaging apparatus.

The hull and machinery of this vessel were constructed by Messrs. HARLAN, HOLLINGSWORTH & Co., Wilmington, Delaware.

Nova Scotia Railway.

The Report of the Chief Commissioner of Railways in Nova Scotia shows that up to the close of the financial year there had been expended on the extension from Truro to Picton, $1,000,571 46. The Commissioner anticipates a large traffic on this line when completed. With regard to the progress made in its construction, he says:

"The vigor with which the works on the Picton extension have been pushed on by Mr. Fleming, the contractor, reflects upon him the highest credit, and the more so, in consequence of the very unfavorable nature of the weather during almost the entire season. I may with great propriety add, that the work appears to have been done irrespective of expense, and the utmost pains taken to have the work performed in the most satisfactory manner. I here venture the opinion that the road, when completed, as to material and workmanship, will be one of the best, if not *the* best, in British North America, or on this Continent; and whatever might have been the misgivings of some, when the contract was first known to have been let to Mr. Fleming, I am satisfied that the result will fully vindicate the course adopted by the Government, by which the public will not only secure a *good* road, but the use thereof one year at least in advance of the time when it could have been completed under other circumstances."

Washington County Railroad.

A correspondent of the Baltimore *American*, writing from Hagerstown, Md., says:

A recent visit to Baltimore, and somewhat free intercourse with its merchants and citizens, revealed to me the fact that there is comparatively but little known concerning the building and early completion of the Washington County Railroad. This road, running from Hagerstown to a point on the Baltimore and Ohio Railroad, three miles east from Harper's Ferry, will make the distance to Baltimore but one hundred and two miles, or about fifty miles less than by the Northern Central and Cumberland Valley, and but ten or twelve more than by the proposed route for the Western Maryland. It traverses the richest section of the county, running its entire length within easy reach of the numerous mills along the Antietam, and opening up a ready way of shipment for the greater part of the grain grown in the county. Heretofore but little of the produce of this section found its way to Baltimore, because of the difficulties attendant on its shipment. It has been divided between New York (by direct railroad line) and Georgetown (by way of the Chester and Ohio Canal,) the trade of the county being mainly done in Philadelphia.

It is expected that the road will be completed in about four months, and the degree of advancement is such as to fully warrant a promised opening by September 1st.

A little business activity and effort manifested by the merchants of your city will easily and readily draw all the trade of the county to Baltimore, and secure to it the use and benefit of our large crops of produce.

These efforts have never yet been made to a degree commensurate with the importance of the trade of the county, the third in point of amount and value of wheat production in the Union.

Beside the advantages offered in the way of trade, the road traverses a section rich and varied in beauty, healthy and pleasant in every respect, offering for summer residence or for travel as fine features as could well be desired. A more intimate acquaintance with its characteristics will well repay to your citizens the trouble of its acquisition.

Railroad Iron.--Exports from Gt. Britain.

The London *Railway News* says the year has opened with inconsiderable results as regards the exports of railroad iron, only 17,944 tons having been exported in January, as compared with 30,367 tons in January, 1866, and 21,402 tons in January, 1865. The exports declined to British India, Australia, and other parts of the world; and the decline observable in the general total would have been much more marked but for rather considerable shipments made to the United States. Although the demand for railroad iron fell off last year, from Sweden, France, Spain, Brazil, Chili, and other countries, there was a large increase in the inquiry from Russia, Prussia, the United States, British North America, British India and Australia. The result was that the total exports of the year footed up to 498,595 tons, as compared with 434,300 tons in 1865, 408,215 tons in 1864, 446,440 tons in 1863, 400,765 tons in 1862, 377,565 tons in 1861, and 453,445 tons in 1860. The value of the railroad iron exported in 1866, was £4,166,419, as compared with £3,541,296 in 1865, £3,305,086 in 1864, £3,278,304 in 1863, £2,817,877 in 1862, £2,906,359 in 1861, and £3,408,759 in 1860

Orange, Alexandria and Manassas R.R. Co.

At a meeting of a majority of the stockholders of the Manassas Gap Railroad Company recently held in Alexandria, a report of the President of the road favoring a transfer of the Manassas road, charter and franchises to, and consolidation with the Orange and Alexandria Railroad, under the above title, was adopted. The terms of transfer recited by the act of the Legislature are as follows:

The transfer of the charter, franchises, property and rights, together with the stock shares belonging to the State, to Alexandria, the counties, and to individuals, of the Manassas Gap Company to the Orange and Alexandria Railroad Company, upon condition that the Orange and Alexandria Company shall assume the payment of the debts of every kind of the Manassas Company, and reconstruct the road from Manassas Junction to Harrisonburg, the work to be finished in two years; that in case of failure, the property, &c., is to revert to the stockholders of the Manassas Company; that the charges on transportation are to be pro rata upon the two roads; that two directors are to be added to the Orange and Alexandria board—one to be chosen from the valley and the other from the Piedmont Counties; that the Orange and Alexandria Company may take the name of the Orange, Alexandria and Manassas Company.

At a meeting of the stockholders of the Orange and Alexandria road it was voted that the whole matter be left to the President and Directors, with power to negotiate. The chief opposition to the transfer of the Manassas Gap was from the stockholders of the Loudoun Branch of the road, but as the city of Alexandria owns $300,000 of the stock, and the State at least two-fifths of the whole, the opposition was of no avail. There are $800,000 of bonded indebtedness on the road.

Dorchester and Delaware Railroad.

The county commissioners of Dorchester, Maryland, have decided by a vote of four to one, to issue bonds to the amount of $50,000 to aid in the completion of the Dorchester and Delaware Railroad. The Cambridge *Intelligencer*, from which we obtained the above, says: "The Commissioners, in thus yielding to the almost unanimous voice of our people, have swept away every barrier to an early completion of the road. The $50,000 from the county, together with the State appropriation and individual subscriptions, will give the company something over $250,000 with which to commence the work. As the entire length of the road is not quite thirty miles, the ground level, and no bridges to build, this amount will be almost sufficient to construct the road. Whatever may be the deficiency, we are confident that President Byrn, and his efficient and energetic associates in the management of the road, will provide a way to meet it. The work will commence immediately, and by this time next year we may expect to be able to announce the arrival of the cars at New Market, and very probably Cambridge."

☞ The work of grading the railway track between Newton and Branchville, in the county of Sussex, N. J., is being vigorously prosecuted, the contractors promising to have it completed by August next.

☞ The town of Unity, Me., has voted to subscribe $30,000 to the new preferred stock of the Belfast and Moosehead Lake Railroad. Brooks has voted $20,000 for the same purpose.

The Bankrupt Bill.

The Thirty-ninth Congress in the passage of the Bankrupt Bill did a very good thing. The bill will prove satisfactory to all classes, as a beginning in the right direction, and with a little amending by the present Congress, can be perfected. Debtors and creditors both, have asked for the passage of this bill. Its length forbids the publication of the entire act, and few would spare time to peruse it if we were to publish it; but the following synopsis of its provisions embraces the whole bill in a condensed form:

By the law passed, jurisdiction in bankruptcy is given to the several United States District Courts, with the United States Circuit Courts acting in a supervisatory capacity as Courts of Equity, and Judges of the District Court will be assisted by Registers in Bankruptcy, whose powers are limited, and provision is made for reference of disputed questions to the District Court Judges, and for appeals from the District Courts to the Circuit Courts, and from the latter, in cases where the matter in dispute shall exceed $2,000, to the United States Supreme Court.

There are two kinds of bankruptcy, voluntary and involuntary. In the former, any person residing within the United States jurisdiction, owing over $300, and finding himself insolvent, may apply by petition to the Judge of the District in which he has resided for the six months preceding the date of the petition, or for the longest period during such six months, and shall thereupon be declared a bankrupt. The creditors having been properly notified by the Court, may appoint one or more assignees of the estate of the debtor, the choice to be made by the greater part in value and in number of the creditors who have proved their debts, or in case of failure to agree, then by the District Judge. or where there are no opposing creditors, by the Register. The whole affairs of the bankrupt pass into the hands of the assignees, who have full powers granted them necessary for the collection of all debts, and the final adjustment and closing up of the estate; and where delay is likely to occur from litigation in the final distribution of the assets the Court is empowered to direct their temporary investment. The bankrupt is liable at all times to be called up for examination on oath upon matters relating to the disposal or condition of his property or business transactions, and for good cause his wife may, in like manner, be compelled to attend as a witness in the case. In the distribution of the bankrupt's estate, dividends are to be paid as agreed upon by a majority in value of the creditors, from time to time at three months' intervals, but the following claims are first to be paid in full:

First, the fees, costs and expenses of the act; Second, debts, taxes and assessments due to the U. S.; Third, State debts, taxes and assessments; Fourth, wages to any operative, clerk or house servant to an amount not exceeding $50, for labor performed within six months preceding the bankruptcy; Fifth, debts due to any persons who are or may be entitled to preference by the laws of the United States. The voluntary bankrupt is entitled to his discharge, provided no fraud is proved against him, at any time from sixty days to one year after adjudication of bankruptcy; but the proof or discovery of any fraud or concealment deprives him of the right to discharge. No person who has once received his discharge is to be entitled again to become a voluntary bankrupt, unless his estate is sufficient to pay seventy per cent. of his debts, or three-fourths of his creditors assent in writing, to his bankruptcy. Preferences and fraudulent conveyances are declared void by the act and suitable provisions are made for the voluntary bankruptcy of partnerships and corporations. The exemptions are as follows: "The necessary household and kitchen furniture, and such other articles and necessaries of such bankrupt as the assignee shall designate and set apart, having reference in the amount to the family, condition and circumstances of the bankrupt, but altogether not to exceed in value, in any case, the sum of $500, and also the wearing apparel of each bankrupt, and that of his wife and children, and the uniform, arms and equipments of any person who is or has been a soldier in militia or the service of the United States; and such other property as now is or hereafter shall be exempted from attachment or seizure or levy on execution by the laws of the United States, and such other property not included in the foregoing exceptions as is exempted from levy and sale upon execution or other process or order of Court, by the laws of the State in which the bankrupt has his domicile at the time of the commencements of the proceedings in bankruptcy to an amount not exceeding that allowed by such State exemption laws in force in the year 1864." Acts of involuntary bankruptcy under the law are classified as follows: Departure or absence from the State where debts are owed, with the intention to defraud creditors; concealment of property to avoid seizure on legal process, assignments designed to delay, defraud, or hinder creditors; arrest and detention for seven days, under execution for a debt exceeding one hundred dollars; actual imprisonment for seven days in a civil action founded on contract for $100; assignment, gift, confession of judgment, or any other act by which preference is given to any creditor, endorser, or suspending and not resuming payment for fourteen days. The petition for adjudication of bankruptcy in such cases may come from one or more creditors whose debt reach $250, but the petition must be brought within six months after the act of bankruptcy has been committed. In involuntary bankruptcy the proceedings are more stringent than in other cases. The penalty for any fraud or concealment, direct or indirect, under the act, is imprisonment, with or without hard labor, for a term not exceeding three years.

Michigan Southern and Northern Indiana Railroad.

The following statement will show the length of the different lines owned by this company, and main tracks and side tracks owned and operated by it February 28, 1867:

	Miles owned.	Miles operated.
Toledo to Chicago	....	243.73
Toledo to 22d st., Chicago *via* White Pigeon	242.06	.....
Toledo to Elkhart, *via* Air Line	133.20	133.20
Toledo to Detroit	....	64.79
Air Line Junction to Detroit and Milwaukee Junction	59.12	.....
Adrian to Monroe Junction	33.60	33.60
Adrian to Jackson	....	46.00
Lenawee Junction to Jackson	41.90	.....
Palmyra Junction to Lenawee Junction	2.50	2.50
	512.38	523.82
Side tracks owned by the company	62.01	
Total	574.39	

The tracks owned jointly with the Chicago, Rock Island and Pacific R. R. Co., are: Main track, 2.92 miles; side tracks, 1.07 miles—total, 3.36 miles. Permanent lease of main track of Detroit and Milwaukee R. R. Co., 3.21 miles.

The tracks maintained by this company are as follows: Toledo to 22d st., Chicago, 242.06; Main track north to 22d st., 1.18; Toledo to Elkhart, *via* Air Line, 133.20; Air Line Junction to Jefferson Avenue, Detroit, 61.51; Adrian to Monroe Junction, 33.60; Palmyra Junction to Jackson, 44.40—total, 515.95. Add side tracks, 62.32—making a total of 578.27 miles.

☞ The adjourned National Railway Convention will be held at the St. Nicholas Hotel, New York, on the 8th of May 1867, at 12 o'clock, noon.

Interest and Dividends.

The Cleveland and Mahoning Railroad Company have declared a dividend of four per cent., free of government tax, on the full shares of the Capital Stock of the company, (except that issued in conversion of bonds since the 1st of November last, and upon that a pro rata dividend,) payable at the office of the Treasurer, in Cleveland, on the 10th day of May.

The Chicago, Burlington and Quincy Railroad Company has declared a dividend of $5 per share (10 per cent.), free of Government tax, payable April 25th, at the National Bank of Commerce.

The West Jersey Railroad Company have declared a semi-annual dividend of four per cent. on the capital stock of the company, clear of National tax, payable at the office of the company, in Camden, on and after the 14th day of May.

The semi-annual dividend of three and one-half per cent., due May 1. 1867, on the preferred capital stock of the Toledo, Wabash and Western Railroad Company will be paid at the office of the company, No. 19 Broad Street, N. Y.

Coupon No. 3 on the Equipment Loan Notes of the Vermont Central and Vermont and Canada Railroads will be paid at the Treasurer's office, St. Albans, Vt., after the 4th of May.

☞ Satisfactory progress is being made on the extension of the Canal Railroad from Northampton to Williamsburg, and workmen will commence laying track in July. The lease of the southern end of the road from Granby to New Haven, now held by the New York and New Haven Railroad, expires in July, 1868, when the entire line will fall into the hands of the Canal company.

☞ It is now considered to be practically settled that the White Mountain Railroad will soon be extended from Littleton to Lancaster, and afterward to Northumberland, to connect with the Grand Trunk. The people of the towns along the proposed route are taking prompt measures to secure means to carry forward the work.

☞ The first engine and car passed over the Picton (Nova Scotia) Railway, from Richmond to New Glasgow, on the 8th ult. Connection by railway between Halifax and Pictou Harbor will be made on the 31st of May—distance 115 miles.

W. W. Dibblee, Member New York Stock Exchange.

F. A. Howard, Late of U. S. Treasury, Washington.

DIBBLEE & HOWARD, BANKERS and BROKERS,

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NOTICE TO CONTRACTORS.

SEALED PROPOSALS WILL BE RECEIVED at the Engineer's Office in the city of Albany, until Monday, the 20th day of May next, for the Grading, Masonry, Bridging and Fencing of Sections 41, 42, 44, 45, 46, 47, 48, 49 and 50 of the Albany and Susquehanna Railroad, being the balance of work not under contract, extending from near Harpersville to Binghamton, a distance of about 20 miles.

The line will be ready for examination after the 10th ultimo, and profiles and plans, with specifications, may be examined at the Engineer's office in Albany after that date.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned, at Albany.

The proposals received in accordance with this notice will be submitted to the Executive Committee, who reserve the right to reject any or all proposals received, as they may deem for the interest of the Company.

C. W. WENTZ, Chief Engineer.

Dated Engineer's Office, Albany, April 23d, 1867.

SCHOOL OF MINES,
COLUMBIA COLLEGE,
East 49th Street, NEW YORK.

FACULTY:

F. A. P. BARNARD, S. T. D., LL. D., President.
T. EGLESTON, Jr., E. M., Mineralogy and Metallurgy.
FRANCIS L. VINTON, E. M., Mining Engineer.
C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.
JOHN TORREY, M. D., LL. D., Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying.
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For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 3d. For further information, and for catalogues, apply to

DR. C. F. CHANDLER,
Dean of the Faculty.

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THE COLLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESTER, being anxious to encourage the development of **Coal Cutting by Machinery**, have determined to offer **THREE PRIZES**, namely, £500, £300, and £100, for the 1st, 2nd, 3rd **Best Machine** respectively, which in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the Inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 4t11

PLASTIC SLATE ROOFING
JOINT STOCK COMPANY.
OFFICE 157 (Room 19) BROADWAY,
NEW YORK.
W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

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As a Roofing Material it Stands Unrivalled.

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Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof.

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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CHARCOAL PIG IRON
AND
ANTHRACITE PIG IRON.
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No. 36 Broad St., New York.

OFFICE ERIE RAILWAY COMPANY,
No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of $3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others, bidding the highest premium therefor will be entitled to extend said Bonds, *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 30 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfort, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5t15 ROBERT H. BERDELL, President.

FOR SALE
3 LOCOMOTIVES,
4-81-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-54 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 16x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

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These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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62 Broadway, New York.

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1st. It is 20 per cent. lighter than ordinary waste.
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3d. Has greater elasticity and will wear longer.
4th. It is less liable to ignite.
5th. And has a value as old waste.

The use of Wool as an ANTI FRICTION material is too well known to require discussion.

This waste is manufactured expressly for use in packing Locomotive and Car Journal Boxes, and will be sold as low as the best Cotton Waste.

The old waste taken in exchange at a price—including weight of oil, dirt, &c.—which will reduce first cost over one half.

Small Sample Bales furnished FREE for trial.

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STEEL RAILS.

The undersigned are now ready to Contract for the delivery of rails made of **Bessemer** or **Pneumatic Steel, wholly American, and of the best quality.**

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

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The Harrison Boiler
HAS NO SUPERIOR AS A STEAM GENERATOR.

It is a Great Economizer in Fuel and is Absolutely Safe from Destructive Explosion.

It gives less trouble and occupies less space than ordinary boilers, and it is its own super-heater. It is easily enlarged to any requisite power, and has no limit of power to which it is adaptable, always maintaining its unit of strength.

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ROOMS 9 and 10. J. B. HYDE, Agent.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 19.] SATURDAY, MAY 11, 1867. [WHOLE No. 1,621, VOL. XL.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent of the *Journal*.

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American Railroad Journal.

New York, Saturday, May 11, 1867.

Freight Railways.

A few years only have elapsed since the railway was brought into public use. The great variety of improvements that have been made in both the track and rolling stock are mere evidences of progress, but afford no evidence that we have achieved the ultimate success of which either are capable; nor is it likely that we shall soon reach perfection in what appertains to this wonderful machine. Like all other things its improvements will probably keep pace with the necessities that require of it more work, and the greater the amount required, the more it will be made capable of performing. When it is asserted that "the capacity of the railway is limited," it merely means that its power to perform is limited by the present plan of management. There is probably no inherent deficiency in the powers of the railway to perform all that may be required of it under any conceivable circumstances.

Something like a year since a new plan for a freight road was brought to the attention of the public, and in relation to which, our JOURNAL, as well as many of our cotemporaries, took part in the discussion. A lecture was also delivered by Mr. Sherwood, author of the plan, before the Association for the Advancement of Science and Art at the Cooper Institute, and, so far as observed at the time, the plan commanded the approval of all to whose attention it was brought. The substantive features of the plan were—a double track road bed and stationary appurtenances to be owned by a joint stock company, but to be open to free competition in transportation like a turnpike, with moderate and uniform speed for all trains, of whatsoever description, passing over the road. It was maintained that a road of this character would possess a freight capacity of at least ten fold over the double track as now operated, and that freights could be cheapened more than one-half. Since that time bills have been introduced into Congress proposing to establish long freight routes on this plan, running from the interior through different States to the seaboard, and which, in their construction and equipment would involve a cost of several hundred millions of dollars. The question having thus become a practical one, passing from theory to proposed action, it involves, of course, the necessity of immediate and strict scrutiny into the whole subject, its details and bearings.

We think there is little doubt of the power of such a road to carry the supposed amount of freight. In arriving at this conclusion it is proper to refer to the last year's exhibit of some of our most effective thoroughfares. The New York Central during the last year carried 3,714,734 passengers, and 1,602,197 tons of freight.

The Pennsylvania Railroad and branches carried 2,673,568 passengers, and 3,452,718 tons of freight.

The Canals of New York carried 5,775,220 tons of freight.

The Philadelphia and Reading road carried 1,444,101 passengers, and 5,574,907 tons of freight, including the weight of passengers reduced to tons.

The Reading Road, although attended with unequal rates of speed for travel and transportation, by which more than four-fifths of its tonnage power is probably neutralized, affords an indication of what a railway is capable of accomplishing if graduated strictly on the freight principle. Mr. Sherwood estimates that a road, opened to free competition and graduated on the freight principle under accurate system, can easily be made to carry sixteen millions tons of freight yearly each way at a speed of eight miles per hour. We think the calculation approximately correct.

There is another provision in the bills before Congress which requires that the roads shall be capitalized on cash and built for cash, and no share of stock to be issued unless there be paid into the Treasury of the company one hundred dollars in gold, or its equivalent, therefor; and no bonds or mortgages on the road or franchise to be allowed. This cuts off all chances for watered stock, or dividends on fiction. The public will not be very likely to object to this, while the strikers and jobbers about Congress, if any, will have a poor show for fictitious shares to be divided out for services in passing the bills. The example in the British Parliament will hardly be followed, wherein it was alleged a few years since that four hundred and eighty thousand pounds were absorbed in parliamentary expenses in nine years on a single Railway. There are other provisions of a novel character betokening much foresight in guarding the bills in order to avoid imposition on the public, but to which we have not space for allusion at present.

It is next to impossible to estimate the increased tonnage that would follow cheapened transportation. There would probably be five or six tons of freight that would naturally pass on railways where one ton now passes, providing freights could be reduced to the point anticipated under the new plan. In such case a new era in developing our resources would commence. Were the facilities for distribution afforded it is probable that the article of fuel alone, in the course of a few years, would more than treble the present tonnage on all our railways. The carrying of agricultural produce, in the number of tons, would soon become a secondary item, if not already so. There are many other points of an economic character embraced in these congressional bills that recommend themselves to the public. We shall have more to say on the details of the plan on which these proposed enterprises are predicated.

Western Maryland Railroad.

A meeting of the President and Directors of this road was held at Hagerstown, Md., on the 1st inst. There were present the Mayor and Comptroller of the city of Baltimore, the commissioners of Washington county, contractors of the road, etc. Resolutions were passed adopting the line east of the mountain known as the Mechanicstown line. This line is entirely within the State, and has a maximum grade to the mile of ninety-five feet on the east side of the mountain, and of seventy-seven feet to the mile on the west side of the mountain. The resolutions also embrace a change of former contract for the construction of the road, in that the tunnel twenty-six hundred feet is abandoned, and the construction of a tunnel of eight hundred feet at a point on the mountain west of Monteray adopted. In consideration of this change, an abatement of $150,000, has been agreed upon from the original contract, reducing it to $1,147,000. The length of the adopted is represented to be about the same as the Gitt line. The County Commissioners have passed an order to issue the bonds of the county to the amount of the stock subscription of the county, as they shall be called for by the President and Directors of the road, for its construction within the limits of the county. The line adopted runs through Mechanicstown, crossing South Mountain by way of Monteray Summit, and down the west slope of Mount Misery, passing near Smithsburg, and entering Hagerstown by what is termed the Northern route, which strikes the Franklin Railroad at the Engine House, and runs parallel with it into the city.

The Commissioners of Washington county have agreed to endorse three hundred thousand dollars of the second mortgage bonds of the company, and have subscribed one hundred and fifty thousand dollars of stock, for which bonds of the county will be issued. The Commissioners resolved to comply promptly with these provisions, and the contractors were ordered to commence work immediately at Hagerstown, and push the work vigorously forward; in addition to this, about sixty thousand dollars have been subscribed by individuals. The grading of the road is nearly complete to the Monocacy, and the company are confident of finishing the road to Hagerstown within eighteen months.

Perkiomen Railroad.

The *U. S. R. R. and Mining Register* says that this road has been put under contract for a considerable distance to a responsible contractor, who will forthwith begin at a point on the Philadelphia and Reading Railroad, at Pauling's bridge, about 25 miles from Philadelphia. The work allotted includes a bridge across the Schuylkill River, and identifies the new road with the expanding working plan of the Philadelphia and Reading Railroad Company, which, as majority owner of the East Pennsylvania Railroad, can operate the latter in conjunction with the Perkiomen cut-off, from Allentown to the lower end of the Schuylkill valley, and from the Lehigh iron and coal regions to, into and throughout Philadelphia, over entrances terminating at Richmond, at Willow street, Washington street and Broad street. The Perkiomen road will greatly benefit Allentown, which is already the manufacturing centre of the Lehigh valley, and which is destined to take rank with Harrisburg and Reading, as an inland city.

Toledo, Peoria and Warsaw Railway.

The earnings of this road for the years ending December 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$195,336 40	$174,131 68
" freight	307,979 39	319,235 32
" mails	9,850 08	9,850 08
" express	5,876 98	5,633 20
" military	11,161 64	402 63
" rent of road	39,320 00	25,840 00
" " cars	7,906 17	9,527 83
" miscellaneous	2,901 94	17,042 36
	$580,332 60	$561,663 10
Expenses, viz:		
Maintaining real estate and roadway	$109,397 96	$130,032 73
Maintaining machinery	65,021 17	95,423 60
Conducting transp	126,603 38	135,785 20
	$301,022 51	$361,241 53
Earnings less expenses	$279,310 09	$200,421 57
From which deduct—		
Interest on bonds	$111,195 00	
Government taxes	10,846 32	
State and local taxes	7,935 33	
Insurance, interest, etc	9,673 26	
		139,649 91
Balance		$60,771 66
Add balance from previous year		151,314 38
Total, as in General Balance Sheet		$212,086 04

This balance is represented mainly by construction accounts of Western Division, materials in shops, cash, and claims against the Post Office Department. The report says:

The debts assumed by this company, by the terms of consolidation with the Mississippi and Wabash Railway Co., amounting to some $280,000, have been fully discharged from proceeds of the sale of six miles of abandoned road between Elvaston and Carthage, to the Toledo, Wabash and Western Railway Co., and by the issue of $135,000 of Western Division first mortgage bonds, as authorized by the Articles of Consolidation.

The first and only mortgage bonds issued by the Mississippi and Wabash Co., to R. M. Henning, Trustee, have been satisfied, and the mortgage duly cancelled of record; and the right of way between Warsaw and Canton, in Fulton Co., 29 miles from Peoria has been secured and paid for.

The six miles of road between Elvaston and Carthage was abandoned by the Board of Directors, as the Chief Engineer considered the grades and location on that portion of the old route, north of Carthage, most objectionable; and a relocation of the road was made from Elvaston, through a fine prairie country, to a point six miles north of Carthage, where it intersects the old line, and shortens the distance two miles.

By the sale of this six miles of road to the Toledo, Wabash and Western Railway Co., we satisfied the judgment against the Mississippi and Wabash Co., in favor of Messrs. Baily Brothers & Co., for over $100,000, and took up $30,000 of the bonded indebtedness of that company, which we had assumed. We also cancelled the contract made between the Mississippi and Wabash Railroad Co., and the Illinois and Southern Iowa Railroad Co., allowing the latter company to use the road from Carthage to Warsaw and Keokuk; and have made a new contract with the Toledo, Wabash and Western Railway Co., giving them in further consideration of the purchase of the six miles of road as above mentioned, the right to build an independent track upon our right of way from Elvaston to our landing on the Mississippi River; they agreeing to pay us from the first of February last for the use of our track, from Elvaston to the bank of the Mississippi River, at the rate of $5,000 per annum, until they shall complete their own line; and also agreeing to keep our line in repair. When their track is finished to the river, we shall propose to erect joint depot buildings, of a sufficient capacity to meet the requirements of the large and increasing business derived from the Des Moines Valley Railroad.

The report of the Treasurer will show that we have increased our common stock, by issuing 2,320 shares of the stock of the consolidated company, in exchange for a like number of shares of the Mississippi and Wabash Railroad Co., agreeable to the conditions of the Articles of Consolidation. The settlement with the creditors of the Mississippi and Wabash Railroad Co. will appear in our next report, together with a full statement of bonds issued to take up the outstanding bonds and over due coupons of that company, together with a full statement of bonds and stock, which shall have been issued to the contractors on that division, in payment for their work.

The 135 bonds, issued in exchange for those of the Mississippi and Wabash Railroad Co., do not bear interest until after the first of August next, and hence no interest warrants will mature until after our next yearly report.

The contractors of the work between Elvaston and Bushnell, have as yet made no demand upon us for the bonds and stock due them on their contract. They have nearly finished the grading, bridging and tieing, and will commence laying the iron as soon as it arrives at Warsaw, to which point it has been shipped direct from England.

They promise to complete the whole work by the first of September next, and we hope to run our trains direct from Warsaw to Bushnell by the first of October, to connect with the Chicago, Burlington and Quincy Railroad at that point, which will give us a large and profitable Chicago business, until we can complete our line *via* Peoria.

The contractors of the division between Bushnell and Peoria, will go on with their work as soon as the respective rights of the Peoria and Hannibal Railroad Co., and the Peoria, Pekin and Jacksonville Railroad Co., to the right of way, and improvements made by these companies, on the line between Canton and Peoria, are legally adjudicated. These rights should be legally defined for our own protection, before we enter into a contract with either company. It would be a great saving to our company to use the old grade of the Peoria and Hannibal road, and run over the Peoria, Pekin and Jacksonville road from Peoria, to a point opposite Pekin, a distance of 8 miles; but we cannot wait much longer for the termination of the suit between them, and if not settled soon, must make a new survey and locate our line on the most feasible route to Canton.

Every effort will be made by the contractors, to complete the work between Bushnell and Peoria, by the close of navigation on Lake Michigan, so that we can open a through line from the Mississippi River to Philadelphia and New York for winter business, *via* the new line now building between Logansport and Union, in Indiana. This connection will be completed by the first of September next, as all the grading is finished, and the iron is being rapidly laid; and more than 20 miles between Union and Marion, is now in running order. The directors of the corporation assure us that the whole line will be completely finished so that the route can be opened for through business by the time mentioned above. The parties engaged in the enterprise control the Toledo, Logansport and Burlington Railroad, and are largely interested in the Columbus and Indianapolis Railroad, Steubenville and Indiana, and Pan Handle roads, connecting with the Pennsylvania Central road, at Pittsburg; and we are credibly informed, that it is their intention to merge and consolidate all these roads into one; preliminary steps have already been inaugurated to this end.

It will connect with our road at the State line in Illinois, and will give us a continuous route to Philadelphia and New York, over the roads of but

two corporations, and which represent a capital of upwards of fifty millions of dollars.

Our facilities, by this valuable Eastern connection, will be unsurpassed by any other Western Railroad Co., and will enable us to compete successfully with any other line of road to the Atlantic Ocean.

The new line must and will control the great cattle trade of Illinois, Indiana and Ohio, by reason of its great facilities for transportation, and because of the cheapness of food in the midlands, compared with the prices of grain and food near the great markets on the lakes; and the time is not far distant when this new railroad line will control the general business of the great Northwest, by a connection with the Illinois Central road, upon our line at Gilman and El Paso.

Southern Iowa and Missouri will also avail themselves of the "Midland Route," as soon as the great railroad bridges are completed at Quincy and Keokuk.

These bridges will open a connection with the Des Moines Valley, and the Alexandria and Bloomfield, and the Iowa and Missouri State Line Railroads, and give us a western terminus on the Missouri River.

The local business upon our line is improving constantly. The counties west of the Illinois River, on the line of our Western Division, are the best settled in the State, and in the highest state of cultivation; there being but two pieces of unoccupied land on the entire line.

The business, upon the completion of this line, will increase our local traffic immensely, and bring us a heavy through business from Missouri and Iowa, by means of our connection with the St. Louis Packet Co., at Warsaw, and the Des Moines Valley Railroad Co., at Keokuk, and which must insure great profit to us.

We shall during the year be enabled, with our improved financial condition, to purchase all the necessary rolling stock that will be wanted for the increased business, growing out of our new and important connection.

We cannot pay dividends until the completion of the entire road, and until we bring up our rolling stock to the requirements of its business. As soon as this is done, we shall look for such an increase of business, as will insure regular dividends on all the preferred shares of the company, and leave a handsome surplus to the common stock.

Additional depot grounds, buildings and side tracks will be required at the State Line, and at several other points on the line of the road. It is estimated that the expenditure for increasing the capacity of the line, to meet the requirements of its prospective traffic, will reach $250,000; but the outlay can be easily made without detriment to our finances.

The operating expenses, including Federal and State taxes, insurance, etc., amounted in 1866, to $389,696 44—making the net earnings, $171,966 66. In 1865, the expenses were $330,143 22, and the net earnings, $250,189 38. The proportion of operating expenses to earnings, in 1866, including the above charges, is 69.38 per cent.; exclusive of these charges, 65.05 per cent. The gross earnings per mile in 1866, were $5,060 02; in 1865, they were $5,228 22—showing a decrease of 3.22 per cent. Of the total traffic of the road in 1866, 74.80 per cent. was local, and 25.20 per cent. through. The passenger traffic was 60.50 per cent. local, and 39.50 per cent. through. The freight traffic was 82.60 per cent. local, and 17.40 per cent. through.

There have been used during the past year in repairs of track 97 tons of new iron, 308 tons of re-rolled iron, 1,971 bars of repaired iron, 2,013 new chairs 39,600 lbs. spike, 24,786 cross ties, and 2,201 fish plates and bolts. 1,639 feet of trestle work was replaced by pile bridging.

The earnings of the road from Warsaw to Elvaston, 12 miles, during the past year, were $19,472; and the operating expenses and repairs, $16,131 79—leaving net earnings, $3,340 21. From Elvaston to Bushnell, 45 miles, the work of construction was proceeding favorably. The road bed will be entirely graded by the 1st of June; several of the pile bridges are completed, and the timber for the remaining structures delivered. The road from Warsaw to Bushnell, 57 miles, will be completed and ready for business in September next. On the Middle Division, Bushnell to Peoria, 52 miles, the grading is more than half done, and it is thought the whole road can be completed and in operation during the year.

The company have 17 locomotives, 2 of which are on the Western Division. The cars are divided as follows: 7 passenger, 2 mail and express, 2 baggage, 2 baggage and smoking, 5 conductors', 199 box, 85 coal and platform, 12 stock, and 2 construction cars. One passenger, 1 baggage and 10 platform cars are in use on the Western Division.

There has been expended during the year in construction, and the purchase of new equipment, the sum of $59,827 37, increasing the cost of the Eastern Division by that amount. There has been expended in engineering and payments for settlement of right of way on the Western Division, to the close of 1866, the sum of $16,405 71.

The number of miles run by locomotives with passenger trains was 126,133; with freight trains, 116,609; with construction trains, 14,982; switching trains, 30,800—total, 288,524. The mileage of cars was as follows: passenger, 216,052; baggage, 135,922; freight, 1,511,414—total, 1,863,388.

The number of passengers carried was 109,870, of which 27,327 were foreign, and 82,543 local. Total mileage of passengers, 3,680,758.

GENERAL BALANCE, December 31, 1866.

Railway, equipment, &c.		$4,947,951 46
Mississippi and Wabash R. R. Co.		237,144 89
Western Division—construction ac't		16,405 71
" operating exp.		16,131 79
Sundry balances due Co.		9,407 44
Post Office department		4,926 17
Bills receivable		2,814 04
Cash in bank		4,337 11
Balances due from agents		5,211 66
Materials in shops		20,260 58
Fuel and materials on line		5,092 11
		$5,269,682 96
First mortgage bonds		$1,600,000 00
First preferred stock	$1,651,314 05	
Second preferred stock	908,424 85	
Common stock	776,200 00	
		3,335,938 90
Western Division earnings		19,472 00
Balances due other roads		8,984 27
Unpaid operating accounts		36,871 92
Unpaid pay rolls		16,975 09
Bills payable		37,509 02
Fractional scrip outstanding		1,845 72
Income account, surplus earnings		212,086 04
		$5,269,682 96

President.—CHARLES L. FROST.

Directors.—Charles L. Frost, Zeno Secor, James W. Smith, Courtland Palmer, John B. Brown, William H Cruger, H. F. Clark, Henry Hill, Edgar P. Buell.

Vice President.—WILLIAM H. CRUGER.

Secretary and Treasurer.—THEODORE HIGBIE.

Superintendent.—H. F. CLARK.

Virginia Central Railroad.

It is announced that the Virginia Central Railroad will be completed to Covington by the 1st of July. This is a step of ten miles further in the line of the great Virginia route to the Ohio, and will leave only twenty miles of staging to the celebrated White Sulphur Springs. In connection with this subject, the Richmond *Dispatch* says it appears probable that a vigorous effort will soon be made to push forward the road from Covington to the Ohio. An expenditure of five millions will accomplish this object. The heaviest grade coming east to Covington is 29½ feet to the mile—the average grade 13 feet per mile. In this respect the Virginia route is unequalled by any from the West to the seaboard. The stockholders of the Central Railroad will meet in Richmond on the 22d inst., to consider the propriety of issuing $3,000,000 of preferred stock for the purpose of prosecuting the Covington road to the Ohio, and at the same time and place the commission of Virginia and West Virginia, who have the disposal of the Covington and Ohio Railroad in their hands, will meet to confer with the company, and co-operate, if they agree.

Railroad from Baltimore to Drum Point.

At the late session of the Maryland Legislature resolutions were passed authorizing a survey and estimate of the cost of constructing and equipping a railroad from Baltimore, through Anne Arundel County, to Drum Point, in Calvert County, or to some point in Calvert near the mouth of the Patuxent River. Three commissioners have been appointed under the act by the Governor, who are to report to the General Assembly as soon as practicable, giving not only the estimate of cost, but the reasons that may exist for the construction of such a road, and its advantages to the State. Drum Point is at the mouth of the Patuxent, where it enters the Chesapeake, and is admitted to possess one of the finest harbors on the bay, and is never closed by ice. A meeting of the Commissioners was to have been held in Baltimore on the 6th inst., with the view of receiving suggestions from parties disposed to give information on the subject.

Orange, Alexandria and Manassas Railroad.

Mr. E. C. Marshall, late President of the Manassas Gap Railroad Company, and Dr. Samuel A. Kauffman have been elected provisional directors of the consolidated Orange, Alexandria and Manassas Railroad Company, to act in conjunction with the directors of the Orange and Alexandria Railroad in the management of the new company.

The directors of the Orange and Alexandria Railroad Company have been authorized to mortgage the property of the company to the amount of two millions of dollars, and to issue one million of additional stock, as provided for by an act of Assembly.

☞ The ceremony of breaking ground on the Muscatine and Anamosa Railroad was performed on the afternoon of the 22d ult., at Muscatine, in the presence of a large number of citizens. This will be another link connecting Northern and Central Iowa.

☞ The town of Middletown, Delaware Co., is to be bonded in aid of the Rondout and Oswego Railroad, the requisite number of names having been obtained.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING DECEMBER 31, 1866.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been	£719,370
Deduct ordinary working expenses (being 57.49 per cent)	413,608
Leaving a balance of	£305,762
Deduct proportion of renewals of the permanent way and works debited to revenue	72,392
Leaving an available net balance of	£233,370

This amount, to which has to be added the balance from last half-year—viz., 200*l.*, in all 233,571*l.* is thus disposed of:

Postal and military revenue for half-year due to the holders of postal and military bonds		£20,722
Discount on American currency	£61,828	
Interest, &c., paid on lands	1,660	
Interest on mortgage to Bank of Upper Canada	4,423	
Interest on loans, bankers' balances, promissory notes, European exchanges, &c	2,829	
	£70,742	
Less interest on bonds in hand	9,212	
	£61,529	
Interest on British American Land Company's debentures	616	
Interest on Montreal Seminary Debentures	616	
Inter'st on Island Pond Debentures	2,700	
Half-yearly instalment on Portland sinking fund	2,311	
		67,773
To Atlantic and St. Lawrence lease (in full)		32,785
Detroit line lease (in full)		11,250
Equipment bond interest		10,779
Montreal and Champlain Railway Company's proportion	11.859	
Buffalo and Lake Huron	19,830	
		31,579
		£174,890
Leaving a balance of		£58,680

—which will provide for a cash dividend on the first preference bonds, and leave a balance of 325*l.* to be carried forward to next account.

This dividend will be payable on and after Monday, 22d April, and certificates for the arrears of interest to be capitalized on the 2d preference bonds and on the 3d and 4th preference stocks will, under the terms of the act of 1862, be subsequently issued.

The increase in the aggregate receipts for the half-year as compared with the same period in 1865, is 4,590*l.*, the total revenue being the largest yet received in any one half-year.

The decrease of net revenue is caused by an increase in loss on currency, an increase in legal charges, the debit of a sum due under award to the Brantford Car Company, and a larger outlay in the locomotive department for new engines and cars to maintain the existing stock in an efficient state. The two last items, together about 16,000*l.*, account for the increased working expenses. Again, in appropriating the net revenue, 5,359*l.* have been paid to the postal and military bondholders in excess of the sum due to them in the corresponding half of 1865. This has arisen from increased receipts for the conveyance of troops and stores arising out of the Fenian raid.

The receipts from passenger traffic, mails, &c., show an increase over the corresponding period of 1865 of 5,165*l.*, or 1.67 per cent.; but the merchadise receipts show a falling of 420*l.*, or about 0.10 per cent. This diminution of revenue in the freight traffic is entirely in live stock, and is in consequence of the United States tariff laws which came into operation on the repeal of the Reciprocity Treaty. The live stock receipts in the corresponding half of 1865 were 36,011*l.*, whilst those for 1866 were only 16,333*l.* The ordinary goods traffic, therefore, shows an increase.

The average receipt on passengers per head was 7s. 2d. against 7. 10d. in 1865, and the average receipt per ton was 15s. 11d. as compared with 15s. 5d. in 1865.

The following statement shows the per-centage of working expenses, exclusive of renewals, from June 1861, to December, 1866:

	June half-year.		Dec. half-year.	
1866	63.29	per cent.	57.49	per cent.
1865	64.57	"	55.35	"
1864	59.62	"	59.68	"
1863	63.59	"	57.11	"
1862	77.23	"	59.68	"
1861	87.32	"	68.64	"

The amount of loss on the American currency for the half-year is very heavy, being the largest, with one exception, yet sustained. The total loss since June 1862 now amounts to 290,384*l.*; the loss for the past half-year being 61,828*l.* The bond and stockholders will not fail to perceive that the enormous loss entailed by this wholly extraneous cause has altered the entire aspect of the recent finances of the company. The price of gold fluctuated during the six months ended December 1866 between 154¼ in July and 131⅛ in December. It will be observed that the traffic of the second half of the year, which contains the "fall traffic," includes a much larger proportion of the receipts in American currency than the first half. The continued inflation of the prices of labor and materials in the United States, consequent upon this artificial state of the currency, still leads moreover to an excessive cost in many departments.

The amount expended out of revenue in renewals of permanent way, from 1862 to 1866 inclusive, has been no less than 621,543*l.*, and of the extremely large expenditure of the past half-year—viz., 97,391*l.*, the board have charged 25,000*l.* to capital account.

The debit for stock of stores in hand has been reduced from 245,419*l.*. the amount in December 1865, to 202,357*l.* at 31st December last.

The Reciprocity Treaty with the United States ended in March 1866. The full results of its repeal have, however been more apparent in the past half-year, and while the local traffic has kept up in a very satisfactory manner, the interchange of traffic between Canada and the United States has suffered. Much of the traffic of Canada which used to pass into the United States, is now turned to the maritime provinces, and this diversion will largely increase, now that confederation makes all the provinces one country. In the process of transition, a less profit on the work done has, however, been earned; the traffic obtained having, for the time, been of a less valuable character. So vast a change must necessarily bring temporary loss and disturbance, which time only can remedy and repay.

All accounts with the Government of Canada, and with her Majesty's Government, are now settled and disposed of.

Parliament having passed the measure confederating into one united country the heretofore separated provinces of Canada, Nova Scotia, and New Brunswick, an early measure of the new Government will be the construction of the Intercolonial. The act, which has received the Royal assent, contains the following clause:—"Inasmuch as the provinces of Canada, Nova Scotia, and New Brunswick have joined in a declaration that the construction of the Intercolonial is essential to the consolidation of the union of British North America, and to the assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provisions should be made for its immediate construction by the Government of Canada; therefore, in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement, within six months after the union, of a railway connecting the river St. Lawrence with the city of Halifax in Nova Scotia, and for the construction thereof, without intermission, and the completion thereof with all practicable speed."

Looking to the heavy loss which has, during the last five years, arisen from the condition of the American currency—to the pressure of the excessive outlay for renewals of the permanent way, to the impossibility of the railway earning even the amount of revenue now become obtainable, without an increasing quantity of rolling stock, and to the realization of the expectations, so long formed, of the construction of the Intercolonial, the board consider that the time has arrived for maturing a plan under which the progress of the traffic and the resources of the undertaking—now destined to become an integral portion of a great continental highway—shall be fully kept pace with. They will be prepared at the meeting to lay their recommendations before the bond and stockholders for discussion. Any further legislation required will give an opportunity for obtaining power in reference to the general capital account, and if thought fit, as to the conversion of the postal and military bonds also.

The board refer the bond and stock-holders to the annexed report from Mr. Brydges, the managing director, and call attention to his explanations, based upon actual knowledge and experiment, in regard to the additional traffic to be obtained. Mr. Brydges is fully justified in laying stress on the fact that, in five years, 1861–6, the traffic has increased 47½ per cent., or from 17,700*l.* to 26,092*l.* per week. Such a rate of increase is almost without example. The board requested Mr. Brydges to come to England, foreseeing that the carrying out of confederation would necessarily involve the consideration of the questions now under discussion, and also because friendly interviews have recently taken place between deputations from the boards of the Grand Trunk and Great Western of Canada, and propositions for a more cordial and complete interchange of traffic have been discussed. It is hoped that these discussions may lead to some practical issue.

Lost Bonds and Notes.

The Secretary of the Treasury has issued the following notice with reference to lost coupon bonds and Treasury notes, which the department will in future pay to the bearer, regardless of all notices concerning lost or stolen bonds:

In consequence of the increasing trouble, wholly without a practical benefit, arising from notices which are constantly received at the department respecting the loss of coupon bonds which are payable to bearer, and of Treasury notes issued and remaining in blank at the time of loss, it becomes necessary to give this public notice that the Government cannot protect, and will not undertake to protect, the owners of such bonds and notes against the consequence of their own fault or misfortune. Hereafter all bonds, notes and coupons payable to bearer, and Treasury notes issued and remaining in blank, will be paid to the party presenting them, in pursuance of the regulations of the department, in the course of regular business, and no attention will be paid to caveats which may be filed for the purpose of preventing such payment.

Waverly Company.

From the report of the Treasurer of this company presented at the annual meeting of the stockholders in Boston on the 6th inst., it appears that the total receipts of the year ending May 1, 1867, including balance on hand at the beginning of the year, has been $2,445 01; expenditures, $1,610 56; balance on hand, $834 45. The following were chosen the officers of the company for the ensuing year: Directors—F. F. Raymond, R. E. Demmon, Gustavus Farley, Jacob Hittinger, Robert Farley, L. Vila, Jr., D. L. Demmon—Treasurer and Clerk—D. L. Demmon. At a subsequent meeting of the Directors, F. F. Raymond was chosen President.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	100 $1,604,145		
Allegheny Valley	50 1,498,400		
Alton and St Louis	100 125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point	100 1,232,200		
Atlantic & N. Carolina	100 5,745,225		
Atlantic & Gt. Western	50 11,522,150		
" " " pref.	50 1,919,000		
Atlantic & St. Lawrence*	100 2,494,900	J. & J.	Jan. '67 2
Baltimore and Ohio	100 16,152,962	A. & O.	Apr '67 4
Do. Washington Br.	100 1,850,000	A. & O.	Apr.'67 5
Baltimore City Passenger	670,000	J. & J.	Jan. '67 3
Boston and Chelsea	100 110,000	A. & O.	Apr.'67 4
Bellefontaine Line	100 4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware	100 997,112		
Berkshire*	100 600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*	50 250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.	100 459,300		
Do. do. pref.	100 1,340,400		
Boston and Lowell	100 182,000	J. & J.	Jan. 67 4
Boston and Maine	100 4,076,974	J. & J.	Jan. '67 5
Boston and Providence	100 3,360,000	J. & J.	Jan. '67 5
Boston and Worcester	100 4,500,000	J. & J.	Jan. '67 5
Broadway (Boston)	100 325,000		
Broadw'y & 7th Av.(N.Y.)	100 2,100,000	J. & J.	Jan. '67 5
Brooklyn City	10 1,000,000	F. & A.	F. '67 2½
Brooklyn City & Newt'n	100 366,000		
Buff., New York & Erie*	100 850,000	J. & J.	J'n '67 3½
Buffalo and State Line	100 2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)	100 77,800	A. & O.	A. '67 4½
Camden and Amboy	100 6,84 ,200	F. & A.	Feb.'67 5
Camden and Atlantic, pref.	50 600,000		
Cape Cod	60 721,926	J. & J.	Jan. '67 5
Catawissa	50 1,150,000		
Catawissa, pref.	50 2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna	50 589,110		'65 3
Central of Georgia	100 4,666,300		
Central of New Jersey	100 13,000,000	J.A.J&O	A. '67 2½
Central Ohio	100 2,000,000		
Central Ohio, pref.	100 400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River	100 956,900		
Charlotte & S Carolina	100 1,201,000		
Chemung*	100 380 000	J.A.J&O	Apr.'67 2
Cheshire, preferred	100 2,017,825	Annual.	J'n '67 2½
Chicago and Alton	100 3,883,643	M. & S.	Mar.'67 5
" " pref.	100 2.425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy	50 10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern	100 4,390,000		
Chicago, Iowa & Nebras*	100 1,000,000		Jul. '66 5
Chicago and Milwaukee*	100 2,227,000		
Chicago & N. Western	100 13,160,927		
" " pref.	100 12,994,719	Annual.	Dec. '66 7
Chicago, R I & Pacific	100 9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton	100 3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago	100 350,000		
Cin. & Indianap. Junction	100 1,800,000		
Cincinnati and Zanesville	50 1,800,250		
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati	100 6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*	50 2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100 5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg	50 5,403,911	A. & O.	Apr.'67 4
Cleveland and Toledo	50 4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen.	100 4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*	50 1,186,200	J. & J.	Jan. '67 5
Concord	80 1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	100 350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn	100 600,000		
Conn. & Passump. Rivers	100		
Do. do. pref.	100 1,673,300	J. & J.	Jan. '67 3
Connecticut River	100 1,650,000	J. & J.	Jan. '67 4
Cumberland Valley	100 1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk	100 308,900		
Dayton and Michigan*	100 2,384,941		
Delaware	50 406,132	J. & J.	Jan. '67 3
Del., Lackaw & Western	50 11.288,560	J. & J.	Jan. '67 5
Des Moines Valley	100 1,550,050		
Detroit & Milwaukee	100 454,359		
" " pref.	100 1,500,000		
D. Dock, E. B'dw, & Bat.	100 1,200,000		
Dubuque and Sioux City	100 1,573,641		
Do. do. pref.	100 1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.)	100 3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.)	100 492,600	J. & J.	Jan. '67 4
East Pennsylvania	50 604,400		
East Tenn. and Georgia	100		
East Tenn. and Virginia	100		
Eighth Avenue (N. Y.)	100 1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*	100 500,000	F. & A.	F. '67 2½
Elmira & Williamsport	50 500,000	M. & N.	N. '66 2½
Do. do. pref.	50 500,000	J. & J.	Ja. '67 3½
Erie Railway	100 16,670,100	F. & A.	Feb.'66 4
Do. pref.	100 8,535,700	Annual	Jan. '67 7
Erie & North East*	100 600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.	100 2,142,834		
Fitchburg	100 4,540,000	J. & J.	Jan. '67 7
Fitchburg & Worcester	100 247,800	J. & J.	Jan. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100 750,000		
Franklin and Southw.(Ph.)	50 491,020	J. @ J.	Jan. '67 3
Georgia	100 3.156,000	A. & O.	O. '66 8½
Germantown (Phila.)	50 112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	50 160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,480		
Great Western (Ca.)	16,802,745		1
Green and Coates St. (Ph.)	50 150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	100 3,000,000	J.A.J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph	100 $1,900,000		
Do. do pref.	100 5,253,830		
Hanover Branch	50 116,850	A. & O.	Apr.'67 5
Housatonic	100 820,000		
" pref	100 1,180,000	M. & N.	Nov.'66 4
Hudson River	100 6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top	50 494,380		
" " pref.	50 190,750	J. & J.	Jan. '67
Illinois Central	100 23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati	100 1,689,900	M. & S.	Mar. '67 4
Jeffersonv..Mad. & Ind.	100 2,000,000	J. & J.	Jan. '67
Joliet and Chicago*	100 1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*	100 300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb.	50 1 325,000		
Lehigh and Mahanoy	50 2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50 6,104,050	M. & N.	Nov.'66 5
Lehigh Valley	50 10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort	100 514,646	M. & N.	Nov.'66 3
Little Miami	50 3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*	50 2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	25 90,000		
Long Island	50 3,000,000	F.M.A.N.	Feb. '67
Louisville and Frankfort	50 1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville	100 5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago	100 2,800,000		
Lowell and Lawrence	100 200 000	J. & J.	Jan. '67 3
Macon and Western	100 1,500,000	M. & N.	M'y '67 4
McGregor Western*	100		
Mahanoy & B'd Mount'n*	50 921,615		
Maine Central	100 1,600,860		
Manchester & Lawrence	100 1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati	50 2,029,778		
" " 1st pref.	50 6,686,135	M. & S.	Sep. '66 3
" " 2d pref.	50 4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	100 570,000		
Metropolitan (Boston)	100 1,250,000	J. & J.	Jan. '67 5
Michigan Central	100 7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind.	100 9,811,300	F. & A.	F. '65 3½
" " guaranteed	100 787,700	F. & A.	Feb.'67 5
Middlesex (Boston)	100 400,000		
Milw. & Prairie du Chien	100 3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	100 3,082,000	Annual.	Feb.'67 8
" " " 2d pref.	100 1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul	100 3.627,000	J. & J.	
" " " pref.	100 7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven	50 3,775,000	J. & J.	Jan. 67 4
Mississippi Central	100 2,090 361		
Mobile and Ohio	100 3,588,800		
Montgomery & W. Point	100 1,419,760		
Morris and Essex	50 5,500,000	F. & A.	F. '67 3½
Muscogee	100 669,950		
Nashua and Lowell	100 600,000	M. & N	M'y '67 5
Nashville & Chattanooga	100 2,056,544		
Nashville & N. Western			
Naugatuck	100 1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton	100 500,000	J. & J.	Jan. 67 5
New Haven & N. London	100 788,538		
N Haven & Northampton	100 1,224,100	J. & J.	Jan.'67 3
New Jersey	100 5,000 000	F. & A.	Feb.'67 5
New London Northern	100 895 000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N	100 4,697,457		
N. O., Opel. & Gt. West'n	100 4,093,425		
New York Central	100 26,530,000	F. & A.	Feb.'67 3
New York and Harlem	50 6,256,050	J. & J.	Jan. '67 4
" " pref.	50 1,500,000	J. & J.	Jan. '67 4
New York & New Haven	100 6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston	100 1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*	100 1,000,000	J. & J.	Jan. '67 3
Ninth Avenue	100 795,360		
North Carolina	100 4,000,000		
Northern Central	50 4.518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh.	100 3,06 ,400	J. & D.	Dec.'66 4
Northern of N. Jersey	100 158,800		
North Missouri	100 2,369,800		
North Pennsylvania	50 3,150,150		
Norwich & Worcester	100 2,363,600	J. & J.	Jan. '67 4
Ogdensb. & L. Champl'n	100 3,077,000	F. & A.	Feb.'67 3
" " pref.	100 640,000	A. & O.	Apr.'67 4
Ohio and Mississippi	100 20,222,647		
" " pref.	100 5,607 197	Annual.	Jan. '67 7
Old Colony & Newport	100 4,848,300	J. & J.	Jan. '67 3
Orange and Newark	100 281,550		
Oswego and Syracuse	50 482,400	F. & A.	Feb.'67 4
Pacific of Missouri	100 3.581,000		
Panama	100 7,000,000	J.A.J&O.	Apr. 67 6
Pennsylvania	50 20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100 1,366,500		
Phila. & Balt. Central	50 218,100		
Philadelphia and Erie*	50 5,069,450		
Philadelphia and Reading	50 22 742,867	J. & J.	Jan. '67 5
Phil., Germ'n'n & Nor'n	50 1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*	100 999,200	J. & J.	Jan. '67 8
Phila., Wil. & Balt.	50 9,019,300	A. & O.	Apr.'67 5
Philadelphia City	50 100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y	50 100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50 2,791,623		
Pittsb., Ft. W. & Chicago	100 9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.	100		
Pittsfield and N. Adams	100 450,000	J. @ J.	Jan. '67 3
Portland and Kennebec	100 1,000,000		
Portl., Saco & Portsm'th*	100 1,500,000	J. & D.	Dec.'66 3
Providence & Worcester	100 1,800,000	J. & J.	Jan. '67 4
Reading and Columbia	50 606,019		

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga	100 $500,000	A. & O.	Oct.'66 4½
Richmond and Danville	100 2,000,000		
Richmond and Petersb'g	100 847,000		
Rich., Fred. and Potomac	100 1,041,800		
Rome, Watert. and Og'nb.	100 2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington	100 2,233,376		
St. L., Alt. and T. Haute	100 2,800 000		
" " " pref.	100 1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o	100 1,469,429		
St. Paul and Pacific	100		
Sandusky and Cincinnati	100 2,089,000		
" " pref.	100 388,078	M. & N.	Nov'66 3
Sand. Manef. and Newark	100 900,000		
Saratoga and Hudson R.	100 1 0.0 000		
Saratoga and Whitehall*	100 500,000	A. & O.	Oct. '66 3
Savannah and Charleston	100 1,000,000		
Schuylkill and Susqueh'a.	100 1,269,150		
Second and Third St.(Ph.)	50 203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	50 576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke	100 841,200		
Second Avenue (N. Y.)	100 650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50 869,450	F. & A.	Aug.'66 2
Sixth Avenue (N. Y.)	100 750,000	J.A.J&O	
South Carolina	100 2,819,275		
South Shore	100 259,685		
South Western, Georgia	100 3.0 ,400	F. & A.	Aug.'66 4
Southern Mississippi	100 1,000,000		
Springfield and Columbus	100		
Staten Island	100 6 8,000	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100 1,200 1.0		
Taunton Branch	100 250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	100 595,92		
Terre Haute and Indiana	50 1,5 3,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	100 1,750 000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jan '67 2
Tol., Peoria and Warsaw	100 1,650 000		
" " " 1st pref.	100 1,700 000		
" " " 2d pref.	100 908,176		
Tol., Wabash and West	50 5,400 000		
" " " pref.	50 1,000 000	M. & N.	M. '67 3½
Troy and Boston	100 307,111		
Troy and Greenbush*	100 274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*	100 800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)	100 200,000		
Union Pacific	100		
Union Pacific (E. D.)	100		
Union Pacific (Cent. Br.)	00		
Union (Phila.)	50 291,475	J. @ J.	Jan. '67 3
Utica and Black River	100 834,400	J. & J.	Jan. '67 4
Vermont and Canada*	100 2,2 0.000	J. & D.	Dec. '66 4
Vermont Central	100 8,000,000		
Vermont and Massachu'ts	100 2,800 000	J. & J.	J'n.'67 1½
Vermont Valley	100 516,164		
Virginia Central	100 3,353,679		
Virginia and Tennessee	100 3,45 ,815		
Western (Mass.)	100 6,710 800	J. & J.	Jan. '67 5
Western Union	100 2,687,237		
West Jersey	100 731,050	M. & N	M'y '67 4
West Philadelphia	50 249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	100 1,150,470		
Wilm. and Weldon	100 1,340,273		
Winona and St. Peter	100		
Worcester and Nashua	75 1,141,090	J. & J.	Jan. '67 5
CANALS.			
Cheaspeake and Delaware	25 1.575,963	J. & D.	Dec. '66 3
Cheaspeake and Ohio	25 8,228 595		
Delaware Division	50 1.6 3,550	F. & A.	Feb'67 3
Delaware and Hudson	100 10 000,000	F. & A.	Feb'67 8
Delaware and Raritan	100 2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania	50 64,000		
Illinois and Michigan	100		
Lehigh Coal and Navigat.	50 6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation	50 728 100	J. & J.	Jan. '67 5
Morris (consolidated	10 1,0 5,000	F. & A.	Feb.'67 3
" (preferred)	100 1 170,000	F. & A.	Feb.'67 5
North Branch	100		
Sault Ste Marie	100		
Schuyl. Navigation (cons.)	50 1,408,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,888,505	F. & A.	Feb.'67 8
Susq. and Tide Water	50 2,052,083		
Union	50		
" preferred	50 2,907,850		
W. Branch and Susq.	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship	100 4 000,000		
Pacific Mail Steamsh p	100 20,000,000	M.JS&D.	Mar.'67 3
Union Navigation	100 4,000.000	M.JS&D.	Dec.'66 5
West'n Union Telegraph	100 28,450.000	J. & J.	Jan.'67 2
American Coal	25 1,500,000	M. & S.	M. '67 3½
Ashburton	50 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 600 000		
Central Coal	100 2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50 3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal	50 1,250 000	J. & J.	Jan. '67
Spruce Hill Coal	10 1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	
Wyoming Valley Coal	100 1,250.000	F. & A.	Aug. '66
Rut'and Marble	25 1,000 000	M. & N.	Nov.'66 5
Adams Express	100 10,000,000	FMA&N	Nov.'66 2
American Express	500 9,000.000	FMA&N	Nov.'66 3
Merchants Union Express	100 20,000,000		
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000		

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	$5	----	200,000	----
Acton Vale ..... Ca.	5	----	50,000	----
Adventure ..... L. S.	25	3	20,000	----
Ætna ..... "	25	11	20,000	----
Albany and Boston ..... "	50	25½	20,000	----
Algomah ..... "	25	3	20,000	----
Allouez ..... "	25	1½	20,000	4½
American ..... "	25	1	20,000	----
Amygdaloid ..... "	25	17	20,000	----
Anita ..... Cal.	----	----	20,000	----
Annapolis ..... Md.	10	----	50,000	----
Arcadia ..... L. S.	25	----	20,000	----
Arizona ..... Ariz. T.	100	----	100,000	----
Arnold ..... L. S.	25	----	20,000	----
Ascot ..... Ca.	20	----	20,000	----
Astor ..... L. S.	25	1½	20,000	----
Atlas ..... "	25	2	20,000	----
Aztec ..... N. C.	25	4½	20,000	----
Balt. and N. C. ..... N. C.	5	----	20,000	----
Bay State ..... L. S.	25	13¾	20,000	4½
Beaver ..... "	25	2	20,000	----
Bedford ..... Ca.	5	----	125,000	----
Black River ..... "	25	2½	200,000	----
Bohemian ..... L. S.	25	17½	20,000	----
Bolton ..... Ca.	5	----	200,000	----
Boston ..... L. S.	25	2½	20,000	----
Brooklyn ..... L. S.	25	2½	20,000	----
Brome ..... Ca.	5	----	100,000	----
Cabot ..... L. S.	25	¼	20,000	----
Caledonia ..... "	25	5	20,000	----
Cambridge ..... "	25	5	20,000	----
Canada ..... Vt.	4	1	100,000	3½
Carp Lake ..... L. S.	25	----	20,000	----
Cascade ..... "	25	----	20,000	----
Central ..... "	25	5	20,000	----
Champlain ..... Ca.	1	----	200,000	----
Chatham ..... "	2	----	200,000	----
Cheticamp ..... "	5	----	80,000	----
Chippewa ..... L. S.	25	----	20,000	----
Clifton ..... "	25	----	20,000	----
Collin ..... "	25	¼	20,000	----
Concord ..... "	25	4	20,000	----
Consolidated ..... "	25	5	20,000	----
Copper Creek ..... Mo.	100	----	10,000	----
Copper Creek ..... Wis.	25	----	20,000	----
Copper Falls ..... L. S.	25	24½	20,000	23
Copper Harbor ..... "	25	1	20,000	----
Copper Hill ..... Wis.	1	----	200,000	----
Corinth ..... Vt.	25	----	20,000	----
Cornwall ..... Vt.	2	----	100,000	----
Dacotah ..... L. S.	25	2½	20,000	62½c
Dana ..... "	25	3½	20,000	----
Deep River ..... N. C.	5	----	10,000	----
Delaware ..... L. S.	25	20½	20,000	----
Derby ..... "	25	----	20,000	----
Devon ..... "	25	1	20,000	----
Dorchester ..... "	25	1½	20,000	----
Douglas ..... "	25	----	20,000	----
Dover ..... Ca.	2	1	200,000	----
Dudley ..... L. S.	25	1½	20,000	----
Dunham ..... Ca.	2	----	200,000	----
Durham ..... "	5	----	200,000	----
Eagle River ..... L. S.	25	3½	20,000	----
Edwards ..... "	25	1½	20,000	----
Ely ..... Ca.	5	----	100,000	----
Empire ..... L. S.	25	10	20,000	----
Eureka ..... "	25	----	20,000	----
Everett ..... "	25	1	20,000	----
Evergreen Bluff ..... "	25	5½	20,000	----
Flint Steel River ..... "	25	9½	20,000	----
Forest City ..... "	25	3	20,000	----
Forest Shepherd ..... "	25	6	20,000	----
Franconia ..... N H.	5	----	60,000	----
Franklin ..... L. S.	25	8½	20,000	16
French Creek ..... Pa.	5	----	100,000	----
Gardner City ..... L. S.	25	----	20,000	----
Girard ..... "	25	5	20,000	----
Glencoe ..... Ca.	1	----	200,000	----
Grand Portage ..... L. S.	25	2	20,000	----
Grand Trunk ..... Ca.	5	----	100,000	----
Great Western ..... L. S.	25	2	20,000	----
Green Mountain ..... Vt.	10	----	20,000	----
Guilford ..... L. S.	25	5	20,000	----
Hamilton ..... "	25	2	20,000	----
Hancock ..... "	25	17½	20,000	4
Hanover ..... "	25	1½	20,000	----
Hartford ..... "	25	12½	20,000	----
Hazzard ..... "	25	----	20,000	----
Henwood ..... "	25	----	20,000	----
Highland ..... "	25	1	20,000	----
Hilton ..... "	25	2½	20,000	----
Hope ..... "	25	1½	20,000	----
Hudson ..... "	25	----	20,000	----
Hulbert ..... "	25	¼	20,000	----
Humboldt ..... "	25	5	20,000	----
Hungarian ..... "	25	1	20,000	----
Huron ..... "	25	19	20,000	5
Indiana ..... "	25	10	20,000	----
Inverness ..... Ca.	1	----	200,000	----
Isle Royal ..... L. S.	50	33	20,000	7
Jefferson ..... "	25	----	20,000	----
Keweenaw ..... "	25	5	20,000	----
Kickapoo ..... "	25	1	20,000	----
King Phillip	25	2	20,000	----

COPPER STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Copper:				
Knowlton ..... L. S.	25	8	20,000	----
Lafayette ..... Ca.	25	----	20,000	----
Lake ..... "	25	2	20,000	----
Lawrence ..... L. S.	25	----	20,000	----
Lennoxville ..... Ca.	5	----	100,000	----
Logan ..... "	3	----	100,000	----
Lower California ..... Mo.	50	----	40,000	----
Lyster ..... Ca.	2	----	200,000	----
Madison ..... L. S.	25	6	20,000	----
Malden ..... "	25	2	20,000	----
Mandan ..... "	25	4½	20,000	----
Manhattan ..... "	25	5½	20,000	----
Marquette ..... "	25	3½	20,000	----
Maryland ..... Md.	5	----	----	----
Mass ..... L. S.	25	4¾	20,000	----
Massachusetts ..... "	25	----	20,000	----
Medora ..... "	25	1½	20,000	----
Mendota ..... "	25	1½	100,000	----
Merrimac ..... "	25	6½	20,000	----
Merryweather ..... "	25	----	20,000	----
Mesnard ..... "	25	8	20,000	----
Meteor ..... "	25	----	20,000	----
Michigan ..... "	25	----	20,000	----
Middlesex ..... "	25	----	20,000	----
Milton ..... "	25	1½	20,000	----
Minnesota ..... L. S.	25	18½	20,000	----
Missisquoi ..... Ca.	2	----	150,000	----
Morrison ..... L. S.	25	----	20,000	----
Nashua ..... "	25	----	20,000	----
National ..... "	25	5½	20,000	----
Native ..... "	25	2	20,000	----
Naumkeag ..... "	25	1	20,000	----
Nebraska ..... "	25	----	20,000	----
Nequaket ..... "	25	2	20,000	----
New England ..... L. S.	25	2	20,000	----
New Jersey cons. ..... N. J.	10	----	100,000	----
Newton ..... Ca.	1	----	200,000	----
New York ..... L. S.	25	1	20,000	----
N. Y. & Passaic ..... N. J.	5	----	100,000	----
North Cliff ..... L. S.	25	4	20,000	----
North State ..... "	25	3½	20,000	----
North Western ..... "	25	11	20,000	----
Norwich ..... "	25	11	20,000	----
Ogima ..... "	25	7	20,000	----
Otisville ..... N. Y.	5	----	100,000	----
Ontonagon ..... L. S.	25	----	20,000	----
Ottawa ..... Ca.	1	----	200,000	----
Pacific ..... L. S.	25	----	20,000	----
Pennsylvania ..... "	50	50	20,000	1½
Petherick ..... "	25	5½	20,000	15
Pewabic ..... "	25	3½	20,000	----
Phila. & Boston ..... "	25	15	20,000	----
Phœnix ..... "	25	15	20,000	38
Pittsburg & Boston ..... "	25	5½	20,000	----
Pontiac ..... "	25	10½	20,000	----
Prescott ..... Ariz. T.	100	----	100,000	----
Providence ..... L. S.	25	----	20,000	----
Quincy ..... "	10	10	20,000	24½
Reliance ..... "	25	----	20,000	----
Republic ..... "	25	----	8,000	----
Resolute ..... "	25	6½	20,000	----
Ridge ..... "	25	8	20,000	----
Rochester ..... "	25	2½	200,000	----
Rockland ..... "	25	12	20,000	----
Roscoe ..... Ca.	1	----	200,000	----
St. Clair ..... L. S.	25	3	20,000	4½
St. Flavien ..... Ca.	5	----	100,000	----
St. Louis ..... L. S.	25	1	20,000	----
St. Margaret ..... Ca.	5	----	200,000	----
St. Mary's (L. & M.) L. S.	25	6½	20,000	----
Salem ..... "	25	¼	20,000	----
Seneca ..... "	25	1	20,000	----
Sharon Consol ..... "	25	¼	20,000	----
Sheldon & Col. ..... "	25	21	20,000	----
Silver Creek ..... "	25	1	20,000	----
Silver Hill ..... "	25	¼	20,000	----
Silver Lake ..... "	25	----	20,000	----
Silver Valley ..... "	25	----	20,000	----
Societes Francaise. ..... "	----	----	10,000	----
South Bedford ..... Ca.	2	----	200,000	----
South Pewabic ..... L. S.	25	2	20,000	----
South Side ..... L. S.	25	2	20,000	----
Star ..... L. S.	25	11½	20,000	----
Stark ..... Vt.	2	----	100,000	----
Suffolk ..... L. S.	25	----	20,000	----
Superior ..... L. S.	25	8	20,000	2
Sussex ..... "	25	----	20,000	----
Sutton ..... Ca.	5	----	100,000	----
Toltec ..... L. S.	25	21	20,000	----
Tremont ..... "	25	1½	20,000	----
Union (L. & M.) ..... "	25	8	20,000	----
Ural ..... Wis.	25	----	20,000	----
Vermont ..... Vt.	5	----	100,000	----
Victoria ..... L. S.	25	1½	20,000	----
Vulcan ..... "	25	6	20,000	----
Washington ..... "	25	1	20,000	----
Waterloo ..... Ca.	5	4	100,000	----
Waukesta ..... L. S.	25	----	20,000	----
Wauna Yuma ..... Ariz.	100	----	60,000	----
West Minnesota ..... L. S.	25	2½	20,000	----
Wiekopee ..... "	5	----	100,000	----
Winona ..... "	25	3	20,000	----
Winthrop ..... "	25	4½	20,000	----
Wyandotte ..... "	25	----	20,000	----

IRON, COAL, ETC., STOCKS

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Iron:				
Broad Top ..... Pa	50	----	----	----
Copake ..... N. Y.	50	50	50,000	----
Foster ..... "	----	----	----	----
French Creek ..... Pa.	5	----	100,000	----
Garrison's ..... N. Y.	5	5	100,000	----
George's Creek ..... Md.	100	100	10,000	----
Harewood ..... "	5	5	20,000	----
Lake Superior ..... L. S.	25	25	20,000	----
Mount Pleasant ..... Pa.	50	50	10,000	----
Teal Lake ..... L. S.	25	----	20,000	----
Tyson ..... Vt.	10	----	20,000	----
Lead and Zinc.				
Amenia ..... N. Y	5	----	100,000	----
Bucks County ..... Pa.	5	----	40,000	----
Canada ..... Ca.	5	----	50,000	----
Champion ..... N. Y.	5	----	----	----
Clute ..... "	5	5	110,000	----
Continental ..... "	5	2½	200,000	----
Eastport ..... Me.	10	----	100,000	----
Erie ..... N. Y.	10	----	40,000	----
Gay's River	2	----	100,000	----
Hampton ..... Mass.	5	----	100,000	----
Jefferson ..... N. Y.	----	----	----	----
Kings Hill ..... "	5	----	10,000	----
Lake Superior ..... Mich.	5	----	200,000	----
Lancaster ..... Pa.	5	----	50,000	----
Lehigh ..... Pa.	----	----	----	----
Macomb ..... N. Y.	5	----	110,000	----
Maine ..... Me.	10	----	50,000	----
Mineral Point ..... N. Y.	5	----	100,000	----
Morgan ..... "	5	----	100,000	----
Mount Hope ..... N. Y.	2½	----	80 000	----
New Hampshire ..... N. H.	5	----	100,000	----
New Jersey ..... N. J.	100	----	12,000	----
N. Y. & Boston ..... N. Y.	10	----	100,000	----
Oswegatchie ..... Ca.	5	----	100,000	----
Phœnix ..... N. Y.	5	----	50,000	----
Placentia Bay ..... N. F.	5	----	200,000	----
Ramsay ..... Ca.	25	----	20,000	----
Rochester ..... "	2½	----	200,000	----
Rossie ..... N. Y.	5	----	100,000	----
Shawangunk ..... N. Y.	5	----	100,000	----
Sussex ..... N. J.	5	----	125 000	----
Union ..... Pa.	5	----	100,000	----
Wallkill ..... N. Y.	----	----	----	0.46
Warren ..... N. H.	----	----	----	----
White Mountain ..... "	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	25	----	60,000	----
Appleton ..... "	----	----	----	----
Ashburton ..... Pa.	50	50	50,000	----
Atlantic & G. C ..... Md.	----	----	----	----
Baltimore ..... "	100	100	----	----
Bear Valley ..... "	12½	----	40,000	----
Beaver Meadow ..... Pa.	50	50	100,000	----
Belmont ..... "	50	50	10,000	----
Big Mountain ..... Pa.	----	----	----	----
Boston & Pictou ..... N. S.	5	----	100,000	----
Bridgeport ..... Pa.	10	10	30,000	----
Broad Mountain ..... "	10	10	30,000	----
British American ..... N. S.	----	----	----	----
Cape Briton ..... N. S.	2½	2½	200,000	----
Cameron ..... Pa.	50	----	50,000	----
Central ..... "	100	100	20,000	----
Coal Brook ..... "	50	50	20,000	----
Columbian ..... "	----	----	----	----
Consolidation ..... Md.	----	----	----	----
Continental ..... Va.	50	----	10,000	----
Cumberland ..... Md.	100	100	50,000	3½
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	25	----	20,000	----
Franklin ..... "	100	----	5,000	----
Fulton ..... "	5	5	60,000	----
Gilberton ..... "	50	50	5,000	----
Hamp. & Balt. ..... Md.	10	10	50,000	----
Hazleton ..... Pa.	50	50	32,300	----
International ..... N. S.	50	50	20,000	----
Lackawanna ..... Pa.	50	50	----	----
Lawrence ..... "	100	100	2,000	----
Locust Dale ..... "	50	----	----	----
Lehigh & Susq ..... "	50	50	----	----
Lorberry ..... "	100	100	4,000	----
Mahanoy ..... "	20	----	10,000	----
Mammoth Vein	----	----	----	----
Maryland Anth ..... Md.	20	20	25,000	----
Metropolitan ..... "	100	100	----	----
Mt. Pleasant ..... Pa.	----	----	----	----
Narragansett ..... R. I.	10	10	8,000	----
N. Y. & M. C. Fyda. Pa.	----	----	----	3
North Carbondale ..... "	----	----	----	----
Pennsylvania ..... "	50	50	64,000	160
Potomac ..... Md.	10	10	40,000	----
Schuylkill ..... Pa.	10	10	20,000	5½
Short Mountain ..... "	50	50	16,000	----
Shamokin ..... "	----	----	----	----
Somerset I. & C ..... "	----	----	----	----
Spring Mountain ..... "	50	----	----	----
Spruce Hill ..... "	10	----	100,000	----
St. Nicholas ..... Pa.	----	----	----	----
Shawmut ..... "	20	----	40,000	----
West Virginia ..... W. Va.	----	----	----	----
Wilkesbarre ..... Pa.	100	100	21,750	----
Wolf Creek ..... "	----	----	----	----
Wyoming Valley ..... "	50	----	25,000	----

GOLD, SILVER, ETC., STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
Gold:				
Acadia ..... N. S.	3	----	100,000	----
Ada Elmore ..... Idaho.	10	----	100,000	----
Albion ..... "	3	----	100,000	----
Altona ..... Col.	5	----	100,000	----
American ..... Col.	100	----	50,000	----
American Flag ..... Col.	10	----	60,000	----
Ascot ..... Can.	100	----	50,000	----
Atl. & Pac ..... Nev.	50	----	100,000	----
Baltic ..... Col.	----	----	----	----
Bates & Baxter ..... "	----	----	----	----
Benton ..... "	5	----	100,000	----
Black Hawk ..... "	100	----	50,000	----
Bob Tail	10	----	100,000	----
Briggs ..... Col.	100	----	10,000	----
Burroughs ..... "	10	----	100,000	----
Bullion ..... Mtns.	5	----	200,000	----
Bullion Consol ..... Col.	1	----	300,000	----
Chebucto ..... N. S.	5	----	100,000	----
Central ..... Col.	5	----	200,000	----
Central Gold ..... "	5	----	20,000	----
Chaudiere ..... Can.	5	----	100,000	----
Jobden ..... Idaho.	10	----	100,000	----
Columbia ..... Nev.	100	----	300 000	----
Consol Gregory ..... Col.	100	----	50,000	6.25
Copalinsche ..... "	50	----	250,000	----
Corydon ..... "	25	----	100,000	1.35
Continental ..... "	100	----	20,000	----
Denver ..... "	20	----	50,000	----
Downieville ..... "	1	----	300,000	----
Eagle ..... "	10	----	100,000	----
East Bannock ..... Mtns.	2	----	100,000	----
El Dorado ..... Col.	5	----	500,000	----
Empire ..... "	20	----	250,000	----
Excelsior ..... "	10	----	30,000	----
Garrison's ..... "	50	----	100,000	----
Gem	50	----	25,000	----
Golconda	20	----	250,000	----
Gold Mountain ..... Col.	10	----	600,000	----
Gold Mining ..... "	100	----	50,000	----
Gunnell ..... "	10	----	300,000	2.95
Gunnell Central ..... "	50	----	20,000	----
Gregory ..... "	50	----	20,000	----
Great Western ..... "	10	----	60,000	----
Hope ..... "	25	----	80,000	----
Holman ..... "	2	----	150,000	0.15
Idaho ..... Nebra.	----	----	100,000	----
Isaac's Harbor ..... N. S.	5	----	100,000	----
Kansas-Colorado ..... Col.	10	----	100,000	----
Kip & Buel ..... "	2	----	100,000	0.65
La Crosse ..... "	10	----	100,000	0.50
Liebig ..... "	5	----	200,000	----
Lake Major ..... N. S.	50	----	12,000	----
Mariposa ..... Cal.	100	100	50,976	8
Do. preferred ..... "	100	100	57,744	20
Mammoth ..... Col.	10	----	100,000	----
Manhattan ..... "	10	----	100,000	----
Massachusetts ..... "	5	----	250,000	----
Mount Vernon ..... Nev.	10	----	300,000	----
Montana ..... Col.	4	----	100,000	0.45
National ..... "	10	----	300,000	----
New York City ..... Nev.	100	----	50,000	----
New York ..... Col.	10	----	100,000	0.50
N. Y. & Nevada ..... Nev.	10	----	100,000	----
N. Y. & N. Sco ..... N. S.	10	----	100,000	----
North Clear Creek ..... Col.	10	----	100,000	----
Pacific	100	----	40,000	----
Peoples' ..... Col.	50	----	100,000	0.45
Prescott ..... Ariz.	10	----	100,000	----
Quartz Hill ..... Col.	25	----	40,000	1.65
Republic ..... Nev.	100	----	15,000	----
Rocky Mountain ..... Col.	10	----	50,000	0.80
Sherbrooke ..... Can.	10	----	100,000	----
Smith & Parmalee ..... Col.	20	----	125,000	4.40
Standard ..... "	10	----	50,000	----
Steptoe ..... Nev.	100	----	20,000	----
Tascher ..... Can.	10	----	100,000	----
Texas ..... Col.	10	----	50,000	----
Union ..... "	50	----	200,000	----
United States ..... "	20	----	75,000	----
Waddingham ..... Idaho.	25	----	24,000	----
Silver:				
Arizona ..... Ariz.	100	----	100,000	----
Columbia ..... Nev.	100	----	30,000	----
Empire, G. & S. ..... "	100	----	100,000	----
El Dorado	25	----	500,000	----
Essex & Diadem ..... "	20	----	125,000	----
L. California ..... L. Cal.	50	----	40,000	----
Madison ..... Nev.	100	----	30,000	----
Morning Star ..... Idaho.	1000	----	5,000	----
Mount Vernon ..... Nev.	10	----	500,000	----
New York City ..... "	100	----	50,000	----
N. Y. District ..... "	100	----	50,000	----
Tolyabee ..... "	100	----	50,000	----
Washington ..... "	100	----	22,500	----
Quicksilver:				
Pacific ..... Cal.	100	100	40,000	----
Panoche Grande ..... "	50	----	100,000	----
Quicksilver ..... "	100	100	100,000	29
Santa Clara ..... "	100	----	30,000	----
Miscellaneous:				
American Tin ..... N. H.	----	----	----	----
Rutland Marble ..... Vt.	25	25	40,000	----
Saginaw Salt ..... Mich.	25	25	100,000	----
Sunapee plumba. N. H.	50	----	42,000	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,525	6½	——	37
30 Nov.'66	5.73	——	218	32	—	Broadway, Boston	348,279	325,000	——	20,451	168,846	44,203	7	——	43½
30 Nov.'66	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	——	65,502	9	——	89½
30 Nov.'66	2.57	——	35	6	—	Lowell (Horse)	49,536	46 000	——	——	20,399	3,261	——	——	——
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	——	——	15
30 Nov.'66	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	——	25½
30 Nov.'66	3.07	——	——	——	——	Medford and Charlestown	36,600	21,000	9,600	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	——	337	157	—	Metropolitan (Boston)	1,501,478	1,250,000	——	139,096	752,414	113,472	——	——	53
30 Nov.'66	6.28	——	254	35	—	Middlesex (Boston)	494 702	400,000	38,000	76,444	157,176	11,437	——	——	38
30 Nov.'66	3.22	——	——	——	——	Northampton & Williamsb.	300,000	300,000	——	4,627	2,686	211	——	——	——
30 Nov.'66	5.89	——	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	——	——	——
30 Nov.'66	7.78	——	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	——	——
30 Nov.'66	3 61	——	——	——	——	Somerville	75,000	75,000	——	——	4,379	2,251	3	——	30½
30 Nov.'66	2.50	——	12	3	—	Stoneham street (Boston)	37,300	33,000	——	——	9,628	1,991	6	——	——
30 Nov.'66	6.74	——	——	——	——	Suburban	95.000	5,000	——	——	——	——	——	——	——
30 Nov.'66	——	——	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	——	87½
30 Nov.'66	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	——	516	4½	——	47
30 Nov.'66	2.25	——	——	——	——	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	——	——
30 Nov.'66	11.60	——	——	——	——	Worcester	91,174	75,000	52,000	——	——	——	——	——	——
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec.'62	8.6	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep.'65	7.17	——	——	6	6	Albany	85,544	50,000	31,000	——	65,155	501	——	——	——
30 Sep.'65	17.50	——	——	35	—	Bleecker St. & Fulton Ferry	1,595,966	900.000	610,000	46,000	103,215	37,588	——	100	——
30 Sep.'65	10.76	——	——	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	——	100	——
30 Sep.'65	14.33	——	——	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	——	100	——
30 Sep.'65	7.75	——	——	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	85,000	71,180	28 068	8,282	——	100	——
30 Sep.'65	24.00	——	——	35	48	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3 666	9	100	——
30 Sep.'65	56.18	1.90	——	146	29	Brooklyn City	1,333,460	1,000,000	170,000	——	857,701	148,758	5½	10	——
30 Sep.'65	11.75	4.00	——	32	—	Brooklyn City & Newtown	539,162	366.000	200.000	37,602	104,691	5,651	——	100	——
30 Sep.'65	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	——	——	——	100	——
30 Sep.'65	——	2.50	——	——	——	Brooklyn City & Rockaway	——	7,500	35,000	——	——	——	——	——	——
30 Sep.'65	24.00	——	——	116	—	Centr'l P'k, N & E. Riv. (N.Y.)	1,517,906	955.900	550,000	——	528,090	74.053	——	100	——
30 Sep.'65	——	2.00	——	——	——	Clinton Avenue (Albany)	——	2,800	——	——	——	——	——	——	——
30 Sep.'65	——	2.00	——	——	——	Cohoes & Waterford	——	500	——	——	——	——	——	——	——
30 Sep.'65	19.75	——	——	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	——	100	——
30 Sep.'65	11.82	——	——	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	——	100	——
30 Sep.'65	——	6.00	——	——	——	East & North River (W.Co.)	650	650	——	——	——	——	——	——	——
30 Sep.'65	18.00	1.00	——	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	——	627,153	90,670	6	100	——
30 Sep.'65	12.00	——	——	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	——
30 Sep.'65	4.52	——	——	——	——	Grand st. & Newtown (W'g)	——	——	——	——	——	——	——	——	——
30 Sep.'65	10.00	——	——	17	2	Harlem Br., Morris & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	——	100	——
30 Sep.'65	——	19.00	——	——	——	Harlem & Tarrytown	——	3,550	——	——	——	——	——	——	——
30 Sep.'65	19.10	——	——	30	—	Ninth Avenue	444,877	795,380	112,000	——	74,514	loss.	——	100	——
30 Sep.'65	——	11.00	——	——	——	Port Morris & Westchester	1.200	1,200	——	——	——	——	——	——	——
30 Sep.'65	11.00	——	——	16	—	Rochester City & Brighton	251,559	133,400	100,000	——	80,028	29,616	——	100	——
30 Sep.'65	16.00	——	——	——	——	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	——	100	55
30 Sep.'65	8.37	——	——	——	——	Sixth Avenue (N. Y.)	1,409,516	750,000	——	139 604	482,224	loss.	——	100	120
30 Sep.'65	17.60	——	——	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1.300000	115 000	1.024742	211,213	9	100	——
30 Sep.'65	——	5.00	——	——	——	Third Avenue & Fordam	975	975	——	——	——	——	——	——	——
30 Sep.'65	4.46	1.00	——	——	——	Troy and Cohoes	50,000	50 000	——	operby	T. & L.	R. R.	——	——	——
30 Sep.'65	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	——	——
30 Sep.'65	6.50	9.00	——	——	——	Utica City	209,325	124,500	100,000	——	30,752	loss.	——	——	——
30 Sep.'65	1.50	——	——	——	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	——	12,839	808	——	——	——
30 sep.'65	——	——	——	——	——	Westchester	5,949	7,370	——	——	——	——	——	——	——
30 Sep.'65	——	4.00	——	——	——	West Shore	1,457	2,200	——	——	——	——	——	——	——
						NEW JERSEY.									
31 Dec.'62	5.32	——	——	7	—	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
31 Dec.'62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec.'62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec.'66	17.00	——	150	22	—	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	——	50	——
31 Dec.'62	5.80	——	——	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct.'66	9.23	——	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143 111	61,093	20	50	——
31 Oct.'66	6 74	——	——	——	——	Frankfort and Philadelphia	134,935	71.475	50.000	21,750	6,184	loss.	——	——	15½
31 Oct.'66	16.43	——	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	——	261,223	65,440	6	50	15½
31 Oct.'66	34.41	——	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	——	28½
31 Oct.'66	5.47	——	120	25	—	Girard College (Phila.)	81,612	160,000	——	——	104,934	17,340	15½	50	28½
31 Oct.'66	4.63	——	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	——	166.792	51,954	18½	50	31
31 Oct.'66	2.12	——	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	——	25	——
31 Oct.'66	19.00	——	390	56	1	Hestonv., Mantua & Fairm't	——	——	183,600	8,250	242,181	30,388	——	50	13½
31 Oct.'66	5.21	——	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	——	25	14½
31 Oct.'66	7.25	——	90	13	—	Oakland (Pittsburg & E. L.)	——	59,503	52,157	6,174	43,264	loss.	——	——	——
31 Oct.'66	5.92	——	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	——	39,291	18,479	——	20	12
31 Oct.'66	7.00	——	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	——	50	——
31 Oct.'66	7.50	——	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	——
31 Oct.'66	2.90	——	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	——	80,135	29,988	20½	50	——
31 Oct.'66	8.00	——	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	13
31 Oct.'66	3.60	——	40	6	2	Schuylkill River (Phila.)	46,019	50,000	——	——	(op. by	S. & P.)	——	——	——
31 Oct.'66	19.38	——	435	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407 923	131,588	50	50	78½
31 Oct.'66	5.62	——	95	9	7	17th & 19th st. (Phila.)	114,368	120.000	——	——	57,662	12,333	——	50	13
31 Oct.'66	8.50	——	154	19	4	Spruce & Pine (Ph.il. & Gr'sF.)	250,253	250,157	——	——	101,996	38,491	8	50	27
31 Oct.'66	7.00	——	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	——	——	206,945	99,612	31½	50	65
31 Oct.'66	6.25	——	160	18	—	13th & 15th st. (Phila.)	——	994,950	——	——	128,955	45,196	2	50	19½
31 Oct.'66	25.00	——	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	——	344,895	67,574	7½	50	40½
31 Oct.'66	9.29	——	331	56	1	West Philadelphia	358,523	249,000	100,000	——	202.461	80,847	10	50	75
31 Oct.'66	2.48	——	9	3	1	Wilkesbarre and Kingston	26,880	25,000	——	6,260	9,168	3,424	——	——	——
31 Oct.'66	1.03	——	9	4	—	Williamsport	19,282	15,600	——	1,124	7,652	1,157	——	25	——
						MARYLAND.									
31 Dec.'62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	18
						OHIO.									
31 Dec.'62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec.'62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec.'62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec.'62	3.63	——	——	——	——	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	——
Brooklyn and Rockaway 1st Mortgage	20,000	7	J. & J.	——	——
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	——
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' Pittsburg) 1st Mortgage	56,300	7	J. & J.	1870	——
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	——
Delaware County: 1st Mortgage	6,500	7	——	——	——
Dorchester: Real Estate Mortgage	5,000	6	——	——	——
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	——	——
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	——	——
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	——
Real Estate	134,500	7	J. & J.	——	——
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	——	——	——
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	——
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm 1st Mortgage	118,000	7	J. & J.	——	——
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	——
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage sus antied	58,727	6	——	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	——	——	——
Middlesex: 1st Mortgage	38,000	——	——	——	——
Malden & Melrose bonds	56,971	——	——	——	——
Real Estate	6,000	——	——	——	——
Ninth Avenue: 1st Mortgage	112,000	7	——	——	——
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1881	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	——
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	——
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	——
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	——
Quincy: Plain bonds	58,100	——	M. & S.	1868	——
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	——	——
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	——
Second and Third Street: 1st Mortgage	160,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	——
Real Estate bonds	180,000	——	——	——	——
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	——
Utica City: 1st Mortgage	100,000	7	——	——	——
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	——	——
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	——
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	——

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, May 1.					
Loan of Jan. 28, 1847 ..... registered	$6,770,100	6	Jan. & July.	1867	101¼
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	123
" " " ..... coupon		6	" "	1868	130
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000		" "	Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102¼
" " " ..... coupon		5	" "	1874	102¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	109
" " " ..... coupon		5	" "	1871	109
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	July.	1881	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111¼
" " " ..... coupon		6	" "	1881	111¼
Loan of July 17, & Aug. 5, 1861 ..... registered	264,315,200	6	" "	1881	111¼
" " " " ..... coupon		6	" "	1881	111¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106¾
" " " (5-20s) ..... coupon		6	" "	1882	107¼
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	105¾
" " " (5-20s) ..... coupon		6	" "	1884	105¾
Loan of March 3, 1865 (5-20s) ..... registered	416,365,650	6	May & Nov.	1885	106¼
" " " (5-20s) ..... coupon		6	" "	1885	106
Loan of March 3, 1864, (10-40s) ..... registered	171,409,350	5	Mar. & Sept.	1904	99¼
" " " ..... coupon		5	" "	1904	99¾
Pacific R. R. Bonds of (currency) ..... registered	12,922,000	6	Jan & July.	'95-'96	
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	
" June 30, '64 & Mar. 3, '65 1st series	549,419,209	7.3	Feb. & Aug.	1868	100¾
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105¾
" " 1865 ..... 3d series		7.3	Jan. & July.	.....	105¾
Matured Debt not presented	11,381,190	6	At maturity.	.....	
Gold Certificates of Deposit	15,490,440			3 y'rs	
Compound Interest Notes of 1864	134,774,610	6	At maturity.	.....	
United States Notes (greenbacks)	374,247,687			.....	
Fractional currency	28,975,379			.....	
Navy Pension Fund	12,500,000			.....	
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	
" — " " ..... "	688,000	6	" "	.....	
" —Funded Interest Bonds ..... "	.....			1868	
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	119
" —War bonds ..... "	1 548,000	7	" "	'72-'90	
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July	1892	100
" — " (free.) ..... "		6	" "	1869	
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	73
" — " " ..... "	2,271,750	6	" "	'72-'86	81¼
" — " " ..... "	434,000	7	" "	1870	99¾
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	95
" — " ..... registered	1,758,400	6	" "	'60-'79	99
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'62-'79	
" — " " 1862-'79 ..... "	436,000	6	" "	'65-'79	
" — " " 1865-'79 ..... "	229 372	6	" "	'70-'79	101
" — " 1870-'79 ..... "	2,371,725	6	" "	1877	100
" — " ..... "	1,778,677	6	" "	1879	
" — " " ..... "	241,000	6	" "	1879	97
" — " War Loan	1,157,700	6	" "	1866	91¾
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	
" — " " ..... "	2,058,173	2¼	" "	1886	97
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1896	
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	
—War Loan Bonds ..... coupon	300,000	7	" "	1877	
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds ..... coupon	447,000	5	" "	'68-'73	
" — " " ..... "	3,204,000	6	" "	'68-'72	98¼
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Fu de Coupons	.....	6	.....	.....	.....
Maine—State Certificates	532,000	6	Mar. & Sept.	1893	100
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99¾
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1 727,000	6	"	1870	102
" — " " ..... coupon	3,192,763	6	"	1890	102
" — " " ..... inscribed		6	"	1890	.....
" — " (sterling) ..... coupon	6,401,000	5	"	var.	.....
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102¼
" — "	244,000	5	Jan. & July.	'70-'74	100
" — "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100¾
" — " War Loan	6,429,000	5	" "	1894	99¾
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	160,000	6	April & Oct.	1868	130¼
" — " "	1,024,000	6	Jan. & July.	'71-'75	109¼
" — " "	2,080,000	6	" "	'76-'78	111¼
" — " War Loan	1,088,000	6	" "	1883	.....
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	.....
" — " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1878	.....
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122 000	7	" "	1886	102
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	.....
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	95
" — " " (H. & St. R R.) "	3,000,000	6	" "	'72-'86	80¾
" — " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	95¼
" —New Sinking Fund Bonds	.....	7	" "	1896	.....
New Hampshire—State Bonds ..... coupon	535,000	6	Jan. & July.	'67-'74	99¾
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	99¾
" — " Notes	2,306,000	8	var.	var.	.....
New Jersey—State Stock ..... inscribed	96.000	6	Jan. & July.	var.	102
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103¾
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108¼
" — " " ..... general fund	1,189,780	6	quarterly.	pleas.	.....
" — " " ..... canal fund	702,000	6	"	1866	.....
" — " ..... general fund	500.000	6	"	1868	100
" — ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100¾
" — " " ..... "	2,250,000	6	"	1874	99¾
" — " " ..... "	500,000	6	"	1875	100¾
" — " " ..... general fund	900,000	6	"	1877	100
" — " " ..... "	800,000	6	"	1878	99¼
" — " " ..... canal fund	909,607	5	"	pleas.	.....
" — " " ..... "	192,585	5	"	1866	.....
" — " " ..... general fund	1,163,000	5	"	1868	.....
" — " " ..... "	442,960	5	"	1868	.....
" — " " ..... canal fund	167,000	5	"	1871	.....
" — " " ..... "	4,500,000	5	"	1874	94
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	.....
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62¼
" — " " (new) ..... "	3,500,000	6	Jan. & July.	'90-'92	47
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	.....
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	.....
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	101
" — " " ..... "	4,095,300	6	" "	1881	102
" — " " ..... "	2,400,000	6	" "	1886	102
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	.....
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	99½
" — " ..... coupon	6,168,000	5	"	'77-'82	96
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	101¼
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	.....
" — " " ..... inscribed	1,708,000	6	" "	'68-'90	.....
" — " " ..... coupon	1,499,000	6	" "	'77-'90	.....
" — " (new) ..... "	.....	6	" "	.....	.....
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58¼
" — " ..... "	239,167	5½	" "	'72-'79	.....
" — " ..... "	1,706,000	6	" "	'82-'89	.....
" —Railroad Loans ..... "	24,382,832	6	" "	long.	83
" —Funded Interest ..... "	873,813	6	" "	1892	63
Vermont—State Bonds	175,000	6	Various.	'67-'83	.....
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July	'84-'95	65
" — " " ..... coupon	11,108,000	6	" "	'86-'95	.....
" — " (sterling) ..... "	1,866,000	5	" "	1872	.....
—Funded Interest ..... registered	.....	6	" "	'76-'90	.....
" — " ..... coupon	.....	6	" "	'76-'96	.....
West Virginia—State Bond ..... coupon	.....	6	.....	.....	.....
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	.....
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	.....
" — " (") certificates ..... "	700,000	6	April & Oct.	'82-'98	.....
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	.....
Baltimore—City Bonds		5	quarterly.	1870	.....
" — "		6	"	1870	97½
" — "		6	Jan. & July.	1873	97½
" — "	19,024,528	6	May & Nov.	1875	96½
" — "		6	Jan. & July.	1886	98½
" — "		6	quarterly.	1890	99
" — " ..... coupon		6	"	1890	.....
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	.....
" — "		5	Various.	'66-'70	125½
" — "		5	"	'71-'75	125
" — "	7,846,026	5	"	'76-'80	99½
" — "		5	"	'81-'86	102
" — "		6	"	'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'70-'71	.....
" — " " (sterling)	305,000	5	Jan. & July.	'77-'78	100
	1,949,711	4½	" "	'72-'73	.....
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	96
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,186,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	.....
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	.....
" " — "	4,714,000	6	" "	'76-'78	.....
" " — "	1,800,000	6	" "	1883	100
" " — "	5,149,271	6	" "	1887	101
" " — "	275,000	6	" "	1898	.....
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	.....
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	.....
" " — "	3,125,200	5	" "	1870	94½
" " — "	319,000	5	" "	1873	.....
" " — "	1,000,000	5	" "	1874	.....
" " — "	334,700	5	" "	1875	.....
" " — "	2,016,000	5	" "	1876	.....
" " — "	2,375,000	5	" "	79-'80	88
" " — "	900,000	5	" "	1890	.....
" " — "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " " (new)	739,242	5	" "	'67-'82	83
" — " " (old)	2,232,800	6	" "	'66-'93	96½
" — " " (new)	7,898,717	6	" "	'66-'99	102½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	.....
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'69-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	.....
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	79½
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	84½
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	.....
" —City and County B'ds. "	1,133,500	6	" "	1888	.....
" — "	2,200,000	6	" "	'77-'84	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,718	164,438	166,498	194,992	200,807	266,626	295,512	356,408	401,103	367,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	575,446	634,243	576,365	5,826,285
1866	475,641	433 279	385,991	412,521	464,607	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	434,045	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307.803	252.015	2,770,484
1865	280.503	275,283	299.063	258,480	322,275	355,270	385,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,020	271,247	3,695,183
1867	240,235	142,947	238,562	283,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196.435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305.554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241 895	183,385	257,230	197.886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331
1867	267,626	184,497	258,507	280,283	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,830	390,355	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6.11 .566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,191	546,619	7,908,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,051	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,583	38,058	30,208	50,198	51,485	61,787	51,386	60,896	528 364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116.293	91.564	1,103,821
1866	90,415	79,430	110,070	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	108,164	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,050	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,187,188	983,855	1,070,434	1,153,295	1,101,668	1,243,143	1,203,462	1,290 830	1,411,347	1,480,251	1,417,347	1,044,008	14,586,328
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236.637	181,084	191,648	200.246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,527
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,378	510,100	424,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.460	739,736	641,589	643,487	518,088	7,181.206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,007	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60.540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95.453	1,068,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113.399	168,218	178,526	149.099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,600	87,510	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332.260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,152
1865	363.996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,055	429,646	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	376,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	419,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	480,651	490,694	447,670	328,769	4,504 549
1866	282,488	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,869	4,260,112
1867	304,095	283,661	376,210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,848	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,747	171,125	2.535,031
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	189,815	276,416	466,359	328,539	129,287	2,538,800
1867	148,800	130,000	134,900	192,548	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1.255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,123
1866	1,036,360	896,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,743,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,360,581
1867	242,793	219,065	279,647	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448,994	463,873	466,557	454,826	4,088,837
1863	385,085	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714, 02	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170.241	1,125,835	754,551	1,032,149	812,178	9,585,510
1865	653,053	608,305	116,215	923,288	416,341	866,979	957,194	1,121,205	1,361.579	1,419,432	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,201	996,841	1,252,336	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,062	7,129,466
1865	680,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	659,982	480,986	662,163	599,806	682,510	633,667	552,878	648,201	654,926	757,441	679,935	555,242	7,467,217
1867	560,115	522,825	678,349	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,810	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	224,194	204,785	202,986	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,864	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	166,338	139,626	244,114	24 1,840	221,570	220,209	265,164	2,060,332
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,062	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43.716	37 265	32,378	33,972	62,862	82,147	68,180	59,862	75,677	92,715	61,770	27,330	689,325
1866	45.102	35,006	39,301	43,332	56,913	102,918	85,276	60,698	84,462	100,313	75,248	44,468	814,036
1867	39,078	27,667	36,392	40,710	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	76
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	81
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	77
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	86
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	98
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1860	628,500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	98
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	96
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1880	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85
2d Mortgage	498,000	7	April & Oct.	"	1879	71½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	2,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406		Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.		1905	89
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,000,000	7	" "	" "	1885	81
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	79½
Equipment Bonds	270,483	7	May & Nov.	" "	1874	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	88
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	99
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	800,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston.	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	9
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	195,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb & Aug.	" "	1888	102½
2d Mortgage	2,500,000	7	May & Nov.		1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'75-'78	80½
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,092,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,328,000	6	" "	New York.	1875	109½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	89½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	800,000	7	May & Nov	New York.	1888	
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,2e4,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,995 500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247 000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	89
Milwaukee and St. Paul:						
1st Mortgage	4,598 000	7	Feb. & Aug.	New York.	1893	82½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	98
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mor gage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600.000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1881	146,200	8	" "	N. Y. & Mob.	1881	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,842	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'68	
Mortgage	64,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	600,000		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	6,000.000	7	May & Nov.	New York.	1915	96
2d Mortgage	516,950	7	" "	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1839	
New York Central:						
Premium [S. F.] Bonds	6,450,438	6	May & Nov.	New York.	1883	95
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged Stks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " [" JB & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,500	6		" "	1883	
Bonds of Aug. 1853, Convertible	460,000	7	Feb. & Aug	" "	1876	115
Bonds of Oct 1863, [S. F.]	2,926,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,810,262			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	90
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	New York.	1876	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'73-'75	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Chicago and Toledo:						
1st Mortgage	850,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1863	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250 000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1870	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	130
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	16 000	7			1866	
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct		'69–'91	
Sterl. 8kg f'd b'ds after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	73½
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1876	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7	May & Nov.	New York.		65
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Vermont Valley:†						
1st Mortgage	336,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1869	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983.000	6	" "	New York.	1854	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83 125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	100
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1833	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	618,965	30.3	.....	55,701	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	—
30 Jun. '59	57.0	—	—	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,778	21,006	—	—
31 Dec. '65	469.3	13.5	—	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,859	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	—	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	—	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	108,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,483	644,725	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,096	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000 600	2,000 000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	120
30 Nov. '66	50.4	7.0	11.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 '00	36,500	22,721	1,296,541	86.7	.....	415,411	54,643	4	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	...	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	...	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	...	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	...	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	...	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	...	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264,524	856,845	343,802	—	—
30 Sep. '59	138.0	—	...	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	...	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,695,153	1,484,616	8½	107½
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10,193,010	5,754,406	204,207	17,518,440	400 0	2,083,580	3,175,553	2,799,435	31	150
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,156,641	12,020,483	825,398	39,680,452	930.0	.....	6 820.750	1,802,272	—	35½
31 Mar. '66	181.8	—	—	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,266,632	6,500.000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,226	1,442,781	10	90½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.523,828	23,415,780	12.144.000	.....	41,478,289	708.3	3 613,862	6,546,741	2,175,447	10	114
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217 634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	861,663	171,667	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,588	—	37½
								INDIANA.													
— — —	234.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	11
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	245,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109 0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110 0	.....	448,858	230,834	9	41
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,993,428	73 0	411,278	1,248,726	598,671	12	154½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7.717	3,451 713	75.5	125.325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172 1 0	3,462,123	960.000	653,966	5,429,205	156 5	319,880	605.271	237.861	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,866	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	} Lexington and Frankfort	605.298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				} Louisville and Frankfort	1,405,910	128,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108.903	5	56
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,345	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	581,218	1,315,464	4,093,425	1,730 600	2,504,768	8,628 793	80.0	105,900	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6.184 172	1,386,874	—	4,607,457	3,561,000	281,157	12,009,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	53.7	—	.....	186.3	..	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,584,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270.423	647,596	—	2,960,000	4,250.000	.....	9,008,389	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,42	*	871,767	6,982 866	7,463,489	281,032	15,188,190	329.3	1,741 670	4,446,490	1,635,114	15	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625 531	2,661,517	1,745,785	10,001,2 00	9,1 5,540	736,951	20,473,951	523.8	2,386,193	4,973,133	1,609,387	—	66½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	996,992	6,331,896	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,17',600	—	.....	206.9	579,324	1,017,567	420,026	—	45
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	203,715	2,489,540	4,400,000	106,235	8,021,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13 6 '5,014	1,534,015	439,157	8,581,5 9	9,200 000	1 150,743	15,488,186	283.0	831,433	1,794,556	400,328	—	—
28 Feb. '67	90.0	—	3.9	260.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,3 -2,000	1,280,000	2,000,0 0	—	5,000,000	127 0	.....	.....	.....	—	—
28 Feb. '67	86.5	3.6	8 2	—	16	13	319	*St. Louis and Iron Mountain*	5,437,063	340,029	—	1,971,422	2,501,000	40 568	6,862,10	90.1	288,189	199,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,633	205.584	757,381	63.5	76,344	70,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,115	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000 000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,527	4,301,457	109.2	171,568	489,592	219,802	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,758	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	112½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	188.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	681,256	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	488,499	10	130
30 Nov. '66	47.0	7.0	48.0	—	30	52	2 0	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	130
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	88.6	729,470	1,914,729	490,201	10	139
30 Nov. '64	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,604	47.1	86,510	204,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	52.4	255,853	617,143	177,322	8	113½
30 Nov. '66	44.1	30.4	33.1	—	38	32	579	Eastern	4,452,999	506,090	467,611	3,5 8,800	1,818 400	271,200	5,448,700	94.5	805,800	1,422,167	477,714	8	108
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	8	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,6.0	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	6 1	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141 0	669,552	1,332,307	509,790	7	98
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,278	39,727	35,696	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	38	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17 190,503	156.1	1,660,062	3,932,017	1,408,791	10	140½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025.000	116,000	124,285	1,141,000	—	13,196	1,295,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	849,233	1,800,000	1,050,000	81,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1.671.775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '66	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,978	9	108
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	74	95	171	Belvidere Delaware	3,456,709	*	—	996.647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,039,101	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	120½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,481,434	*	—	1,001,993	1,084 776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,060	1,964.600	5 250.728	13,000,0 .0	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,922	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,600	1,580,141	5,000 000	350,000	—	6,512,449	33.8	688,632	1,770,864	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	.....
31 Dec 66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562.800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,'00,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38 5	—	.....	47.	—	—	—	W st Jersey	1,219,'04	*	454,219	731,050	1,010,'00	—	1,741 550	54.0	.....	283,440	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,309	—	1,604,145	1,016,739	173.722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '65	460.0	97.0	3.0	—	332	133	5,335	Erie	47,646,351	*	5,645,544	25,105,800	22,370,982	4,299,762	53,291,895	807.0	6,839,028	15,434,775	5,066,511	4	63
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,568,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	97½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107 0	366,319	588,40	353,666	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,504	815,170	44,119,904	692.2	6,667,561	14,596,786	3 201,112	6	97½
30 Sep. '65	130.8	2.1	45.0	—	43	83	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,728	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	253	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	58½
30 Sept. '65	18.0	—	0.5	10.5	.....	.....	.....	Oswego and Rome	585,8'0	*	—	206,30.	222,000	157,030	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,760	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,580	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	898	Rome, Watert'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rense	elae	r and	S aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	8.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"		"	"		6	.....
30 Sep. '65	15.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979 190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,828	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,500	—	—	926,319	37.5	83,548	185,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	35,000	600	134,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
-- --	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	252,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	299,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523.741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	320,500	5 996,577	202.0	.....	1,361,566	582,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,000	6,843,260	191.2	967,820	2 386,132	663,205	10	98½
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,902,784	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	150½
30 Nov. '66	101 0	102.5	.....	—	68	31	1,176	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,380,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	73
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035.717	13	113
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,'15	*	691,826	1,786,200	284,600	54, 17	2,148,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,350	494,454	75,607	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	178.8	77.6	13.1	—	58	20	435	Marietta & Cincinnati, re-org.	15,560,77	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,98'.354	595 400	291,902	3,382,168	1,218,972	109,813	4,972,756	205.9	346,671	694,720	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38,934	998, 204	1,291,800	38,820	2,228,821	125.0	241,240	382,807	166,138	—	.....
Dec. '64	242.4	—	—	—	45	18	469	Toledo & Wabash	9,090 918	*	—	3,427,050	6 665,868	—	10,243,015	250.0	1,244,258	2,060,332	945,492	3½	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,850,723	232,046	293,573	1,948,400	614,000	318,542	2,876,843	44.0	134.201	356,277	133,892	—	16
31 Oct. '65	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9 9,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '65	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '65	74.0	—	6.3	—	16	12	130	Cumberland Valley	1,691,087	*	—	1,316,900	384,000	—	1,691,087	74.0	207,024	564,408	252,281	8	83½
31 Oct. '65	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,248,600	3,370,500	717,222	15,376,322	204.5	1,909,776	2,738,496	714,825	20	112
31 Oct. '65	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '65	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	30
31 Oct. '65	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '65	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,069	235,158	—	—
31 Oct. '65	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	56
31 Oct. '65	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '65	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,185,498	*	—	685,130	1,462,140	—	2,188,498	59 7	194,282	250,906	53,595	—	16
31 Oct. '65	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '65	71.0	87.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,700	—	9,408,2 0	1,477,000	—	12,994,222	1.8.5	1,078,411	3,718,680	2,260,027	20	57
31 Oct. '65	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,966	2,606,100	585,000	73,555	3,664,655	(ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '65	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '65	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2 5	67.5	345,588	902,218	382,500	—	32½
31 Dec. '65	354.8	33.3	466.8	—	452	240	7,970	Pennsylvania	26,642,634	3,371,215	15,238,686	20,000,000	18,0 8 2 6	—	44,241,544	665.5	7,050,026	16 563,883	5,967,520	9	8 ½
31 Oct. '65	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	238,459	409,986	1,491,850	159,800	—	1,817,554	24.2	274 8 9	605,346	247,446	9	60½
31 Dec. '65	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,969,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	25
30 Nov '65	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,588	23,742,867	6,719,562	—	32 577,548	474 5	4,361,356	10.9 2.819	6,016 631	10	61½
31 Oct. '65	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,681,507	26.5	195,478	849,446	316,754	15	131
31 Oct. '65	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,336	2,470,958	1,057,687	10	85½
31 Oct. '64	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '65	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,254,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	97
31 Oct. '65	23.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	23.0	149,055	348,138	130,392	4½	40
31 Oct. '65	28.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,800	113,865	1,760,501	35.4	144,402	357,550	143,650	—	.....
31 Oct. '65	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,801	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	253,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	105,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,634,798	447,499	9,827,975	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,489	58,183	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,309,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,294	448,922	5,312,725	2,885 990	1,462,314	11,093,891	291.0	406,061	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,079	3,015,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	.....	.....	189.0	.....	734.116	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	.....	45.8	87,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	82,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	252,846	196,568	—	—
— —	26.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	26.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '66	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
Aug. '66	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	6,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	384,828	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	6	94½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	232,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,892	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,434,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,984	136,902	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	.....	696,703	127,935	—	19½
30 Sep. '66	68.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	*	—	2,063,655	2,923,000	330,780	.....	167.7	6 mos.	300,101	102 651	—	.....
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,686,187	133.4	.....	289,581	49,681	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,609	2,000,000	1,717,500	900,829	7,201,983	191.7	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,961	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	347,100	319,000	44,544	1,210,624	43.5	67,004	167,881	69,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,795	6,245,868	126.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10 6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,238,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,986	5,229,000	—	18,808,374	2 5 0	986.727	2,538,800	934,103	—	38½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (s y)	11,933,000	*	—	11,7 0,000	188,000	—	11,933,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,934	2,063,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,006	187.0	.....	78.0	204	130	2,399	Grand Trunk	..10.345	*	—	15,123,430	54,750,510	7,336,406	77,210,346	1.096	.....	4,368,510	1,154 856	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,866	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	98.1	402,670	467,386	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	15	18	170	European & North American	4,747,713	—	—	4,658,700	—	—	—	108 0	—	148,339	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,1 8	—	1,350,000	13,100	186,000	1,779,28	60	.....	182 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	.....	—	20	15	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4 278,281	92.0	158,416	139,107	81,181	—	—
								NEW GRANADA.													
pe 62	8.		—	—	11	22	120	Pan ma	8,000,000	*	—	5,011,1 4	—	—	10,7 5,7 1	48.	.....	1 37,438	1,158,92		258

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	54
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	61½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William. port (preferred)	500,000	7	7	42
Erie (preferred)	8,535,700	7	7	72½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,5?6,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	92
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,310,900	7	—	57
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo & Wabash (preferred)	984,700	7	7	62½
Toledo, Peoria & Warsaw (1st pref.)	1,631,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18—	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	90
Boat Loan	232,807	6	----	----	92
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	1,601,670	6	M & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	86½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86½
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,091,700	10	53½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	65½
" (preferred)	100	1,175,000	10	110½
North Branch	100	----	—	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21½
" " (preferred)	50	2,888,988	—	30½
Susquehanna and Tide Water	50	2,048,200	—	15½
Union	---	---	---	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 40 —	@ 44 —
Pig, American, No. 1		— —	@ 40 —
Bar, Refined, English		85 —	@ 92 50
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		160 —	@ — —
Bar, English & American, Refined		110 —	@115 —
Bar, English & American, common		100 —	@105 —
Scroll, English		140 —	@190 —
Ovals and Half round		135 —	@145 —
Band, English		140 —	@ — —
Horse Shoe		135 —	@ — —
Rods, English		115 —	@172 50
Hoop English,		145 —	@205 —
Nail rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 18½	@ — 19
Sheet, English, Single, Double and Treble		— 5½	@ — 8
Rails, English	(gold) per ton	53 —	@ 54 —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18	@ — 23
English Spring	(1st & 2d qlty.)	— 10½	@ — 12½
English Blister	(1st & 2d qlty.)	— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 19	@ — —
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— 15	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits) per lb.	— 36	@ — —
Sheathing, Yellow		— 23	@ — —
Pig, Chile		— —	@ — —
Bolts		— 38	@ — —
Braziers'		— —	@ — 36
American Ingot	(cash)	— 23½	@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
English		6 50	@ 6 87½
Bar	per lb.	— —	@ 10 —
Pipe and Sheet		— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold) per lb.	— 24½	@ — 25
Straits	(gold)	— —	@ — 21½
English	(gold)	— 22	@ — —

	—Gold.—		—Currency—	
Plates, I. C. Charcoal, p. box	9 —	@ 9 12½	12 75	@ 13 50
Plates, I. C. Coke	7 50	@ 9 —	10 50	@ 12 25
Plates, Coke Terne	— —	@ 7 —	9 50	@ — —
Plates, Charcoal Terne	8 37½	@ 8 75	11 75	@ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash) per 100 lb.	— —	@ 6 —
Clinch	(cash)	7 50	@ 7 75
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails	(6 mos.)	18 —	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 16	@ — 16½
Refined, free L. S. to White		— 41	@ — —
Ref'd, in bond, prime L. S. to White		— —	@ — 24½
Ref'd, in bond, Standard White		— 26½	@ — 27
Naptha, Refined (60@63 gravity)		— 21	@ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th 2	F 3	Sat. 4.	M 6.	Tu. 7.	W. 8
Atlantic M. S. S. Co.	94	95	94	94	94	95
At. & Gt. W. (O.) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	93	----	----
California 7s	----	----	----	----	----	----
Canton Co.	44	44½	44	44½	43½	43½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	108	----	----	----	----	107½
" " pref.	----	----	----	----	----	----
" " 1 M.	99½	99½	100	100	----	100
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	90	----	----	----	----	----
Chicago, Burl. & Q.	----	----	130	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n.	85	85½	85½	86½	85½	85½
" " pref.	67½	62½	62½	63½	62½	60½
" " 1st M.	93	----	----	81	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	92½	----	----	93
" " Consol.	----	79½	79½	----	----	----
Chicago & Rock Isl.	88½	90	91½	92½	91	90½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	98½
Clev. and Pittsburg	71½	72½	72½	74½	72½	72½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	114x	113	112½	113½	113½	113
" " S. F. 7 p.c.	----	----	----	102	----	----
Cumberland Coal, pref	32	----	31½	30½	31	31
Del. & Hudson Canal	147½	----	148½	148½	149	150
Del., Lack. & West.	120	----	----	----	----	----
" " 1 M. 8 p.c. '71-8	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	63½	64½	64½	65	63½	62
" pref.	----	72½	----	73	72½	72½
" 1 M. 7 p.c. '67	----	----	----	----	----	101
" 2 M. 7 p.c. '79	101	101½	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	87	----	----	----	----	----
Hudson River	96½	97	96½	96½	97	97½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	104	----	104½	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	113½	114	113½	113½	114	114
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	108½	110
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	79	----	----	----	----	----
Mariposa Mining Co.	----	----	----	8	----	----
Michigan Central	109	108½	109	110	109	----
" S F. 8 p.c. '82	----	108	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68½	69½	69	70	68½	6 7
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	95½	----	96½	96½	96½	96½
" " 2 M.	----	----	----	----	89	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	92	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	35½	----	35½	35½	35½	36
" " pref.	55½	55½	55½	56	57	56½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	76½	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95½	95½	95	95½	95½	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	95½	95½	----	----
New York Central	94½	98½	98½	99½	97½	97½
" Real Estate	----	----	----	----	----	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	94	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	98	----	----	----	----	100
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	62	62½
" ex-coupon.	----	----	46	47½	47	47
" new	----	----	----	47	47	----
Ohio & Miss. cer.	23½	23	22½	23½	23	22½
" " pref.	----	----	----	----	62	----
Pacific Mail S.S. Co.	128	129	129½	131	129½	129½
Panama	254	255	----	255	255	----
Phila. and Reading	103½	103½	104	104½	103½	103½
Pitts. Ft. W. & Chicago	96½	98	97½	97½	97	96½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	95	95
" " 3M.	----	94½	----	----	----	----
Quicksilver Mining Co.	29½	30½	28½	29½	29½	29
St. L., Alton & T. H.	36	36½	----	----	37	37½
" " pref.	----	----	----	----	66	----
" " 1M.	----	----	----	90	90	90
" " 2M. pref.	----	----	----	80½	----	----
" " Inc. b'ds.	----	----	73	----	78½	----
Tennessee 6s, 1890	----	----	65	----	----	----
" ex-coupon.	63	64½	----	64½	64½	64½
" new	62	----	62	63½	63	62½
Tol. Wab. & Western	38½	38	38	38½	39½	39½
" " Pref.	----	62	62	62	----	62½
" " 1M. ex.	----	----	----	88	88	----
" " 2M.	76½	----	----	78	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	65	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th.2	F.3	Sat.4	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	102¼	102¼	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99	99½	----	99¼	99⅞	99⅞
U. S. 5s, 10-40s, reg.	99¼	----	----	----	----	99⅞
U. S. 6s, 1881, reg.	110¼	110⅜	----	110⅜	111¼	----
U. S. 6s, 1881, cou.	110¼	----	110⅜	111	111⅛	111⅜
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	107¼	107¼	107¼	107⅞	107⅞	107⅞
U. S. 6s, 5-20s, c. 1864	105¼	105½	105½	105⅝	105⅝	105⅝
U. S. 6s, 5-20s, c. 1865	105¼	105¼	106	106⅛	106	105⅝
U. S 6s, " reg.	----	105⅜	105¾	106	106⅛	105⅜
7.30 Notes, 1st series	106½	106⅛	----	----	106⅛	106⅛
" " 2d series	105⅜	105¼	105⅜	105⅛	105¼	105⅞
" " 3d series	105⅜	----	----	----	----	106⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 7.

	W.1	Th 2	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	----	28½	----	----	----	----
" preferred	----	----	----	----	----	----
Camden & Amboy	131	131	131	130½	130½	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	89	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	94	94	----	----
Ches. & Del. Canal 6s '86	----	----	----	94	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53¾	----	53¾	56¼	53¾	53¾
" " 6s, '84	89¼	89¼	89¼	----	89	89
Lehigh Valley R. R.	56¾	56¾	56¾	56¾	56¾	----
" " " 6s	89¼	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	93	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	56¾	----	53¾	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32½	----	----	----	----	----
" " 6s	87½	----	----	----	88	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	44½	----	----	----
Pennsylvania R. R.	58	58	57¾	----	58	53¾
" 1st m.	99¼	----	99¼	----	----	99½
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	101½	----	----	101⅜
Philadelphia City, 6s	96¼	96¼	----	96½	96¾	96⅞
" " new	102	102	101⅞	101⅞	101⅛	101⅜
" " munc	----	----	----	101½	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	51¾	51⅞	52	52	52½	52
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28¼	28¼	28¼	----	25¾	----
" " 6s	----	----	----	93	----	----
Philad. & Sunbury, 7s.	92	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	30½	----	----
" " 6s '82	87	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	90½	----	----	----	----
Susq. Canal	15½	----	----	----	----	15½
" " 6s '78	----	----	----	65	65	65
Union Canal, pref.	----	4½	----	----	----	----
" " 6s '83	----	----	----	----	23½	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	85	----	----
Hestonville, (Horse)	----	13½	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	27	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 7.

	W.1	Th.2	F.3	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	96¼	----	96¼	97	97	97½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	99	----	----	----	99	99
Balt. and Ohio	111¼	----	----	112¼	----	112½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	98	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	97½	97½
Northern Central	44½	----	----	----	----	44½
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th. 2	F.3.	Sat.4.	M.6.	Tu.7.	W8
Boston and Lowell	121½	----	----	----	----	----
Boston and Maine	130	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	140	139	139	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	67	----	----
Connecticut River	113½	----	----	----	----	----
Eastern, Mass.	108	----	108	----	108	108
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	117	----	----	----	----	118½
Manchester & Lawr'ce.	----	----	----	----	120	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	108½	----	----	----	108	108
Old Colony & Newport	94½	96½	97½	98	98	----
Ph., Wil. & Baltimore	54	----	----	55½	55¼	55½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	95½	94¾
Vermont & Mass.	----	----	----	----	----	55
Western	139½	140	----	140	140¼	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	90½	----
Metropolitan "	----	----	----	52	----	55
Middlesex "	58	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	20	21	22	23	23	----
Franklin "	18	18	18	17	16½	16
Huron "	5⅛	4⅛	5⅛	----	4⅛	5
Isle Royale "	----	7	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	38	----	----	15	----	15
Pittsburg "	38	----	----	----	----	----
Quincy "	----	----	----	----	22½	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 12th and 19th of April.

	Closing Prices. Apr. 12.	Closing Prices. April 19.
United States, 5-20s, 6 per cent 1882	73¾@ 74	70¾@ 71¾
Do. do. 6 do. 1884	71 @ 73	69 @ 71
Do. do. 6 do. 1885	72¾@ 73	69¾@ 70½
Do. do. 6 do. 1868	83 @ 85	83 @ 85
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	50 @ 55	50 @ 55
Do. 6 per cent	43½@ 44½	44 @ 45
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort, 1877	55 @ 60	55 @ 60
Do. do, 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort bonds, 1890	21¼@ 22½	21¼@ 22½
Erie shares, $100 (all paid) 8 p. c.	36 @ 37	37 @ 38
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort, 1883, 7 p. c	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c, 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76¼@ 76¾	76 @ 77
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort, 8 p. c., 1882	67 @ 69	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, May 11, 1867.

Stock Exchange and Money Market.

The week has been a very easy one for the leading street houses, as far as regarded the supply and price of money. Capital has been flowing into this centre from all tributaries, and both at bank and through private channels, there has been more than usually rapid accumulation, especially in the form of funds, available on call, on unexceptionable securities. The large dealers in the public funds have been supplied to the full measure of their requirements at 4, and, in some instances, as low as 3@3½ per cent. To the Stock Exchange firms, the rates have ranged from 4 to 6 per cent., most of the negotiations having been on the basis of 5 per cent. As lenders could not place all, or nearly all their balances, advantageously, on even these modified conditions, quite a spirited investment business has been transacted in the various interest bearing obligations of the Government, at advancing prices, augmented, in good degree, by the reluctance of capitalists to freely accommodate general business people, in view of the two or three important mercantile failures of the week, and the pretty general distrust in commercial paper engendered by them. Strictly prime short-date paper has been in some request at 6@7 per cent. per annum, but the call for even this has been less animated than we had occasion to notice in our last; and for less select grades, there has been scarcely any currency. The city banks have gained strength rapidly, since our last, as indicated by their last weekly exhibit, which showed an increase of $8,054,731 in the deposit line, $2,667,056 in the legal tender, and $2,497,873 in the specie reserve, with a decrease in their circulation of $29,538, offset by an increase of $3,140,177 in the loan item. The specie reserve of the banks is now $9,902,177, against $10,914,997 same time last year. The city bank deposits are now $195,729,072, against $210,373,303 week ending May 5, 1866. The legal tender reserve amounts to $70,587,407, against $81,204,447 same time last year. The circulation now stands at $33,571,747, against $25,415,677 same time last year. The loans are now $250,877,558, against $258,974,134 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $93,310,019 a day, against a daily average of $74,414,070 the preceding week, and $74,635,729 the week ending with April 13th. The current week's exchanges average about $83,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $1,163,308; increase of legal tender reserve, $458,657; increase of deposits, $1,339,184; increase of specie, $3,236; and increase of circulation, $1,674. This, like the statement of the New York city banks, gives evidence of the increasing abundance of money at the leading financial and commercial centres.

No National Bank notes were issued last week, leaving the total issue to 1,664 banks thus far, as given in our last, $302,558,456, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,607,983, leaving, with the existing 1,647 banks, an actual circulation at this date, of $298,950,474. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,607,450; and for the public deposits, $38,860,950—making a total of $379,468,400. The Treasury Department, last week, redeemed and destroyed $283,400 of worn and mutilated fractional currency, and issued $297,364 worth of new. On Monday of the current week, national bank currency to the amount of $123,900 was issued.

The U. S. Sub-Treasury receipts, week ending with May 4, were $28,401,654, including $2,190,166 from customs duties; payments, $37,933,021; balance at the close of the week, $110,334,049, against $119,865,417, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $19,733,043, and payments, $17,541,755; on Tuesday, receipts, $3,631,346; payments, $2,242,393. The balance at the close of business on Tuesday stood at $113,914,369, against $115,170,035 a week previous. The cash

balance in the hands of the United States Assistant Treasurer at Boston, at the close of last week, was $8,605,389 89, against $8,859,141 21 at the close of the previous week, showing a decrease of $253,751 32. The coin on hand was $5,664,973 01, against $7,925,665 12—a decrease of $2,260,692 11. About two millions of gold interest were paid during the week.

Government revenues were on a more liberal scale, last week, and the promise is of a steady improvement in this important interest. The excises, last week, yielded $5,890,371, against $2,608,206, the preceding week; customs at the port of New York, $2,190,166, and at the outports, about $730,000 (in coin) more, making the grand total income for the week equal about $10,306,000 in currency, against disbursements of $4,896,362 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $235,000,000.

The Gold movement has been a more determined and confident one for the *bull* interest, favored as this interest has been by the renewal of war rumors from Europe, (many of them doubtless sheer fabrications,) and by the reports of failures of extensive operators in cotton, for a rise, and in gold for lower prices. The extremes of the week have been 135@138¾, and the latest dealings on Wednesday were at 137¾@137⅞, on a less firm, and not particularly active market. The liberal disbursements of coin interest from the U. S. Sub-Treasury, about nine millions for the week, have tended to keep the speculation in check, by making what is called "cash gold" quite abundant for immediate delivery, on speculative contracts. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $729,602. The customs demand for Gold last week, averaged $365,027 a day; thus far, this week, it has been equal to $364,480 a day, or equal to a weekly aggregate of $2,086,880. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $54,854, and from California, $206,214. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $106,493,216, against $114,730,460 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $34,667,781, against $24,588,336 same time last year, showing an increase this year, of $10,079,445. The exports of specie from this port, last week, were only $713,657. The total outflow of specie from the port, thus far in the current fiscal year has been $26,155,551, against $19,224,139 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $8,862,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $45,585,392, against $39,275,861 for the same time in the preceding fiscal year.

Government securities have been in unusually good investment demand and much firmer prices, partly from the causes explained in our money paragraph, and partly in consequence of the last and decidedly favorable exhibit of the public indebtedness, a comparative statement of which we give elsewhere in our paper.

The coin held by the Treasury on the 1st inst., amounted to $114,250,444, and the outstanding gold certificates of deposit to $15,400,440, leaving $98,850,004 the property of the Government. The semi-annual interest on the Five-twenty loan, which fell due on the 1st inst., has to be deducted from this aggregate, and as the latter amounts to between twenty-four and twenty-five millions the coin in the actual ownership of the Treasury at that date was nearly seventy-four millions. U. S. sixes of 1867 closed here on Wednesday at 135½; U. S. sixes of 1868, at 132½; U. S. sixes of 1881, 111⅜@111⅝; U. S. Five-twenties of 1862, ex-May coupon, 107⅞@108; U. S. Five-twenties of 1865 at 106⅛@106¼; U. S. Five-twenties of 1865, consolidated, 107¾@107⅞; U. S. Ten-forties at 99¾@99⅞, ex-coupon, and U. S. Seven-thirties at 105¾@106⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864	119	May, 1865	113½
July, 1864	118½	August, 1865	112½
August, 1864	118	September, 1865	111¾
October, 1864	117	October, 1865	111½
December, 1864	116		

Foreign exchanges have been quite stiffly held, as a rule, though the business of the week, has not been extensive. Bankers' 60 day bills on London closed tamely on Wednesday at 109⅝@109¾, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅜@110½; and on Paris to 5.13¾@5.10. The offerings of produce bills have been more liberal, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,198,819, making the total value of exports since July 1, 1866, $153,526,617, against $194,280,678 same time in the preceding fiscal year.

The railway and miscellaneous stock dealings of the week were of less magnitude, and while at the opening, prices favored sellers, the transactions since Monday have been of a decidedly *bearish* temper and drift, leading to a reaction in values, despite the unusual ease in money. At the close of Wednesday, the market seemed somewhat steadier, though without special vigor.

The general markets have been quite active for breadstuffs at firmer prices, but quiet and depressed for most other articles. Cotton has been unfavorably influenced by later and discouraging market reports from Liverpool. Middling grades of cotton left off here on Wednesday tamely at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 120,000 bales. The receipts at the port this week, have averaged nearly 1,450 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 539,500 bales, against exports of 364,269 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,671,000 bales against 1,816,101 bales same time last year; exports, 1,228,000 bales, against 1,317,695 bales same time last year; estimated stock at latest dates, 385,000 bales, against 888,968 bales same time last year. There has been a very moderate call for foreign merchandise, and much heaviness has been reported, particularly in the dry goods interest. The total imports of foreign dry goods, last week, were $1,292,697, and the total amount marketed $1,425,424. The value of foreign merchandise imported last week, was $3,000,270—making the grand total specie value of last week's imports of dry goods and merchandise, $4,292,967, and since July 1, 1866, $221,210,737, against $252,919,950 same time in the preceding fiscal year. The ocean freight market has been fairly active but less firm, with 609 vessels of all classes in port. For Liverpool we quote flour at 1s. 10½@2s. per bbl.; grain at 2¾@3d. per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

Some purchases of wheat have been made here for the Oswego and Rochester markets, which are represented as being bare of desirable stock; and inland freight room has been engaged for three or four canal boat loads, for those points. This is a very novel and suggestive incident of the grain trade of the port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 24.	April 30.	May 8.
Consols	90¾	91¼	91¼
U. S. 5-20's of 1862	68	71¼	71¼
U.S. 5-20's of 1865	66¾	69½	69¾
Erie	36½	40½	41
Ill. Central	73	75	75½

The New York exports, exclusive of specie, for the week ending May 7, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,219,011	$4,198,819
Prev. reported	84,183,526	67,721,403
Since January 1	$87,402,537	$71,920,222

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,088,264	$1,292,697
Gen. merchandise	2,798,296	3,000,270
Total for the week	$3,886,560	$4,292,967
Previously reported	106,969,192	85,984,738
Since January 1	$110,855,752	$90,277,705

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise	$252,919,950	$221,210,737
Exports produce	194,280,673	153,526,617
Exports specie	19,224,139	26,155,551

The balance in the Sub-Treasury on Wednesday was $116,210,986 01.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 6s, 1872, 100½; do., 7s, Bounty Loan, 108¼; Ohio 6s, 1881, 102; Georgia 6s, 73; do., 7s, 84½; Michigan 6s, 92; Virginia 6s, new, 40; Connecticut 6s, W. L., 99½; N. Y. City 6s, 1874, 99; Brooklyn 6s, Water Loan, 96; do., Park Loan, 93; Second Avenue R. R., 55; Del., Lack. and Western scrip, 115; do., 1st mort., 96; Chicago, Rock Island and Pacific 7s, 89; Pacific R. R. 7s, guar. by Missouri, 96½; Chicago and N. W. Equipment bonds, 95; Toledo and Wabash Equipment bonds, 65; Chicago and Gt. Eastern, 11; N. J. Central, 116; Troy, Salem and Rutland, 97; New Jersey R. R., 140¼; Dubuque and Sioux City pref., 60; Cincinnati, Hamilton and Dayton, 80; Boston Water Power Co., 30½; Brunswick City Land, 6; Western Union Telegraph, 48¾; do., 7s, 75½; Mariposa pref., 20; Schuylkill Coal, 5¼; Pennsylvania Coal, 150; Adams' Exp., 64½; Wells-Fargo, Exp., 68; Am. Exp., 65; U. S. Express, 65; Merchants Union

Express, 18; Am. Ex. Bank, 112½; Ocean Bank, 101; Bank of North America, 106; Bank State of New York, 106; Shoe and Leather Bank, 111; Central National Bank, 109½; Importers' and Traders' Bank, 110; Park Bank, 142; Metropolitan Bank, 125½; Fourth National Bank, 105; Phœnix Bank, 105; Union Bank, 113; Bank of Commerce, 115; Seventh Ward Bank, 101; Continental Bank, 104; Columbian G. & S., 3.30; Consol. Gregory Gold, 6.25; Corydon, 1.35; Charter Oak Copper, 2.15; Davidson Copper, 0.80; Gunnell Gold, 2.95; Holman Gold, 0.15; Kipp and Buell, 0.65; La Crosse Gold, 0.50; Liberty Gold, 0.05; Montana, 0.45; Nye Gold, 0.06; New York Gold, 0.50; Ohio and Colorado G. & S., 1.00; People's G. & S., 0.45; Quartz Hill, 1.65; Reynolds Gold, 0.05; Rocky Mt., 0.80; Smith and Parmalee, 4.40; Sensenderfer, 8.00; Walkill Lead, 0.46; Buchanan Farm Petroleum, 0.15; Pit Hole Creek, 0.60.

Philadelphia.—Sunbury and Erie 7s, 97⅛; Warren and Franklin 7s, 81½; West Jersey R. R. 6s, 90; Allegheny County coupon 5s, 75½; Pittsburg 5s, 73½; New Jersey 6s, 101½; 13th and 15th streets R. R., 19⅞; Chestnut and Walnut street R. R. bonds, 83; Camden and Amboy scrip, 75; Keystone Zinc, 1½; New York and Middle Coal Fields, 8; Ocean Oil, 2⅝; Caldwell, ⅜; Feeder Dam, ¼; Bank of North America, 240; Farmers' and Mechanics' Bank, 142; Mechanics' Bank, 31¾; Commercial Bank, 57½; Union Bank, 63; First National Bank, 138. The latest quotations are: City 6s, 96¾@97; do., free of tax, 101½@101⅝; State 5s, 96@97; do., coupon, 94@95; do., 6s, W. L., 102@102⅛; Reading 51¾@51⅞; do., 6s, 1870, 93@95; do., bonds, 91@91¼; do., conv., 104@106; Camden and Amboy, 130½@130¾; Penn. R. R., 53⅛@53¼; do., 1st mort., 99¼@99½; do., 2d mort., 94@95; Little Schuylkill R. R., 28@29; Morris Canal, 65@68; do., pref., 119@120; do., bonds, 90@91; Wyoming Valley Canal, 55@56; do., 6s, 84@85; Susquehanna Canal, 15⅝@15⅞; do., 6s, 65@65½; Sch. Nav., 21⅛@22¼; do., pref., 30½@31½; do., 6s, 1882, 77@77½; Union Canal bonds, 23½@25; Delaware Div. Canal, 56⅜@56¾; do., bonds, 85@89; Elmira and Williamsport, 29@32; do., pref., 40@45; do., 7s, 1873, 95⅛@96¼; do., 5s, 62@63; Lehigh Coal and Navigation, 53@53; do., bonds, 1884, 89⅜@89¼; North Pennsylvania, 33@34½; do., 6s, 87@88; Philadelphia and Erie, 28½@28¾; do., 6s, 92½@93; Minehill, 57@57¼; Catawissa, 10@13; do., pref., 27½@23; Lehigh Valley, 57¼@57½; do., bonds, 92@93; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78@80; West Philadelphia, 61@—; Spruce and Pine, 27@29; Green and Coates, 30@31; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 19¾@19⅞; Girard College, 28@30; Tenth and Eleventh, 64@67; Union, 40@41; Hestonville, 13@13½.

Boston.—Boston, Hartford and Erie, 14⅝; do., 7s, 51½; Vermont Central and Vermont and Canada 8s, 1876, 99; N. Y. and Boston Air Line 6s, 46; Indianapolis and Cincinnati, 41; Ogdensburg and Lake Champlain, 58¾; do., pref., 98½; Sandusky, Dayton and Cincinnati pref., 33¼; Connecticut and Passumpsic Rivers R. R., 80; do., 6s, 93; South Shore R. R., 16; Old Colony and Newport 6s, 1875, 96⅝; Rutland and Burlington 1st mort., 130; Vermont Central old stock, 1; do., 2d mort., 25; Cheshire R. R. 6s, 1880, 91⅛; Vermont and Massachusetts 6s, 94¾; Cambridge horse R. R., 6s, 1881, 89¾; Boston, and Lynn horse R. R., 15; Boston Water Power Co., 31; Essex Co., 110; Cary Imp. Co., 9⅛; Ophir (N. S.) Gold, 2; Massachusetts 5s, 1882, gold, 99¾; do., 1894, 98⅛; Vermont 6s, 1874, 99½; New Hampshire 6s, 1872, 98; Rhode Island 6s, 1889, 99; Cook Co., Ills., 7s, 1880, 94¾; Lynn 6s, 1887, 98; Chicago 7s, 1890, River Imp., 98½; St. Louis 6s, 1887, 80; Portland 6s, 1877, R. R., 93½; do., municipal, 94½; Bath 6s, 1891, 93¾; Calais 6s, 1876, 93¾; Boston 6s, 1877, currency, 101⅛; do., 5s, 1868, gold, 127½; Salem 10-50 6s, 99; Merchants' National Bank, 104¾; Everett National Bank, 99¾; Suffolk National Bank, 114; National Bank of Redemption, 109½; Eliot National Bank, 105; Atlas National Bank, 110¼; State National Bank, 90¼; Mt. Vernon National Bank, 104¾; Continental National Bank, 109¼; Shawmut National Bank, 113¾; Howard National Bank, 105½; City National Bank, 105¼; Union National Bank, 107⅛; North National Bank, 107⅛; Columbian National Bank, 115¼; Hamilton National Bank, 118; Washington National Bank, 120¼; Tremont National Bank, 115¼; Allouez Mining Co., 4½; Bay State, 4½; Canada, 32c.; Dana, 62½c.; Hancock, 4; Petherick, 1¼; Superior, 2.

Baltimore.—North Carolina 6s, old, 62½; Virginia 6s, old, reg. 40⅝; do., 1866, 35½; do., 1867, 35; Tennessee 6s, old, 64½; Central Ohio R. R., 27; Virginia and Tennessee R. R. 8s, 66⅝; Marietta and Cincinnati 1st mort., 80; Western Maryland 2d mort., 64½; Santa Clara, 3¾; Farmers' and Planters' Bank, 30¼; Bank of Baltimore, 104; Farmers' and Merchants' Bank, 45; Mechanics' Bank, 9¾; Franklin Bank, 13¾; Union Bank, 60⅝; Western Bank, 27½. The latest quotations are: Balt. and Ohio, 112¼@112½; do., 1875, 98@98; do., 1880, 98@98; do., 1885, 97½@98¼; Northern Central, 44½@44¾; do., bonds, 1885, 84¾@85; N. W. Va., 16@18; do., 1st mort., 1873, 93⅝@95; do., 2d mort., 91@92; do., 3d mort., 90@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79½@80; Central Ohio, 27@27½; do., 1st mort., 89@90; Western Md. 5s, 66@67; do., 6s, guar., 94@95; Maryland 6s, coupon, 1870, 100⅛@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95¼@95½; do., 1873, 97¼@97½; do., 1875, 97@97½; do., 1886, 98@98¼; do., 1890, 99@99⅛; do., coupon, 100@100; do., Park, 99@99; do., 1892, 98@—; do., 5s, 1838,-'70, 83@83; City Passenger R. R., 18½@18¾; Canton Co., 42½@43½; Gardner, 0.45@0.70; Am. Gas Coal, 0.50@0.50; Maryland Anthracite Coal, 3½@5; George's Creek, 75@90; Santa Clara, 3¾@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.30@0.35; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@155.

Iron Sleepers.

The Great Central of Belgium and the Centre Railway Companies have decided on making a trial of iron sleepers. With this object the Great Central of Belgium has ordered 10,000 iron sleepers, on the Vautherin system, which will be employed in the course of this season; the Centre Company has ordered 5,000, which are in course of manufacture. These contracts have been concluded at 7s. per sleeper—terms which include accessory fastenings.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States April 1 and May 1, 1867:

	May 1, 1867.	April 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,091,350.00
Six per cent. bonds of 1867 and 1868	15,379,641.80	15,482,641.80
Six per cent. bonds of 1881	283,746,200.00	283,745,600.00
Six per cent. Five-twenty bonds	1,031,146,150.00	969,562,000.00
Navy pension fund	12,500,000.00	12,500,000.00
Total	$1,541,203,341.80	$1,499,381,591.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$12,922,000.00	$12,922,000.00
Three-year compound interest notes	134,774,510.00	139,028,630.00
Three-year seven-thirty notes	549,419,200.00	582,330,150.00
Total	$697,115,710.00	$734,280,780.00
Matured debt not presented for payment	11,932,540·32	12,285,658.32
DEBT BEARING NO INTEREST.		
United States notes	$374 247,687.00	$375,417,249.00
Fractional currency	28,975,379.46	29,217,494.96
Gold certificates of deposit	15,400.440.00	12,590,600.00
Total	$418,623,506 46	$417,225,343.96
Total debt	$2,668,875,098 58	$2 663,713,374.18
AMOUNT IN THE TREASURY.		
Coin	$114,250,444 09	$105,956,477.22
Currency	33,838,558.24	34.328,826.52
Total	$148,089,002.33	$140,283,303.74
Amount of debt less cash in the Treasury	$2,520,786,096 25	$2,523,428,070.44

By comparing this with the statement of April 1st, it is shown that the debt bearing coin interest has increased $41,821,750; the debt bearing currency interest has decreased $37,165,070; the matured debt not presented for payment has decreased $893,118, and the debt bearing no interest has increased $1,368,162 50, making the increase to the total debt during the month $5,161,724. The amount of coin in the Treasury during the same period has increased $8,292,966.87, and the amount of currency has decreased $490,268 28, leaving the amount of debt less cash in the Treasury on May 1st $2,641,974 19 less than on April 1st.

☞ The contract for the Stone Work of the Bridge across the Ohio River at Louisville, Ky., has been given to Nash, Flannery & Co., of Nashville, Tenn., who have already commenced quarrying at a place on the Lebanon Branch of the Louisville and Nashville Railroad. The stone work consists of two abutments; each 80 feet high, and 13 piers, each from 120 to 140 feet high. The contract price is $400,000. The engineer promises that the bridge shall be ready for use by January 1, 1870.

☞ We understand that the Newark and New York Railroad Company have closed a contract with the Moseley Iron Bridge and Roof Co., of this city, for two draw bridges for their road, one of one hundred and twenty-five and the other of two hundred and five feet span, the former across the Hackensack, and the latter across the Passaic River. These bridges are to be completed in August and October next.

☞ Two or three boat loads of railroad iron have been unloaded opposite Oil City for the Allegheny Valley Railroad Company. The work on this road is being pushed rapidly forward, and will be completed in a few months.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending April 20th, 1867, were $126,776 00
Corresponding week of previous year. 125,327 00

Increase $1,449 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in April, 1867.. $30,094 00
Corresponding week previous year.... 21,406 00

Increase $8,688 00

The earnings of the Western Union Railroad for the week ending April 30, 1867. .. $13,633 72
Corresponding week previous year.... 14,699 22

Decrease $1,065 50

The earnings of the Detroit and Milwaukee Railroad for the week ending May 2d, 1867, were $38,920 00
Corresponding week of 1866..... 23,462 00

Increase..... $15,458 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in April, 1867, were $54,801 00
Corresponding week of previous year.. 64,307 00

Decrease $9,506 00

The earnings of the Chicago and Northwestern Railroad for 4th week in April, 1867.. $226,872 00
Corresponding week previous year .. 190,260 00

Increase $36,612 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in April 1867, were $120,344 00
Corresponding week of 1866 ..... 113,540 00

Increase $6,804 00

Journal of Railroad Law.

THE FENCE LAWS OF INDIANA—NEGLIGENCE IN CROSSING HIGHWAY.

The case of Bartlett *vs.* The Dubuque and Sioux City Railroad Company was a case lately decided in the Supreme Court of Indiana, and will be found interesting to our readers. The case holds that there is nothing in sections 3 and 4 of Chap. 169, Laws of 1862 of that State requiring railroad companies to make cattle guards at *private* crossings. The failure to do so might, under some circumstances, be evidence of negligence or want of due care in so constructing their roads as to exclude stock; but it can in no case create the liability contemplated in these sections.

The case also decides that the fact that the bars at a private crossing were left down by the landowner, and not by the employees of the company, does not discharge the latter from liability from injuries resulting therefrom, if it have not used due care to keep them closed.

Plaintiff sought to recover for two mules killed by the rolling stock of defendant, at a point where the road was fenced on both sides, and where it crosses the lands of one Collins. It seems that in the evening they were placed in plaintiff's, the next morning were gone, and on the same day were found near the track, one killed, and the other so injured as to be entirely worthless. At each end of the Collins enclosure there were "cattle guards," and between these bars for a private crossing for the use of Collins; those on one side being put up by the company and the others by him. At this crossing there were no "cattle guards." The testimony tended to show that these bars were down at the time of the injury, that the mules, when injured, were walking from the "cattle guards" on the west; that the train was running in the same direction; that the track is straight, and can be seen for about two miles west from the place where the accident occurred.

Based upon this state of facts certain instructions were given at the request of the plaintiff; others, asked by defendant, refused. Verdict and judgment for plaintiff, and defendant appeals.

WRIGHT, J.—Plaintiff insists that, under the statute the company is required to build "cattle guards" at farm crossings, Ch. 169, 9th, General Assembly.

Defendant denies this, and maintains that as the road was fenced, and bars put up at the farm crossings, it is not responsible for injuries to stock straying upon the track at such crossing, when the bars were left down by the land owner or other person than the servants or employees of said company.

I. The act of April 8 1862, chapter 169, section 6, only makes it incumbent on the company to make proper "cattle guards" on the road where it "enters or leaves improved or fenced land," and to construct good, sufficient and safe crossings "where the road crosses any *public* highway." The next section makes the company liable for all injuries sustained by reason of a neglect or refusal to comply with the provisions of the preceding ones. There is certainly nothing in these sections requiring the company to make cattle guards at a *private* crossing. And in the absence of such requirement the company is not bound to make the same. Of course the company might erect these guards at private as well as public crossings, and the failure to do so might, under some circumstances be evidence of negligence or want of due care in the duty of so constructing the road as to exclude stock from the track. But the *right* to do so is very different from the *duty*, and especially when the latter is based upon the language of the statute. We hold, therefore, that the failure by the company to erect cattle guards at a private way does not make it liable as contemplated by sections above quoted. Those sections contemplate the right to recover by proof of the injury, and the neglect or refusal to make the cattle guards or crossings. There is nothing said, however, about a *private* way, and there is no warrant for extending the language beyond its plain and obvious meaning. The New York Act (Laws 1850, 233 344,) is different in its language from ours. And therefore what is said in the case of Brown *vs.* New York and Erie Railroad Company, 18 Barb. 594, upon the subject, might be conceded (and see Corwin *vs.* same, 18 N. Y. 42,) without in the least conflicting with the views above expressed. It only remains to inquire whether the fact that the bars were left down by the landowner or other person than the employees of the company would, as a matter of law, relieve the latter from liability. This question is considered in Russell *vs.* Hawley, *infra*, and consonant therewith, we hold that the company cannot thus shift the responsibility. The obligation as to third persons is primarily on the company. Cases may arise where such third persons would be liable and the company not. It is the duty, however, not only of the company to put up the fence, but to see that it is kept in repair. If farm crossings are made, and bars leading thereto, care must be used that these bars are kept up. That they were left down by the proprietor would not absolve the company from the duty of putting them up. Care and diligence are required at its hands. If the requisite amount of care is used, and injuries result by the act of the proprietor in leaving down the bars, or in leaving open a gate, the company might escape liability. Without such care it would be liable, as the defendant's position denies the liability, if the bars were left down by others, whatever the carelessness or want of attention on the part of the company, it is not sustainable, and all instructions based upon that view were correctly refused.

The case of the Great Western Railroad Company *vs.* Helme, 29 Ill. 198 is very briefly reported, and yet it is there held that in order to excuse the company, it must be without fault in relation to leaving down or open the bars or gate at the farm crossing. In such cases the company is held to more than the least care, and as a consequence is liable for loss than gross negligence. If the road is fenced and so kept, or if it should be down or open without fault on the part of the company, then as stock on the track would be there without right or as trespassers, the company would only be liable for gross negligence. The doctrine as laid down in Alger *vs.* Mississippi and Missouri Railroad Company, 10 Iowa, 268, is, that when the road is properly fenced the company is liable for gross negligence. But to apply this rule in measuring the company's liability, the road must not only be fenced but kept so. And if not so kept because of the company's want of care or negligence, it would be liable for less than gross negligence.

The case of the Indianapolis, Cleveland and Pittsburgh Company *vs.* Shirmer 17 Ind. 295, differs from this in the very essential fact that the stock belonging to the tenant of the land owner passed on to the track by reason of his own negligence to maintain bars erected by the owner for his own convenience, and used by the tenant with the consent of the company.

The case of the Terre Haute and Wabash Railroad Company *vs.* Fowler, 22 Ind., 316, does not conflict with the views above expressed, for the fence was thrown down by third persons without the authority or knowledge of the company. The company exercised reasonable care and diligence, and the cattle strayed upon the track before the company had notice of the injury to the fence.

The only remaining case cited by appellants counsel, is the Indianapolis and Cincinnati Railroad Company *vs.* Adkins, 23 Ind. 340. This case is unquestionably current, so far as it gives the rule for stock belonging to the owner of the land. Its correctness so far as it attempts to lay down a general rule touching the property of third persons, may admit of more doubt. (See prior cases in that court, particularly New Albany and Salem Railroad Company *vs.* Maiden, 12 Id. 10. Same *vs.* Pace, 13 Id. 411.)

But however this may be, several considerations seem to distinguish the case from this. In the first place, the statute did not require the company to grant or construct a private way over the road or through its fence. In the next place, the plaintiff's stock was *trespassing* when it passed on

to the land through which the road was constructed. And, finally, the owner knew that the bars were down; that they were erected as a private way for the accomodation of the land owner, and that his stock was liable to pass to and upon the track.

Affirmed.

Morris Canal and Banking Co.

We have the report of this company for the year ending February 28, 1867. From this we learn that the canal was opened for business on the 29th of March, and closed on the 12th of December, making a navigable season of 222 working days. A serious interruption occurred in the month of July at plane nine east, by the breaking of the water wheel, which entirely suspended navigation at that place for seven days, and by the accumulation of boats made the navigation slow for several days longer. In the month of October, a large reservoir, constructed for the Paterson water works on the high lands above the canal, near Paterson, gave way suddenly, emptying itself into the canal and causing a break which suspended navigation four days. Notwithstanding these interruptions, the business done upon the canal has been large, fully realizing the expectation expressed in the last report.

The income of the company from tolls and other sources during the year was		$616,350 36
And the expenses were:		
Repairs of canal & works	$235,305 55	
Operating canal	70,259 45	
Salaries, law and other expenses	$37,286 91	
Less gain in interest	10,033 22	
	27,253 69	
Transportation expenses.	7,561 50	
		340,380 19
Balance—profits of the business		$275,970 17
Balance at credit, Feb. 28, 1866		117,351 97
		$393,322 14
Dividends on preferred stock		$117,500 00
" consolidated stock		82,000 00
Interest on bonds		55,334 72
United States tax		5,898 59
Discount on boat loan		22,869 02
Boat loan bonds bought by Trustees and cancelled		11,000 00
Depreciation of boat stock		1,526 82
Bad debts		278 69
Balance, February 28, 1867		96,914 30
		$393,322 14

It will be seen by the table of "trade and tonnage" that the total amount carried east and west was 889,220 tons, and it was equivalent to 54,559,798 tons carried one mile, which is about 15 per cent. more than the tonnage of the previous year.

The earnings of the company from all sources have been $616,350 36; the current expenses were $340,380 19, leaving as net earnings $275,970 17, which added to the balance at the credit of profit and loss, at the beginning of the year, makes $393,322 14. Dividends amounting to 10 per cent. upon the preferred stock, and 8 per cent. upon the consolidated stock, and the interest upon the company's bonds have been paid. Boat loan bonds amounting to $11,000 have been purchased and cancelled, which, with the other items charged to profit and loss, make in all $296,407 84, leaving $96,914 30 at the credit of that account at the close of the fiscal year. It will be seen that while the gross earnings are more than in any former year the difference is much less than the difference in tonnage; this arises from a reduction in the rates of toll made necessary by reductions in the rates of competing coal carrying companies.

The current expenses have been large, exceeding those of the previous year by the sum of $67,515 62; of which $9,000 is attributable to the substitution of Bessemer steel rails, instead of iron rails for renewals on the planes; also, about $19,000 to rebuilding and widening two aqueducts; one over Peckman River near Little Falls, and the other over Hurd-brook at Dover; also, about $11,000 to the erection of houses for the use of locktenders, brakemen, and ferrymen; the remainder must be put partly to the continued high price of labor and materials, and partly to the increase of trade upon the canal. It is believed that the greater endurance of the steel rails will much more than compensate for the difference in first cost, the houses were necessary for the proper accommodation of the men near to their work, and will tend to insure at those places, the services of such men as are needed for the efficient operation of the canal.

There has been sold during the last year, $7,000 of the second mortgage bonds, at par; leaving $32,000 of that class of bonds unsold at this date.

Construction Account.

The amount expended on construction account during the year has been:

For extensions and improvements at Jersey City	$70,306 81
Increase of "Boat Account"	62,347 47
Extension of tracks and shutes at Port Delaware	15,083 70
General improvement account including land damages	11,338 56
Total	$159,076 54

Boat Loan and Boat Account.

The total amount of bonds sold at the end of the last fiscal year is $232,087 50, for which the company received $183,876 36.

There have also been received during the last year "boat rents" to the amount of $53,134 99; $11,000 of boat loan bonds have been purchased by the Trustees and cancelled in accordance with the requirements of the deed of trust and credited to "boat account," reducing, by that sum, the amount invested in boats; there has also been credited to boat account, $1,526 82, losses on boats worn out during the year; also, $1,662 72, for losses of former years on boats, and not before credited; leaving $213,146 89 now at debit of "boat account."

All the boats have been duly conveyed to the Trustees, and by them leased to the company, on the conditions required by the action of the Board, creating the "boat loan," which conditions have been duly observed by the company.

Coal and Ore Tonnage.

It will be seen by the table of "Coal Tonnage" that the shipments to Port Delaware have increased from 74,502 tons in 1865, to 112,790 tons the last year, or about 52 per cent.; also, that the shipments at Port Washington increased from 124,204 tons to 141,034 tons, a difference of about 13 per cent., also, that the amount received at Port Delaware by canal diminished from 217,933 tons to 205,351 tons, a difference of 6 per cent.

The extension of tracks and schutes at Port Delaware, commenced in 1865, has been completed, and will give a capacity for shipments at that point greater than at any former period.

The ore trade has been unusually active during all the season, amounting to 290,165 tons, against 174,838 tons the previous year.

The Morris and Essex Railroad was completed so far as to commence carrying coal and ore in the early part of last year. This road will now become a strong competitor for the way trade hitherto transported on the canal, particularly that of coal and iron ore, dividing this trade with the canal, and very likely compelling the work to be done at rates less remunerative than heretofore.

The severe weather during the past winter, and the backwardness of spring, have delayed the opening of the canal about one week. The usual repairs have been made and the canal is in excellent order throughout. The great depression in the coal market indicates that carrying companies may be compelled to do their work at rates less than those of last year, in which event the tonnage must be correspondingly increased in order to secure an equal amount of revenue. In anticipation of this state of things, the company has largely increased their boating capacity during the last two years, and the prospect for a large tonnage appears at this time favorable.

General Statement.

Cost of canal and appurtenances		$3,269,756 13
Assets:		
Cash	$64,151 96	
Bills receivable, individual accounts, etc	61,661 85	
Materials	21,055 11	
		146,868 92
		$3,416,625 05
Capital stock:		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
Mortgage bonds		768,250 00
Boat loan bonds		232,087 50
Liabilities:		
Individual accounts, etc.	$28,514 97	
Bills payable	82,000 00	
Dividends and coupons unclaimed	8,858 28	
	119,373 25	
Profit and loss—surplus		96,914 30
		$3,416,625 05

President and Engineer.—William H. Talcott.
Vice President.—John D. Ward.
Secretary.—John Rodgers.

Baltimore and Ohio Railroad.

This company are now running six daily passenger trains between the east and west, making close connection with trains from either termini. We learn that the double track, which has been in course of construction for many months past, is now practically completed between Baltimore and Cumberland, a distance of nearly two hundred miles, while the work beyond that point is continued steadily. With that portion now in use, the operations of the company, especially with regard to freights, are being greatly facilitated, and afford superior advantage to shippers.

Camden and Amboy Railroad.

At the annual meeting of the stockholders of this company held at Bordertown, N. J., on the 27th ult., the following named gentlemen were elected directors for the ensuing year: Edwin A. Stevens, Cambridge Livingston, Joseph P. Bradley, Benjamin Fish, Ashbel Welch, John L. McKnight, Sam'l Welsh.

At a subsequent meeting of the Board of Directors, William H. Gatzmer was elected President, Richard Stockton, Treasurer, and Samuel J. Bayard, Secretary.

☞ We learn from the Montour *American* that much of the stock of the Danville, Hazleton and Wilkesbarre Railroad has already been subscribed, and five dollars on each share has been paid. The company will be organized in a few days, and the work proceed at once. The road will be made on the south or east side of the river from Sunbury to Danville, Hazleton and Wilkesbarre.

☞ The St. Louis and Illinois Bridge Company have commenced boring through the sediment in the stream to ascertain the depth of the rock below the river, preparatory to the commencement of the piers.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$1,329,350	$626,505
" cotton	1,239,069	804,902
" silk	925,984	826,109
" flax	969,758	553,084
Miscellaneous dry goods	502,515	495,227
Total entered for consump.	$4,966,626	$3,305,827

WITHDRAWN FROM WAREHOUSE.

	1866.	1867
Manufactures of wool	$1,480,091	$740,472
" cotton	644,052	704,840
" silk	732,077	660,665
" flax	597,365	375,090
Miscellaneous dry goods	115,592	171,632
Total withdrawn from warehouse	$3,569,177	$2,652,699
Add entered for consump.	4,966,626	3,305,827
Tot. thrown on the market	$8,535,803	$5,958,526

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$998,838	$783,263
" cotton	395,119	337,214
" silk	483,977	287,038
" flax	378,031	291,050
Miscellaneous dry goods	113,978	270,063
Total entered for wareh'g.	$2,369,938	$1,968,628
Add entered for consump.	4,966,626	3,305,827
Total entered at the port	$7,336,564	$5,274,455

The imports of foreign dry goods at New York for four months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$12,915,548	$6,105,838
" cotton	7,884,277	5,204,160
" silk	8,334,363	4,291,141
" flax	5,897,799	3,564,199
Miscellaneous dry goods	3,201,020	2,530,469
Total ent. for consump.	$38,233,007	$21,695,807

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$5,846,389	$8,003,916
" cotton	3,277,145	4,054,266
" silk	2,811,798	3,138,183
" flax	1,100,470	3,732,430
Miscellaneous dry goods	491,068	736,909
Total withdrawn from warehouse	$14,526,870	$19,665,704
Add ent. for consump.	38,233,007	21,695,807
Total thrown on the market	$52,759,877	$41,361,511

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$7,338,389	$5,932,744
" cotton	3,039,503	3,721,454
" silk	3,388,259	2,805,852
" flax	2,595,851	2,239,913
Miscellaneous dry goods	545,547	821,751
Total entered warehouse.	$17,407,499	$15,521,714
Add ent. for consumpt'n.	38,233,007	21,695,807
Total entered at the port.	$55,640,506	$37,217,521

The imports of foreign dry goods at New York for ten months from July 1st, were:

Year.	Value.
1860–1	$79,615,140
1861–2	31,676,135
1862–3	55,449,103
1863–4	72,352,127
1864–5	40,498,403
1865–6	122,981,478
1866–7	93,725,514

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1867.

The receipts on capital account during the half year amounted to £73,702 3s. 9d., and the total receipts to Jan. 31, 1867, to £5,242,383 12s. 2d. The aggregate expenditure to the same period amounted to £5,341,252 15s. 1d.; leaving a balance to the debit of capital account of £98,869 2s. 11d. The outlay on capital account during the half year has been £137,688 19s. 8d. This expenditure includes outlay on the Petrolia Branch Railway of five miles in length; extension of siding accommodation; proportion of cost of rebuilding in stone and iron the new bridge in course of construction across the Twenty-mile Creek at Jordan; sundry additions to stations and platforms; extension of mechanical buildings; a new puddling furnace for the rolling mill; outlay for third rail and car ferry boat accounts; and for slip dock and landing wharf at Windsor. The receipts and expenditure on revenue account were as follows:

Gross receipts		£331,513
Working expenses, which now include renewals		166,632
		£164,881
From which there has to be deducted—		
Interest on Government loan	£17,498	
Interest on bonds, &c	32,772	
Loss on conversion of American funds	48,229	
Amount charged on account of Detroit fire claims	4,110	
Loss on working Erie & Niagara Railroad	643	
Judgment and costs in suit of Suspension Bridge Company	1,596	
		104,848
Profit on half year's operations		60,033
Add surplus from last half year		2,649
Available for dividend		£62,682

From this amount the Directors recommend a dividend at the rate of 3½ per cent. per annum, free of income tax, which will absorb £61,553 8s. 5d., and leave a sum of £1,128 13s. 1d. to be carried to the credit of the current half year. The loss on the conversion of American funds for the half year was £48,228 11s. 5d., as compared with £73,316 17s. 11d. for the corresponding half year of 1866. The conversions of the company have been made at an average rate of 142, while the average price of gold during the half year was 142⅞. The following table exhibits the receipts and expenses for the last five corresponding half years:—

	Receipts.				Expenses.	
Half year.	Pass., mails, and sundries.	Freight and live stock.	Rents.	Total.	Including renewals.	Per centage of gross rcpts.
Jan.	£	£	£	£	£	£
1863.	122,627	186,099	579	309,305	172,568	55.79
1864.	129,684	171,329	621	801,634	171,336	56.80
1865.	154,125	157,874	730	312,730	168,577	53.91
1866.	205,131	181,171	837	387,039	170,003	43.93
1867.	168,986	161,254	1,273	331,513	166,632	50.26

The gross receipts for the half year amount to £331,513 7s. 3d., against £387,039 6s. 1d., showing a decrease of £55,525 18s. 10d., but as compared with previous corresponding half years they exhibit a steady increase. The decrease during the past half year has arisen in all branches of traffic, except local and through freight, which shows an increase of £7,708 2s. 6d. The falling off in the live stock business from local stations to the United States amounted to £8,784 18s. 9d., while the decrease in the through live stock business is £18,295 18s. 5d. But it must be borne in mind that the traffic in live stock was unusually stimulated last year owing to large purchases having been made prior to the United States duty of 20 per cent. coming into operation. The decrease in the through passenger traffic, as compared with the corresponding half year, has been general on all through lines, and has chiefly arisen from the depressed state of travel caused by the close of the American war. This half year there are several special charges against revenue, which amount in the aggregate to £6,349 7s. 1d. These arise from a proportion of the loss resulting from the fire at Detroit station in April, 1866; deficiency in working the Erie and Niagara Railway during its partial opening, and for the settlement of a long pending dispute with the Suspension Bridge Company. The Directors are happy to announce the completion of the narrow gage track between Suspension Bridge and Windsor, and of the Iron Ferry boat for the transport of cars across the Detroit River, which came into successful operation on the first day of the present year. Notwithstanding the difficulties attendant upon the commencement of through working over such an extended railway system as that between Chicago, New York and Boston, the results thus far have been most satisfactory, and have fully realised the expectations of the Directors, expressed in their last report. The requirements of the oil district of Enniskillen have had the attention of the Directors, and a short line of five miles from Wyoming to Petrolia, constructed by independent parties, has been taken over by this company for the cost of construction amounting to £10,038 10s. 2d. The line was partially opened for traffic on the 17th of December, and on the 1st of January came into full operation. It was announced in the last report that progress had been made towards an arrangement with the Commercial Bank, in compliance with the authority given by the proprietors at their meeting on the 4th April, 1866; the main principle being that all claims against this company have been withdrawn, the Detroit and Milwaukee Railroad Company agreeing to set aside a moderate annual sinking fund to redeem the claim of the bank, and in the meantime to issue its bonds in satisfaction of this and other claims; and to a limited extent these bonds will participate in the surplus earnings of the Detroit and Milwaukee road *pari passu* with the original loan made by the Great Western, and accrued interest thereon. The arrangement has the sanction of the legal advisers of the company. The gross earnings of the Detroit and Milwaukee Railroad for the year ending December 31st, 1866, were £340,935 2s. 4d., and the working expenses amounted to £210,442 16s. 11d., leaving a net revenue of £130,492 5s. 5d. Of this surplus, the sum of £78,752 17s. 1d., was absorbed in the payment of interest on all descriptions of prior bonds of the company. The Directors look hopefully to the future, believing that with the establishment of the narrow gage track, the permanent welfare and advantage of the Great Western of Canada will be realized.

Rails in France.

The quantity of rails received by the various French railway Companies in 1866 was as follows: Paris, Lyons, and Mediterranean, 35,300 tons; Northern, 34,055 tons; Eastern, 15,029 tons; Southern, 18,291 tons; Western, 8,887 tons; Orleans, 8,494 tons; Charentes, 8,080 tons; Mont Cenis, 2,290 tons; Medoc, 400 tons; and Girdle of Paris, 149 tons; total, 125,975 tons. This total nearly represents the entire consumption of rails in France in 1866. The consumption has been gradually decreasing since 1862, when it attained a total of 247,883 tons.

A Hungarian Railway.

A new line of railroad from Pesth to Hatvan, 40 miles long, was opened in March. It passes through the new Crown estate of Godollo, and will be continued to Miskolcz. This line will eventually form a portion of the great northern railroad connecting Hungary, through the Carpathian Mountains, with Galicia and Russia.

Boston Water Power Co.

The annual meeting of this company was held in Boston on the 29th ult. From the report of the treasurer we learn that the receipts from the sale of lands during the year amounted to $564,929; from other sources $144,762; cash and notes receivable on hand $70,268; amounting in all to $779,959; expenditures, $750,213; leaving a balance on hand of cash and bills receivable, $29,746. The business of the company has been as follows: Land sold, 794,545 feet, amounting to $565,429. The debt of the company is $141,000, deducting cash on hand and notes securable, $29,746, is $111,254. The property now owned by the company amounts to 1,590,212 feet of made land, and about 10,000,000 feet of flats, the Mill Dam foundry, the Boston Iron Company and the Boston Hemp Company. During the past year a dividend of $6 per share has been paid, making $20 per share since the property passed into their hands.

During the past year a settlement has been made with the City of Boston for the large drain built by the city for the use of the company, by the payment of $50,000, the amount agreed upon when the contract was made in 1864. The drainage is now complete and perfect throughout the entire property.

There had been a great increase in the value of land between Columbus avenue and Tremont street, land selling last year for 70 and 80 cents a foot having been resold at $1 10 to $1 15 per foot. The directors have not thought it best to press the sale of made land until that which has been sold should have been built upon. The directors state that more building is going on now upon the company's land than ever before.

While there is less demand for costly houses such as are built upon the lands of the State on Commonwealth avenue, Bacon and other streets, there is an increased demand for houses of moderate cost. The land between Chester and Dartmouth streets is increasing in value, being held at higher figures than was obtained for land on Berkley, St. James and other streets. The report of the Directors was considered very satisfactory.

The meeting then proceeded to the election of a Secretary and Treasurer, and G. W. T. Braman was chosen. A board of Directors was also balloted for, and Nathan Matthews, Thomas Upham, Charles A. Lombard, Wm. H. Reynolds, H. T. Arnold, J. F. Cole and J. A. Gardner were chosen. At a subsequent meeting of the directors, Nathan Matthews was elected President.

Great Western (Canada) Railway.

The following is a comparative statement of the receipts and expenditures of this company for the past five years:

	July.	January.	Annual.
1862-'3....	£246,238	£309,304	£555,542
1863-'4....	298,067	301,634	594,701
1864-'5....	314,939	312,729	637,668
1865-'6....	284,565	387,039	671,604
1866-'7....	343,162	331,513	674,675

The working expenditure, including renewals, for the same period has been as under:

	July.	January.	Annual.
1862-'3....	£129,051	£309,304	£438,355
1863-'4....	136,270	301,634	437,904
1864-'5....	140,188	312,729	452,917
1865-'6....	182,486	387,039	519,525
1866-'7....	150,406	331,513	481,919

The total receipts for these five years have amounted to 3,134,190*l.*, while the expenditure, including renewals, reached to 2,380,620*l.* The net revenue for the five years is 803,570*l.*, indicating an average of 160,714*l.* per annum.

East Boston Co.

The report of the directors, presented at the annual meeting of the stockholders in Boston on the 6th inst., states that the sales of the lands of the company during the past year were not so large in extent as in former years, but that the price obtained were higher, showing that the company was in a prosperous condition. The number of sales up to the present time had been 4,392, and if negotiations for the sale of other lands are successful this amount will be more than doubled. There have been thirty-five wooden and six brick houses erected during the past year, besides various improvements in the gas works, and the iron and brass foundries, and also in the Eastern Railroad freight depot. The city had also constructed a sewer in the third section. The report was considered satisfactory by the stockholders.

The report of the Treasurer shows that the receipts of the year from various sources have been $48,550 72; expenditures, $46,400 42, leaving a balance of $2,150 30 in the hands of the Treasurer. The total assets of the corporation amount to $1,235,506 26. A ballot for Directors was then had and the following gentlemen were elected: C. A. Browne, H. P. Cushing, J. S. Farlow, T. B. Hall, G. N. Macy, J. Noble, S. Peirce, J. Peirce and M. D. Ross. At a meeting of the Directors, held subsequently, T. B. Hall was re-elected President, and A. R. Turner, Secretary and Treasurer.

New Haven and Derby Railroad.

At a meeting of the directors of this company held on the 27th ult., the following officers were elected: Henry A. Dawson, president; Morris Tyler, vice-president; Francis E. Harrison, secretary; Charles Atwater, treasurer. It was resolved to enter at once upon a preliminary survey of the road, and an instalment of the capital stock, payable on the 13th of May was ordered to be called on, for the purpose of pressing on the early construction of the road.

Albany and Susquehanna Railroad.

The road is completed to Sidney, 105 miles, and is graded nearly ready for the rails to Nineveh, 120 miles. Nineveh will be the point of intersection with the Pennsylvania and Delaware Canal Company's road, leading to the coal regions, a distance of 55 miles. The tunnel is five miles beyond Nineveh. So it will be seen there is but 20 miles of grading to be done between Albany and Binghamton.

☞ It is said the Wallkill Valley Railroad enterprise will succeed. The town of Montgomery, Orange County, will finish the first ten miles this season, by completing the road to the Erie at Goshen. Welden will this summer bring the road four miles farther north. Shawangunk, Gardiner and New Paltz will commence this summer the movement to continue the road to Rosendale.

☞ A bill has been filed by the South Carolina Railroad Company to enjoin the construction of the Columbia and Augusta Railroad. The injunction is asked on the grounds that the Columbia and Augusta road is being constructed in violation of the exclusive privileges granted by the charter of the South Carolina Railroad.

Interest and Dividends.

The Pennsylvania Railroad Company have declared a semi-annual dividend of three per cent. payable in cash, free of tax, on the 30th instant. Also an extra dividend of five per cent., based upon the profits earned prior to January 1, 1867, clear of national and state taxes, payable in stock, on and after May 30, at its par value of fifty dollars per share, the shares for stock dividend to be dated May 1, 1867. Scrip certificates will be issued for fractional parts of shares. Said scrip will not be entitled to any interest or dividend, but will be convertible into stock when presented in sums of fifty dollars.

The Manchester and Lawrence Railroad Company have declared a dividend of 3 per cent., payable May 1, in Manchester, N. H.

The Northern Central Railway Company has declared a quarterly dividend of 2 per cent., clear of National and State taxes, payable in Baltimore on the 23d instant.

The Flint and Holly Railroad Company has declared a semi-annual dividend of 5 per cent., payable in New Bedford May 7.

☞ Judge Miller of the United States District Court at Milwaukee, has granted an injunction against the Directors of the Milwaukee and Prairie du Chien Railroad, prohibiting the consolidation of the Milwaukee and St. Paul Road with the Milwaukee and Prairie du Chien, or the paying of any dividends, or any money on account of stock issued by the President and Board of Directors.

☞ The board of directors of the Alexandria Canal has given consent to the Berme Bank Railroad charter. This consent was required by the bill before it could take effect.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, May 3, 1867.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the Election of Directors, and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on Wednesday, the 29th day of May, 1867, at 3 o'clock p. m.

The Transfer Books of the Company will be closed at the close of business on the 14th instant, and re-opened on the 1st day of June next.

3t19 L. A. CATLIN, Secretary.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS WILL BE RECEIVED at the Engineer's Office in the city of Albany, until Monday, the 20th day of May next, for the Grading, Masonry, Bridging and Fencing of Sections 41, 42, 44, 45, 46, 47, 48, 49 and 50 of the Albany and Susquehanna Railroad, being the balance of work not under contract, extending from near Harpersville to Binghamton, a distance of about 20 miles.

The line will be ready for examination after the 10th ultimo, and profiles and plans, with specifications, may be examined at the Engineer's office in Albany after that date.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned, at Albany.

The proposals received in accordance with this notice will be submitted to the Executive Committee, who reserve the right to reject any or all proposals received, as they may deem for the interest of the Company.

C. W. WENTZ, Chief Engineer.

Dated Engineer's Office, Albany, April 23d, 1867.

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OFFICE ERIE RAILWAY COMPANY,
No. 187 West St., NEW YORK, April 1, 1867.

NOTICE IS HEREBY GIVEN of the intention of this Company to extend its First Mortgage Bonds, due July 1, 1867, for Thirty Years, at Seven per cent. per annum. These Bonds are a First Mortgage of $3,000,000 on the entire property of the Company, and the power to extend them is given by a statute of the State of New York, which provides that the Company may extend any or all its Mortgage Bonds, in the order of their respective priorities.

Proposals will be received up to the 15th of May next, at the General Office of the Company in the City of New York, for extending any portion of the issue, and parties, whether present holders or others bidding the highest premium therefor will be entitled to extend said Bonds *pro rata*, on the amount of their bid, as the Bonds are presented by the holders.

On and after the 1st of July the Company will be prepared to extend, on the above terms, all such Bonds as the holders thereof may present for that purpose, at the office of the Company in the City of New York, and new sheets of Coupons for 30 years, with an indorsement thereon of a mutual agreement of such extension, will be issued and attached, with interest payable semi-annually as heretofore.

Persons whose bids may be accepted will have the option of extending Bonds in London, Frankfort, or Germany, on due notice to the Company, in manner to be hereafter determined, of the numbers of the Bonds to be extended in each place.

5t15 ROBERT H. BERDELL, President.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, May 18, 1867.

Progress of Railways.—The St. Louis, Iron Mountains and Southern Railway.

The bill for an injunction brought by the Attorney General of Missouri, against the Commissioners of sale, and the purchasers of the St. Louis and Iron Mountain Railroad, came to a hearing before the St. Louis Circuit Court on the 4th inst., and the injunction was refused.

This road was projected some ten or fifteen years ago, and intended to develop the wonderful metalliferous wealth of Missouri, lying in veins of galena and mountains of iron some 80 or 90 miles south of St. Louis. Individuals subscribed over two millions, and the State advanced over three and a half millions. A first class road was built and equipped, and it was in fine order and doing a good business when the Rebels under Gen. Price made a raid upon it and destroyed most of the bridges and other structures, so far crippling the company that their cash means were exhausted in making the necessary repairs, and therefore were unable to pay the interest due the State. It was therefore sold, with three other roads, under foreclosure of the State's lien, and bought in by the State for near five millions last fall. Under further authority of law State Commissioners received sealed proposals for it, and sold it early in January of this year to Mackay & Co., who were in fact the lowest bidders; Hon. Thomas Allen, Gen. Fremont and others bidding several hundred thousand higher. The sale, however, was effected and the deed made, but the successful bidders immediately sold out to Hon. Thomas Allen, who was the next highest bidder, and the possession was given to him. The Attorney General of the State was disposed to call in question the act of the Governor and his Commissioners, and applied for the injunction which the Court has refused. Mr. Allen, therefore, is confirmed in his possession. The road is in fine order, thoroughly ballasted with broken stone, all its bridges new, and has all the work its 15 locomotives and over 200 cars can do in transporting passengers, iron ore, pig iron, lead, barytes, lumber, cord wood and agricultural produce, giving employment to 350 hands. It has one of the best appointed machine shops in the country, capable of turning out any sort of rolling stock from a hand car to a locomotive—some 30 station houses, 27 bridges, a fine hotel, and a telegraph line. The road is 87 miles long and cost $5,797,000. It has a land grant of about 200,000 acres. Connected with this sale was the Cairo and Fulton Railroad, which starts from the mouth of the Ohio and runs west, being completed 30 miles. The U. S. military authorities took possession of this road and run it for a year during the war, and took off for use further south several miles of track and some rolling stock, since which time nothing has been done with it, until the State sold it in January last. This road has a land grant of over 400,000 acres, and the original company expended on it over $800,000, of which the State advanced $650,000. These two roads were sold for $900,000 payable in State indebtedness, and re-purchased by Mr. Allen for $1,275,000.

It is designed, we understand, to consolidate the two into one, and to extend and terminate the line at Belmont, opposite Columbus, Ky., which is the terminus of the Mobile and Ohio Railroad, thus giving St. Louis, at all seasons, a direct railway connection with the railway system of the entire south. The connection at present is made by crossing the Mississippi at St. Louis, and going 61 miles east by the Ohio and Mississippi road, thence by the Illinois Central south 118 miles to Cairo, and thence by boat 20 miles to Columbus, occupying some twelve hours, and often much more. In consequence of the ice embargo in Winter at St. Louis, and for a hundred miles below, millions of trade are diverted to Louisville and Cincinnati and other points. It has therefore been deemed a matter of great moment to St. Louis to get a direct connection with the southern system of railways, which the proposed extension and consolidation will furnish. The distance from St. Louis to New Orleans by river is 1,200 miles, but by the proposed railway connection it will be reduced to about 700 miles to New Orleans and Mobile. Connections will be made at Union City with the Nashville and Chattanooga road; at Humbolt with the Louisville and Memphis road; and at Grand Junction and Corinth with the Memphis and Charleston road, and their numerous ramifications, and at Cairo with the vast and various tributaries of trade that swell the commerce of the Ohio River.

The extent of road necessary to be built to make the required connection is about 110 miles, a part of which is graded, and of which some 25 miles of track are already on hand. The country through which it will run, from Pilot Knob to Belmont, is heavily timbered with yellow pine, oak, cypress, maple and black walnut, and the earth stocked with inexhaustible supplies of rich iron ores, lead, Kaolin and other minerals, marble and granite. These ores will be taken, as now, but in increased quantities, up the Ohio River as far as Pittsburg to meet the coals of that region, and must also suppiy the vast demands of the great northwest, and these freights, together with the passenger transit between the north and the south of the Mississippi Valley, most make the general traffic of this road large, useful and profitable.

The present terminus of this road, at Pilot Knob, 87 miles from St. Louis, is among the most remarkable iron deposits in the world, there being no less than six mountains or hills of iron, each several hundred feet high, say 800 feet above St. Louis, and each containing millions of tons of ore

above the surface or land of the surrounding country, and within a circuit of ten miles. *

Freight Railways.

In the last number of the JOURNAL we noticed the new plan for an improved freight railway, having reference in particular to the plan embraced in the bill of Senator Harlan of Iowa, and which bill is now, as we understand, before the Senate Committee on the Pacific Railroad. This bill proposes to establish, by Congressional Legislation, a freight thoroughfare from the Mississippi River to the Atlantic sea-ports, having its Eastern *termini* at New York, Boston and Philadelphia, also connecting with the commerce of Lake Ontario by a road on the same plan from Oswego to the common junction at Syracuse. Upon the supposition that this railroad will possess a four fold freight power as compared with the Erie Canal, and that it will successfully compete with the canal in cheapness of transport, what effect is it to have upon the railways now constructed and in operation?

At first sight the impression might be entertained that it would prove injurious. If, however, the plan is an improvement on the present method of management, there is no more danger to any existing interest than there would be from the introduction of an improved locomotive. It would be the privilege of any, or all of our roads, to change their management, if, by so doing, they could make it to their interest, all the improved methods of management being just as well adapted to existing railways as to those of future construction. It might compel competing lines, such as the New York Central, the Erie, Pennsylvania, and Baltimore and Ohio Roads to utilize their thoroughfares and give a manifold greater amount of public accommodation at a much reduced price per ton for transportation, and by consequent increase of business a better profit to the company. Were this to become the case with all our existing roads there would be very few popular tears shed over the result.

As a general thing, the effect of the common trunk thoroughfares would be to benefit the local roads. Take for example the Rome and Watertown Road in this State. When freights shall have passed as far as Rome on their way to the sea-board, the trains would have nothing to do but to keep on with their freights to the place of destination. Their road would be merely lengthened out some two hundred and fifty to three hundred miles, to which would be added the advantage of uninterrupted communication with the cities of the sea-board, as also, in case the company choose, with the cities of the west. As the case now stands, the Rome and Watertown Road is a mere feeder of the New York Central, and as such is subjected to disabilities which it is not possible to overcome. Were it permitted to multiply its rolling stock, and compete by means of its rightful privilege to go directly to the cities of the sea-board, not less than fifty per cent., perhaps, would be added to the value of its stock. The same principle and the same result would apply to other roads in New York, and nearly all the local roads in Ohio, Michigan, Indiana, Illinois, Wisconsin, Iowa and Minnesota, as also of all other States where they could be brought in connection with the common trunk thoroughfares. The local roads would at once cease to be mere feeders, and would be placed on an equal footing, thereby enabling the most insignificant local roads connected with the main trunks to sustain themselves by equalized advantages. The power of injurious monopoly on the part of the Railways near the sea-board as against those of the interior would be entirely done away. The effect of the common trunk thoroughfares proposed by the Congressional bills would be to multiply the roads of the interior and to point them all in the right direction for the public accommodation. How many we may need twenty-three years hence, when our population shall have gone up to seventy millions, we will not now discuss.

Seaboard and Roanoke Railroad.

The following is a comparative statement of the earnings of this road during the fiscal years ending February 28, 1861 and 1867:

	1860–'61.	1866–'67.
From passengers.....	$93,446 58	$156,252 12
" freight	151,662 86	211,674 25
" U. S. mails.....	8,000 00	3,010 39
" express.....	.....	19,195 27
" government trans.	.....	1,445 40
	$253,199 44	$391,577 43

The expenses of 1866–'67 were:

Repairs of road and bridges	$49,029 52	
Repairs of engines and cars.	20,616 32	
Train expenses	28,209 70	
Depot expenses.....	31,420 64	
Officers' salaries and office expenses.....	17,092 35	
Taxes, insurance, damages, etc.....	14,683 20	
		161,051 73
Earnings less current expenses.....		$230,525 70
Cash on hand March 1, 1866.....		2,377 29
Rent of Welden Bridge		5,250 02
Debts due—sundries in open account.		45,279 17
		$283,432 16
Purchase of real estate.....		$20,000 00
Reconstruction and repair.....		84,093 92
Two new locomotives, and two first class passenger cars		43,757 03
Steam tug and barge.....		14 076 46
Bills payable—paid this sum		52,893 42
Increase of material and supplies on hand.....		8,550 79
Discount, interest and exchange.....		4,770 81
Debts due the company—bills receivable		5,406 65
Sundries in open account.....		44,723 08
Cash on hand, March 1, 1867		5,160 00
		$283,432 16

The gross earnings of the company during the past year, including rent of Welden Bridge, have been $396,827 43; and the expenditures $239,683 73—divided as follows: for reconstruction, $78,460 52; for transportation, $161,223 21.

Trains passed over the Roanoke River Bridge for the first time on the 3d of April, 1866, and from that time the road entered upon a career of prosperity, highly gratifying to its managers. This bridge was built under the supervision of the company's master of road. It consists of thoroughly braced queenposts on trestles, where it lies over the island, and of six spans of Howe's truss, over the two streams that form the Roanoke River at Welden. It is 1,760 feet in length, and stands at an elevation of 44 feet above low water mark. The spans of truss are 162 feet, and the truss has a depth of 18 feet.

The road has been thoroughly ditched and drained; 39,718 cross-ties have been placed in the track; and in addition to the iron purchased when the road was relaid, $6,682 90 has been expended in the exchange of old rails for new. Most of the bridges were rebuilt prior to the completion of the Roanoke Bridge, and consequently have required but few repairs during the year.

The wharf property of the company, a portion of which was purchased from the City of Norfolk, and a portion leased for 20 years of the City of Portsmouth, has a frontage of 480 feet. The old wharves of the company have been rebuilt; and the depots which have been erected are more commodious than those in use in 1861.

The shops, which had received less injury than any other of the company's property, have received all necessary repairs; and additions have been made to the machinery to the extent of $5,500 besides the purchase of many tools of less magnitude.

Two new engines have been purchased at a cost of $34,000. Six have been thoroughly repaired. One has been almost entirely rebuilt. A tank switching engine has also been purchased, at a cost of about $13,000.

In addition to the purchase of two first class passenger coaches, at a cost of $10,500, the company have built one mail and smoking, 20 box and 26 flat cars, besides making extensive repairs to the old equipment.

A steam tug and freight barge has also been purchased at a cost of $14,000.

The company have agreed with the Wilmington and Welden Railroad Company to provide, by September, as their quota, 35 cars to be used on joint account for the benefit of trade between Portsmouth and Wilmington.

Should the claims of the company against the United States Government, for the use of their road and damage to their property, be settled, they will be enabled to place the road and equipment in a condition to meet, at once, all the requirements of traffic, and at the same time to pay a handsome dividend.

Much of the interest due by the company upon their bonds and guaranteed stock was unpaid on the fifteenth of September, 1865. Since then no interest has been paid until recently, as the company deemed it a duty to their bondholders, as well as to themselves, first to place their road and its equipment in a condition in which to earn money, with which to meet their liabilities. In February the company addressed a circular to each bondholder, in which they stated the condition to which their property had been reduced by war, and offering to pay, respectively, on the first days of April, May and June, one year's interest in cash, provided their bondholders would agree to receive the balance due them in negotiable notes, of equal amounts, payable in one and two years. These circulars met with the most gratifying reception, proving that the company's credit was in no manner impaired, and that the holders of their bonds appreciated the condition of the road, and the efforts made by its managers to redeem its obligations.

The company are gratified to find that they will be able to do more than comply with the strict provisions of their circular, and already they have provided for cash payments of all interest due on their first mortgage bonds.

The company have promptly met all their notes,

given on account of reconstruction, as they became due. Their bills payable have been reduced by the amount of $52,893 42.

The equipment of the road consists of 12 locomotives, 5 passenger cars, 1 passenger and baggage, 2 mail and smoking, 3 baggage, 58 house, 49 platform, 11 gravel and 20 hand cars. Miles run by locomotives, 168,037. Cost of repairs, $16,236 07; do., per mile run, 9.66 cents. Number of passengers carried, 40,067. Tons of freight, 55,097.

The following statement will show the financial condition of the company February 28, 1867:

Capital stock		$643,200 00
Preferred stock		225,000 00
First mortgage bonds payable	1880..	210,000 00
Third " "	1870..	71,000 00
Registered conv. " "	1865..	300 00
" " "	1873..	128,593 50
Interest on bonds, and dividends on common and guaranteed stock, including amount due March 1, 1867, remaining unpaid		107,721 51
Bills payable		103,171 87
Sundries in open account		1,372 40
Total receipts from transportation, etc.	$2,907,401 37	
Less expenses, interest, dividends, etc	2,364,813 39	
		542,587 98
		$2,032,947 26
Cost of road and property as per statement in 1862		$1,491,395 83
Cost of reconstruction & new equipment, as per statement in 1866		158,539 86
Cost of real estate since Feb., 1866.		20,000 00
Cost of reconstruction and repair since Feb., 1866		84,093 92
Cost of new equipment since Feb., 1866		43,757 03
Cost of steam tug and barge		14,076 46
Stock of the Baltimore Steam Packet Co.		93,000 00
Guaranteed stock of the R., F. & P. R. R. Co		20,000 00
Bonds of the Roanoke Valley R. R. Co.		1,200 00
Debts due the company—bills receivable		36,182 37
W. Ward in suit		7,250 00
Sundries in open account		47,456 95
Cost of supplies & material on hand		10,834 84
Cash on hand February 28, 1867		5,160 00
		$2,032,947 26

President and Gen'l Sup't.—JOHN M. ROBINSON.

Directors.—Moncure Robinson, W. Lyttleton Savage, Nalbro Frazier, George R. Vickers, Richard Walke, David A. Barnes.

Treasurer.—RICHARD WALKE.

Auditor.—JOHN T. HILL.

Vermont Central Railroad.

Among the recent expenses of this company may be mentioned the following: the Branch into Burlington, $450,000; the extension of the road to the Canada line $350,000; the purchase of the Stanstead, Shefford and Chambly road in Canada $364,000. To meet these and other expenses, it is proposed, first, to issue $250,000 additional stock of the Vermont and Canada road, making the total $2,500,000; second, to issue $300,000 additional Vermont Central and Vermont and Canada 8 per cent. ten year bonds (called "equipment loan"); third, to issue $500,000 twenty year 7 per cent. bonds, to be secured by a pledge or hypothecation of the stock and mortgage bonds of the Stanstead, Shefford and Chambly Railroad, and of all the net earnings of said road. These would carry up the total bonds and stock, representing these combined roads, to $8,500,000, on which the annual interest would be $630,000.

New Jersey Railroads—First Joint Report of the Associated Companies.

To the Stockholders of the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies, and the New Jersey Railroad and Transportation Company:

By an Act of the Legislature of New Jersey, passed February 15th, 1831, the two companies first above named were, with the assent of the holders of seven-eighths of the stock of each, united in effect into one company, and were thenceforward commonly known as the "Joint Companies." By an agreement, dated April 22d, 1836, between the "Joint Companies" and the Philadelphia and Trenton Railroad Company, the net profits of these companies were to be divided share and share alike. By an agreement between the "Joint Companies" and the New Jersey Railroad and Transportation Company, dated January 28th, 1867, confirmed by an Act of the Legislature of New Jersey, approved February 27th, 1867, and by the assent of the holders of two-thirds of the stock of each of the companies interested, the New Jersey Railroad and Transportation Company was united to the "Joint Companies" in substantially the same manner as the original "Joint Companies" were with each other. The four companies are thus united in interest as if they were consolidated into one company.

These four companies have a canal and two lines of railway—each connecting the cities of New York and Philadelphia, and all forming one single, though complex system. The most available of the two railway lines—that from Kensington to Jersey City—was constructed in three distinct sections, owned separately by the three railroad companies above mentioned. These three separately owned fragments of one railway, were of comparatively little value unless their owners could agree to *work* them as one railway. So long as the parties owning these fragments were not one in interest, this harmonious working was always uncertain in duration and imperfect while it lasted. Neither party could be expected to make sacrifices for the benefit of the rest; neither would make large investments to accommodate a through traffic which might some day be diverted by its associates: mutual jealousies might induce them to cripple each other's energies. Some of the parties being interested in only one of three routes, and the remaining parties having a greater interest in the other two, each directed the traffic it could control over that route which yielded most profit to itself; often gaining a small advantage to itself by a great disadvantage to the other companies. Hereafter the traffic will go by the route yielding most profit to the common treasury of the now associated companies. Hence the propriety, or rather necessity, of consolidating interests. The union of interests, now accomplished, adds very largely to the aggregate value of the property of the companies, and secures to the public an amount of accommodation not otherwise possible.

The affairs of the three companies incorporated by the State of New Jersey, are conducted by one joint board of directors, twenty-seven in number, consisting of the directors of each of the three companies. In addition to the officers appointed under the several acts of incoporation, a General President and Vice President of the associated companies, and a Secretary of the joint board, have been appointed. These three officers, the Presidents of the three constituent companies, and five other directors, constitute the Executive Committee; under whose direction all executive functions, except those referred by the joint board to special committees, are performed by the proper officers and agents. All the proceedings of the Executive Committee are laid before the whole joint board at least as often as once in every three months.

It is proposed to submit to the stockholders of all the companies some general statements and remarks, leaving the President of each company to explain matters belonging specially to his own company. In the exhibits, hereunto annexed, the affairs of the four companies that are one in interest, are presented as if they were one in form.

The condensed balance sheet shows that the aggregate outstanding full paid stock of the four companies, not including the stock of any company held by itself, or any of its partners, was, on the 1st day of January, 1867, in round numbers, thirteen millions of dollars. The part paid stock or "scrip" of the old "Joint Companies" was nearly two millions of dollars, on which nearly half a million was paid. Add to this, one and a quarter millions, to be issued under the agreement by the New Jersey Railroad and Transportation Company, and the whole stock then issued, not including any held by either of the companies, will be very nearly sixteen and a quarter millions, on which nearly two and a half millions were payable.

The aggregate undivided earnings of all the companies were, on the first of January, a little over two and a quarter millions, of which just half a million of dollars will be credited to the New Jersey Railroad stockholders on the stock to be distributed among them, as just mentioned, and nearly two-thirds of a million more was used in paying the January dividends.

The aggregate debt of all the companies, in round numbers, was about eleven and a quarter millions; so that, including undivided earnings and payments on scrip, the total liabilities are very nearly twenty-seven millions.

It will be seen from the statement, that the foregoing amount is invested, in round numbers, as follows:—The Delaware and Raritan Canal and its real estate and equipments, four and a third millions; the New Jersey Railroad and its equipments, including real estate and ferries, five and two-thirds millions; the Camden and Amboy Railroad, branches, real estate and equipments, including upwards of twenty steamboats, ten millions; the Philadelphia and Trenton Railroad, including real estate, one and two-thirds millions; and the investment in auxiliary companies, including real estate in their name, and advances to them four and a half millions.

The associated companies own directly, besides their interest in auxiliary works, sixty-five miles of canal—forty-three main line and twenty-two feeder; one hundred and four miles of double track railroad, and sixty-one miles of single track railroad; making two hundred and sixty-nine miles of main track, and about fifty-five miles of terminal tracks and sidings.

These works, as before mentioned, form three avenues of traffic between New York and Philadelphia: one *via* canal, all water; one *via* Camden and Amboy, a little over sixty miles of rail and thirty miles of water; and one *via* Trenton and Jersey City, all rail, except the ferry across the Hudson.

The canal is navigated by vessels carrying upwards of two hundred tons, and is especially calculated for coal and heavy goods: the route *via* Camden and Amboy for ordinary merchandise; the route *via* Trenton and Jersey City for passengers and the more valuable kinds of merchandise. The last named route is all double track.

The floating stock of the companies consists of thirty one available steamboats, of which twelve are ferry boats; (several of which are supposed to be the best ferry boats in the world:) four are passenger boats; three are freight boats; and twelve (eight large and four small) are used for steam towing; also, two large freight barges; about fifty schooners and coal barges, and about sixty Mauch Chunk coal boats.

The rolling stock of the companies consists of one hundred and ten available locomotives, besides several worn out, not counted; one hundred and eighty available passenger and forty baggage and mail cars, and about nine hundred eight-wheeled freight cars, besides "crates," dump cars,

&c. The Belvidere Delaware Railroad Company, whose stock is all owned by the "Joint Companies," have nearly five hundred eight-wheeled coal cars.

The companies have machine shops at Jersey City, Hoboken, Amboy and Bordentown, at which most of their machinery is now built and repaired.

For the accommodation of their employees at Amboy, Bordentown and other points, they have upwards of a hundred and fifty dwelling houses.

They have three piers or landings in the city of New York, for the different branches of their business; and extensive fronts on the Hudson in Jersey City, and on the Delaware at Camden and Philadelphia, and property at Kensington, Amboy, Trenton and other points, ready to accommodate their increasing business. The present value of the real estate held by the companies, directly or indirectly, outside the right of way, but necessary for their use, may be estimated at four millions.

The current receipts of the four companies, in 1866, were nearly eight and a half millions. The current expenditures, not including interest, a little over six millions. Of the expenditures, nearly six hundred thousand dollars were for taxes to the State and General Governments, and six hundred thousand were for steam-towing, on which there was no profit. The aggregate net profit of the four companies, after paying seven hundred thousand dollars interest, amounted to one and two-thirds millions—equal to twelve and four-tenths per cent. on all their stock, in other hands than their own, including the instalment paid on scrip stock.

The traffic through the canal, in 1866, was nearly three millions of tons; that on the railroads was eight hundred and twenty-five thousand tons, and four and a half millions of passengers; of whom two-thirds of a million were carried over the whole route—the majority of them, however, only short distances.

As the canal debouches at each end into a tidal river, at a distance from the terminus of the route, the companies (in order to insure dispatch rather than for direct profit) themselves furnish steam-towing facilities between the termini of the canal and the termini of the route. This accounts for the large number of steamboats owned by the companies. The amount received and expended for this service is, as before stated, over half a million a year.

The instalments payable after the first of January, 1867, on the stock issued last year by the "Joint Companies," amount to nearly a million and a half of dollars. Of this seven hundred thousand dollars are appropriated to the increase of the coal equipment on the railroads. The object is to give business to the Belvidere Delaware Railroad, the general business of which is competed for by shorter lines, and which is owned almost entirely by our companies, and, also, to provide for those who ship coal through the company's canal in summer, a winter outlet by rail. Without this, they would be driven to competing routes in winter, where they would be accommodated only on condition of staying there the year round. The instalments payable on the stock to be distributed by the New Jersey Railroad and Transportation Company, amounting to seven hundred and fifty thousand dollars, are to be expended in improving their road.

The property transported over the Camden and Amboy route, crosses the Delaware in the cars to and from the wharves in Philadelphia, on car floats, or floating sections of railway. A large part of it is transhipped at Amboy to and from large decked barges; upon which, as upon floating wharves, the carts at New York drive to receive and deliver their loads without landing on the pier.

It will, doubtless, be expedient to float the cars carrying goods on the Jersey City route, across the Hudson, in the same manner as they have been floated across the Delaware for some years past.

The cost of draying merchandise in New York, from the wharf on which it is landed, to the storehouses in the city, and afterwards bringing it back again to some other wharf for shipment, is estimated at two dollars per ton. It is under consideration whether or not to build storehouses at Jersey City and at Amboy, where property can be stored without this expense of drayage, and from which it can be shipped to other points without ferriage, or ferried over to the city when wanted. The customer will thus be enabled to pay to the companies full remuneration for storage, and effect a considerable saving besides.

The investment in auxiliary roads—a statement of which is appended—answers the double purpose of bringing business to the main lines, and of supplying the neighboring districts with roads, worked in harmony instead of competition with those lines. The companies have a controlling interest in upwards of two hundred miles of such roads—equal to the entire ownership of one hundred and fifty miles, or free of debt over a hundred miles. The most important of these are the Belvidere Delaware Road, extending from Trenton, sixty-seven miles, up the valley of the Delaware, and the West Jersey Road, from Camden south, and its branches, which practically extend the road from Amboy, *via* Camden, to Cape May. The Belvidere Delaware and West Jersey Roads form part of a continuous line, extending from Cape May, one hundred and eighty miles, to Belvidere, and crossing the main lines of our work, so as to form an X.

A railroad twenty-five miles long, between Pemberton and Hightstown, is now being constructed by the people of that wealthy and important district, at a cost of four hundred thousand dollars. Our companies are to operate this road, and pay interest on its cost, which, of course, is not included in the appended statement.

Another class of auxiliary companies, is that owning ferry property on the Hudson and Delaware rivers. The control of them was necessary to supply the last links in the routes from city to city, and to provide more abundant terminal facilities.

Pursuant to an agreement made in February, 1863, between our companies and the Pennsylvania Railroad Company, the latter has nearly completed a road called the "Connecting Railway," seven miles in length, from Frankford, on the Philadelphia and Trenton Railroad, three miles from the Kensington terminus, to West Philadelphia; thus giving the most direct connection possible between our works and the Pennsylvania, and the Philadelphia, Wilmington and Baltimore Railroads. The Connecting Railway is to be leased to the Philadelphia and Trenton Railroad Company, at six per cent. on its cost. From the nature and location of the work, crossing the river Schuylkill one hundred and twenty feet above its bed, and crossing over four railroads, and over or under many streets in the city of Philadelphia; from the magnitude and permanent character of the structures—all being of masonry or iron; from the high price of the land over which the road passes, and the high price of labor and materials at the time the work was done, the cost will be very great in proportion to the length—probably upwards of two millions of dollars. This road might have been built in a less permanent manner and at less cost, but the repairs and renewal that would soon be required would make it more expensive in the end, and would require from us an outlay of capital which is now furnished by other parties.

The rent of the Connecting Railway will be more than saved immediately, in the decreased cost of doing the present southern and western business. But the new connection with the Pennsylvania Railroad, avoiding transfers of passengers through the streets of Philadelphia, and transhipment of goods, ought to give us a very large increase of western business. The route from New York to the West, by way of Philadelphia and the Pennsylvania Railroad, is shorter than by either of the northern routes, to all points south and west of Cleveland. To Chicago it is more than forty miles shorter; to Cincinnati more than a hundred miles shorter. The number of passengers between New York and the West is estimated at half a million annually; of these we may hope to get at least one-third, or upwards of one hundred and sixty thousand. In 1866 we did get twenty thousand. The freight between New York and the West, by rail, is estimated at a million and a half of tons annually. We may expect to get half a million of it, which is three times as much as we get now. We may also expect that the improved connection will increase our southern freight, much of which has heretofore gone by sea.

The most effective argument made before Congress, in favor of another railway between New York and Washington, was the fact that the present route was divided among so many different interests and separate managements, and that the line was interrupted at Philadelphia. The recent consolidation of interests and the new connection at Philadelphia, will leave no room for such arguments hereafter. By the completion of the Connecting Railway, and the recent completion of the bridge over the Susquehanna, (the latter costing two and a quarter millions of dollars) the steam communication will soon be continuous by rail from the Hudson river to Baltimore; and the enlightened policy of those who control the road beyond Philadelphia insures, under the circumstances, (with only two instead of half a dozen parties) harmonious working. It is hoped that the parties owning the rest of the line to Washington, will soon make connections as perfect through or around Baltimore. It is hardly necessary to say that this route is nearer an air-line between New York and Washington than any other that is practicable.

As business revives and prosperity returns in the South, southern passenger travel will increase, and the importance of the new connection become greater and greater.

The necessities of the lines leading to Philadelphia from the South and West, and the demands of the public were such, that if we had not given them the best possible connection with our works, and thus a good outlet to New York, another outlet would have been made by other parties, and would have competed for our whole business.

As our companies own the three direct avenues of traffic which connect the two great cities of this continent, and which form portions of the best routes from the commercial centre to the South and West—as by the variety of their works they are enabled to do each kind of business that offers in the most advantageous manner—it is clearly their policy fully to prepare for the increasing traffic; and so to perfect their works and the arrangements upon them, that the public can reasonably ask for nothing more, and that they may depend upon the superiority of their facilities alone for protection against competition.

By order of the Joint Board of Directors.

ASHBEL WELCH,
April, 1867. *General President.*

The traffic on the works of the Associated Companies, in 1866, was as follows:

DELAWARE AND RARITAN CANAL.

"Superior" Tonnage, (higher qualities mdse.)	368,013
"Inferior" Tonnage, coal	2,282,203
Other	207,028
Total Tonnage of Canal	2,857,244

RAILROADS.

Passengers through between New York and Philadelphia	689,110
Passengers other, between Camden and Amboy and Phila. and Trenton R. R's.	887,862
Passengers other, on New Jersey R. R.	2,998,452
Total passengers carried	4,575,424
Through tonnage between New York and Philadelphia	382,288
All other freight	492,657
Total tonnage	842,895
Amount of specie	$56,693,772 49.

The current Receipts and Payments of the Associated Companies, in 1866, compiled from the separate reports, not including dividends or interest paid, were as follows:

	Receipts.	Payments.	Net.
Delaware and Raritan Canal Co.	$1,294,156 69	$360,513 83	$933,642 86
Camden and Am. R. R. & Tr. Co.	4,312,895 00	3,801,732 45	511,162 55
Old "Joint Co.'s" receipts	$292,059 50		
Deduct int. received	53,254 00		
	238,805 50		
Payments	$788,636 46		
Deduct interest paid	686,765 18		
		101,871 28	136,934 22
Phila. and Trenton R. R. Co	836,814 14		
Payments	$713,952 14		
Deduct interest paid	16,929 00		
		697,023 14	139,791 00
New Jersey R. R. & Tr. Co	1,770,862 40		
Expenses	$981,847 46		
Add taxes paid	137,327 40		
		1,119,174 86	651,687 54
	$8,453,533 73	$6,080,315 56	$2,373,218 17
Interest paid:			
Old "Joint Companies"		$633,511 18	
Philadelphia and Trenton R. R. Co		16,929 00	
New Jersey R. R. and Tr. Co		55,629 27	
			706,069 45
Total aggregate dividend fund			$1,667,148 72

The foregoing current receipts and payments of the Associated Companies, in 1866, were on the following accounts:

FOR BUSINESS ON CANAL.

Tolls and incidental receipts		$1,294,156 69
Expenses	$243,494 27	
Taxes	117,019 56	
		360,513 83
Net receipts for canal business		$933,642 86

FOR BUSINESS ON RAILROADS.

Pass. receipts, C. & A. R.R. & T. Co.	$1,437,440 32	
" N. Jersey R. R. & T. Co.	1,275,588 06	
" Ph. & Trenton R.R. Co.	782,322 38	
	3,495,350 76	
Freight rec'pts, C. & A. R.R. & T. Co.	$1,842,081 38	
" N. Jersey R.R. & T. Co.	269,768 74	
" Ph. & Trenton R.R. Co.	16,437 22	
	2,128,287 34	
Miss. receipts, C. & A. R. R. & Tr. Co.	$42,306 42	
" N. Jersey R. R. & T. Co.	225,505 60	
" Ph. & Trenton R. R. Co.	38,054 54	
	305,866 56	
Total receipts for railroad business		$5,929,504 66
Operating Camden & Amboy R. R.	$2,562,100 42	
Taxes	247,409 26	
	$2,809,509 68	
Current payments, New Jersey R. R. & T. Co., operating railroad	$981,847 46	
Taxes	137,327 40	
	1,119,174 86	
Current payments, Ph. & Trenton R. R. Co., operating railroad	$659,934 70	
Taxes	37,088 44	
	697,023 14	
Total expenses operating roads, including taxes	$4,625,707 68	
		1,303,796 98
Net receipts for canal and railroads		$2,237,439 84
Receipts, "Joint Companies"	$238,805 50	
Expenses	$52,837 33	
Taxes	49,033 95	
	101,871 28	
		136,934 22
		$2,374,374 06
Loss on steam-towing		1,155 89
		$2,373,218 17
Balance of interest paid, as above shown		706,069 45
Total aggregate dividend funds, as above		$1,667,148 72

CONDENSED BALANCE SHEET OF THE ASSOCIATED COMPANIES, JAN. 1, 1867.

LIABILITIES.

Stock full paid of the Del. and Raritan Canal Co		$2,521,300 00
" " Camden and Amboy R. R. & T. Co		5,000,000 00
" " New Jersey R. R. & T. Co		5,000,000 00
" " Philadelphia and Trenton R. R.		1,099,120 00
Total full paid stock on books of Associated Co.'s		$13,620,420 00
Deduct stock of either company, held by itself or partners		645,000 00
		$12,975,420 00
Total full paid stock outstanding	$12,975,420 00	
"Scrip" stock, 25 per cent. paid, issued by old "Joint Companies," January 1st, 1867	1,864,450 00	
"Scrip" stock, to be issued to the State by old "Joint Companies" after January 1st	72,175 00	
New stock to be issued by the New Jersey Railroad and Transp. Co., as per agreement	1,250,000 00	
Total stocks which will then be outstanding	$16,162,045 00	
Instalment 25 per cent on $1,864,450		466,112 50
" to be paid on above sum	$1,398,337 50	
" to be paid by State of New Jersey	72,175 00	
" 60 per ct. on stock to be distributed by New Jersey Railroad and Transp. Co	750,000 00	
Total to be received after Jan. 1, 1867	$2,220,512 50	
To be credited on stock to be issued by New Jersey Railroad and Transp. Co	500,000 00	
Amounts paid as above	13,441,532 50	
Total amount received and to be received	$16,162,045 00	
Undivided earnings of "Joint Companies"	$1,072,994 45	
" New Jersey R. R. & T. Co.	657,448 80	
" Phila. & Trenton R.R. Co.	565,065 43	
Total undivided earnings, out of which January dividends were made, and the $500,000 (above mentioned) to be credited on stock to be issued by New Jersey Railroad and Transp. Co. to their stockholders		2,295,508 68

DEBT OF OLD "JOINT COMPANIES."

English debt, £380,550 sterling, @ $4 84	$1,841,862 00	
Loans overdue	3,335 00	
Loans due 1867	210,600 00	
" 1870	338,040 00	
" 1875	675,000 00	
" 1883	1,700,000 00	
" 1889	867,000 00	
Consolidated loan, 1889	4,437,300 00	
Bonds and mortgages	109,000 00	
	$10,182,137 00	
Bonds of New Jersey R. R. and Transp. Co.	855,000 00	
Bonds of Philadelphia and Trenton R. R. Co.	200,000 00	
		11,237,137 00
Total liabilities of Associated Companies		$26,974,178 18

INVESTMENTS.

Cost of the Del. and Raritan Canal and equipment		$4,381,251 28
Cost of the Camden and Amboy Railroad, branches and equipment, including floating and rolling stock		10,099,000 97
Cost of the New Jersey Railroad, including floating and rolling equipment, real estate and ferries		5,658,788 70
Cost of the Philadelphia & Trenton R.R., including real estate		1,675,790 21
Total works owned directly by Associated Co.'s		$21,814,831 16
Stock in auxiliaries held by old "Joint Companies"	$3,162,065	
Deduct par value of stock of either Co. held by itself, or by an Ass. Co	645,000	
	$2,517,065 00	
Stock in auxiliaries held by N. J. R.R. & T. Co.	629,245 00	
Stock in auxiliaries held by Phil. & Trenton R.R.	151,455 56	
Total stock in auxiliaries		3,297,765 56
Bonds of auxiliaries, &c., held by old "Joint Companies"		647,000 00
Advances to auxiliaries by old "Joint Companies"		637,670 36
Unappropriated and suspense accounts "		115,571 06
Cash and cash items of old "Joint Companies"	$199,985 28	
" New Jersey R.R. & T. Co.	224,415 10	
" Phila. & Trenton R.R. Co.	36,939 66	
Total cash and cash items Associated Companies		461,340 04
Total cost of property		$26,974,178 18

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St. Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point..100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ...50	11,522,150		
" " " pref..50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br.... 100	2,880,000	A. & O.	Apr.'67 4
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea	110,000	A. & O.	Apr.'67 4
Bellefontaine Line	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....	997,112		
Berkshire*	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400		
Boston and Lowell.....	183,000	J. & J.	Jan. 67 4
Boston and Maine.....	4 076,974	J. & J.	Jan. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston)	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	386,000		
Buff., New York & Erie*..100	850,000	J. & J.	Jn.'67 3½
Buffalo and State Line	2,200,000	F. & A.	Feb. '67 5
Buffalo and State Line	727,800	A. & O.	A. '67 4½
Cambridge Horse (Bost'n)100	6,842,200	F. & A.	Feb. '67 3
Camden and Amboy.....100	6,000,000		
Camden and Atlantic,pref. 50	721,926	J. & J.	Jan. '67 5
Cape Cod 50	1,150,000		
Catawissa..... 50	2,200,000	F. & A.	Ap.'67 3½
Catawissa, pref..... 50	589,110		'65 3
Cayuga & Susquehanna.* 50	4,666,300		
Central of Georgia..... 100	13,000,000	J.A.J&O	A. '67 2½
Central of New Jersey....100	2,600,000		
Central Ohio..... 100	400,000	Annual.	Apr.'67 6
Central Ohio, pref..... 100	956,900		
Cen. Park, N. & E. River.100	1,201,000		
Charlotte & S Carolina....100	380,000	J.A.J&O	Apr.'67 2
Chemung*..... 100	2,017,825	Annual.	Jn.'67 2½
Cheshire, preferred 100	3,886,643	M. & S.	Mar.'67 5
Chicago and Alton..... 100	2,425,576	M. & S.	Mar.'67 5
" " pref..100	19,193,010	A. & O.	Ap.'67 10
Chicago, Burl. & Quincy .. 50	4,390,000		
Chicago and Gt. Eastern...100	1,000,000		Jul. '66 5
Chicago, Iowa & Nebras*..100	2,227,000		
Chicago and Milwaukee*..100	13,180,927		
Chicago & N. Western....100	12'994,719	Annual.	Dec. '66 7
" " pref.100	9,100,000	A. & O.	Apr.'67 5
Chicago, R. I. & Pacific....100	3,129,100	A. & O.	Apr.'67 5
Cin., Ham. & Dayton 100	350,000		
Cin.,Richmond & Chicago.100	1,600,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	192,750	J. @ J.	Jan. '67 6
Citizens' Passenger (Phil.) 50	6,000,000	F. & A.	Feb. '67 4
Cleve., Col. & Cincinnati..100	2,044,600	M. & N.	M'y '67 4
Cleveland & Mahoning*.. 50	5,000,000	J. & J.	Jan. '67 5
Cleve., Painsv. & Ashta...100	5,403,911	A. & O.	Apr.'67 4
Cleveland and Pittsburg.... 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jn.'67 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River..... 100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	506,900		
Dayton and Michigan*.....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley..... 100	1,550,050		
Detroit & Milwaukee..... 100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.)..... 100	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref..... 100	8,535,700	Annual.	Jan. '67 7
Erie & North East*..... 100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordav.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '67 3
Georgia 100	3,156,000	A. & O.	O. '66 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) .. 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,480		
Great Western (Ca.).....	16,802,748		1½
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 .
Jo ict and Chicago*..... 100	1,500,000	J.A.J&O	J'n'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 5
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 5
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 5
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	4,056,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 5
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '67 5
Michigan Central 100	7,502,868	J. & J.	Jan. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston)..... 100	400,000		
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 5
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '67 4
Mississippi Central 100	2,090,961		
Mobile and Ohio 100	3,589,300		
Montgomery & W. Point..100	1,419,760		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950		
Nashua and Lowell..... 100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Nashville & N. Western...			
Naugatuck..... 100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '67 5
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '67 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,033,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	6,255,050	J. & J.	Jan. '67 4
" " pref. 50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '67 5
N. Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue..... 100	795,360		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh..100	3,068,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi..... 100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri..... 100	3.581,000		
Panama..... 100	7,000,000	J.A.J&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,600		
Phila. & Balt. Central..... 50	218,100		
Philadelphia and Erie*... 50	5,067,450		
Philadelphia and Reading 50	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 100	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt..... 50	9,019,300	A. & O.	Apr.'67 5
Philadelphia City..... 50	100,000	J & J.	Jan. '67 5
Philadelphia and Darby... 20	100.000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec...100	1,000,000		
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia ... 50	605,019		

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500,000	A. & O.	Oct.'66 4½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rome, Watert. and Og'nb..100	2,885,500	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific 100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov '66 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R....100	1 020 000		
Saratoga and Whitehall*..100	500,000	A. & O.	Oct. '66 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susquch'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....100	841,200		
Second Avenue (N. Y.)....100	650,000		
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'66 2
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi..... 100	1,000,000		
Springfield and Columbus.100			
Staten Island..... 100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 100	1,988,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '67 2
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West...100	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston..... 100	1007,111		
Troy and Greenbush*..... 100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*...100	800,000	A. & O.	Oct. '66 3
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.)..... 100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*..... 100	2,250,000	J. & D.	Dec. '66 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley..... 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.)..... 100	6,710,800	J. & J.	Jan. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon..... 100	1,340,235		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,963	J. & D.	Dec. '66 3
Chesapeake and Ohio 25	8,228,598		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	Nov.'66 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'67 5
North Branch 100			
Sault Ste Marie..... 100			
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Sueq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,840		
" preferred 50			
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000,000		
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000		
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '64
Rut'and Marble 25	1,000 000	M. & N.	Nov.'66 5
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325 000	—	29,451	168,846	44,203	7	....	45½
30 Nov.'66	27.43	—				Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	89½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,252	—	....	15
30 Nov.'66	3.41	—				Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—				Medford and Charlestown	30,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	53
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494.702	400,000	38,000	76,444	157,176	11,437	—	....	38
30 Nov.'66	3.22	—				Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2 595	—	....	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	—
30 Nov.'66	3 61	—				Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	—
30 Nov.'66	6.74	—				Suburban	95,000	5,000	—	—	—	—	—	....	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	20
30 Nov.'66	1.58	—				West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—				Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—				Worcester	91,174	75,000	52,000	—	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85.544	50,000	31,000	.....	65,155	501	—	100	....
30 Sep. '65	17.50	—	—	35	—	Blecker St. & Fulton Ferry	1,595,866	900,000	610,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135.178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366 000	200,000	37,602	104 691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	....
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955.900	550,000	.....	528.000	74.053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150.634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	10.60	—	—	17	2	Harlem Br., Morris'n & Ford'm	193,735	72,000	118,500	3,000	52,790	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	—	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80 028	29,616	—	100	....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	—	139 604	482,224	loss.	—	100	120
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115,000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	op'd by	T. & L.	R. R.	—	—	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	....
30 Sep. '65	1 60	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,839	808	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	....	....
31 Dec '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143.111	61,093	20	50	—
31 Oct. '66	6 74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294.683	121 721	20	....	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,934	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67.450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,600	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	2½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	13
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)	—	—	50	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339.007	114,200	41,229	407,923	131,588	50	50	78½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	28
31 Oct. '66	7 00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31⅜	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762.247	400,000	300,000	—	344,895	67,574	7½	50	40½
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	75
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. 62	3.63	—	—	—	—	Pendleton & 8 st. Mar'k (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c.	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.	—	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	—	—	....
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	—	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	—	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	—	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankford and Philadelphia:					
1st Mortgage	50,000	7	—	—	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	118,000	7	J. & J.	—	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose:					
1st Mortgage assumed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	....
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	....
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100.000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	58,400	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	160,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	—	—	—	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica City:					
1st Mortgage	100,000	7	—	—	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, May 1.					
Loan of Jan. 28, 1847 ..... registered	$6,770,100	6	Jan. & July.	1867	151½
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	134
" " " " coupon		6	" "	1868	131
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102¼
" " " " coupon		5	" "	1874	102¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	110
" " " " coupon		5	" "	1871	109
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " coupon		6	July.	1881	106
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111¼
" " " " coupon		6	" "	1881	111⅛
Loan of July 17, & Aug. 5, 1861 ..... registered	264,315,200	6	" "	1881	111⅜
" " " " " coupon		6	" "	1881	111⅜
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	106⅛
" " " " (5-20s) ..... coupon		6	" "	1882	109⅜
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	106⅜
" " " " (5-20s) ..... coupon		6	" "	1884	105⅜
Loan of March 3, 1865 (5-20s) ..... registered	416,365,650	6	May & Nov.	1885	106⅜
" " " " (5-20s) ..... coupon		6	" "	1885	106⅜
Loan of March 3, 1864, (10-40s) ..... registered	171,409,350	5	Mar. & Sept.	1904	99⅛
" " " " ..... coupon		5	" "	1904	99⅛
Pacific R R. Bonds of (currency) ..... registered	12,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	106⅛
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106⅛
" " 1865 ..... 3d series		7.3	Jan. & July.	------	105⅜
Matured Debt not presented	11,381,190	6	At maturity.	------	----
Gold Certificates of Deposit	15,400,440	---	.....	3 yrs	----
Compound Interest Notes of 1864	134,774,610	6	At maturity.	------	----
United States Notes (greenbacks)	374,247,687	---	.....	------	----
Fractional currency	28 975,379	---	.....	------	----
Navy Pension Fund	12,500,000	---	.....	------	----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	688,000	6	" "	------	----
" —Funded Interest Bonds ..... "	------	---	.....	------	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	1868	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	77-'80	----
" —War bonds ..... "	1 548,000	7	" "	'83-'84	119
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	'72-'90	101
" — " (free.) ..... "		6	" "	1892	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	1869	----
" — " " ..... "	2,271,750	6	" "	'68-'86	74
" — " " ..... "	434,000	7	" "	'72-'86	84½
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99⅜
" — " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	101
" — " ..... "	1,778,677	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	99⅛
" — " ..... "	2,058,178	2½	" "	1886	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200.000	7	Jan. & July.	1886	----
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	98⅛
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funde Coupons ..... "	------	6	.....	------	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1 727,000	6	"	1870	102
" — " " ..... coupon	3,192,763	6	"	1890	102
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102¼
" — "	244,000	5	Jan. & July.	'70-'74	100
" — "	375,000	5	April & Oct.	'72-'74	100
" — "	220,000	5	May & Nov.	1880	100⅜
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111⅛
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1878	----
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	95
" — " (H.& St.R R.). "	3,000,000	6	" "	'72-'85	82
" — " (Pac. R. R.) ... "	7,000.000	6	" "	'72-'87	95½
" —New Sinking Fund Bonds	------	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds..coupon	1,650 000	6	" "	'83-'86	99½
" — " " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	102½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108½
" — " " ..... general fund	1,189,780	6	quarterly.	plens.	----
" — " " ..... canal fund	702,000	6	"	1866	----
" — " ..... general fund	500,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	101
" — " " ..... "	2,250,000	6	"	1874	99⅝
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	92½
" — " " ..... "	909,607	5	"	pleas.	----
" — " " ..... canal fund	192,585	5	"	1866	----
" — " "	1,163,000	5	"	1868	----
" — " " ..... general fund	442,960	5	"	1868	----
" — " " ..... canal fund	167,000	5	"	1871	----
" — " "	4,500,000	5	"	1874	93
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62½
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	46½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	101
" — " " ..... "	4,095,300	6	" "	1881	102
" — " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'86-'90	99⅞
" " " " ..... coupon	6,168,000	5	"	'77-'82	94
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling) ..... inscribed	481,444	5	Jan. & July.	1868	----
" — " " ..... coupon	1,708,000	6	" "	'68-'90	----
" — " " (new) ... "	1,499,000	6	" "	'77-'90	----
" — " "	------	6	" "	------	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	83
" —Funded Interest ..... "	872,813	6	" "	1892	62½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	65
" — " " ..... coupon	11,108,000	6	" "	'86-'95	----
" — " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	------	6	" "	'76-'96	----
" — " ..... coupon	------	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	------	6	.....	------	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates ... "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	98⅜
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	98½
" — " "		5	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	125
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — " "	305,000	6	Jan. & July.	'77-'78	100
" — " " (sterling)	1,919,711	4½	" "	'72-'75	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	96
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " " (new)	950,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" " "	'76-'78	----
" " " "	1,800,000	6	" " "	1883	100
" " " "	5,149,271	6	" " "	1887	101
" " " "	275,000	6	" " "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" " "	1870	94½
" " " "	319,000	5	" " "	1873	----
" " " "	1,000,000	5	" " "	1874	----
" " " "	334,700	5	" " "	1875	----
" " " "	2,016,000	5	" " "	1876	----
" " " "	2,376,000	5	" " "	70-'80	88
" " " "	900,000	5	" " "	1890	----
" " " "	674,300	5	" " "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " (new)	749,242	5	" "	'67-'82	83
" — " (old)	2,232,800	6	" "	'66-'93	97
" — " (new)	7,898,717	6	" "	'66-'99	102
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	82½
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
" — "	2,200.000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,888	568,589	553,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	434,046	443,029	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	329,879	307,803	252,015	2,770,484
1865	280,563	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,462	283,921	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	236,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,281	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	282,450	3,381,331
1867	267,626	184,497	253,507	280,283	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,385	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716 378	563,400	6,11 ,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,670	9,088,995
1867	690,832	586,743	747,391	720,651	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,967	91,075	97,145	106,389	118,610	116,294	91,564	1,163,821
1866	90,415	79,430	110,079	107,072	120,460	118,803	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	966,445	948,059	848,783	770,148	731,243	687,092	816,801	986,294	1,024,649	1,035,321	10,499,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,286	1,041,975	984,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,633
1865	1,001,007	947,146	1,256,566	1,458,455	1,135,461	1,177,372	1,202,180	1,231,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,598,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	------	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,405	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,265	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60.540	64.306	35.226	40.706	58,704	52.864	77,112	83,059	76.764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91 809	90,972	93,078	93,546	96,908	96,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	113,184	125,252	116,496	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,954	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,817	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,889	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,546
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,824	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	551,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,086	379,761	391,163	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	166,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	283,244	346,781	408,445	410,892	406,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,683	329,105	413,501	460,651	490,094	447,670	328,969	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	375,210	362,783	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,589	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	059,023	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,967	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1866	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284,319	3,793,005
1867	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,832
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,502	815,902	746,955	526,009	6,524,683
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,590	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	659,982	480.986	662,163	599,806	682,510	633,667	562,378	648,201	654,926	757,441	679,935	856,222	7,467,217
1867	560,115	522,823	678,349	575,287	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554.913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202.966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,016	222,953	198,884	244,834	214,227	177,364	2,250.142
1867	149,658	149,342	174,162	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,768
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,570	220,209	265,154	2,650,222
1865	144,084	139,171	155.753	144,001	138,738	194.525	271,799	374,024	377,981	375,534	351,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	398,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,798	270,630	317,052	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	57,830	689,383
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	64,468	814,036
1867	39,078	27,667	36,392	40,710	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,744,400	7	April & Oct	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	98
" " " 1856	1,024,750	6	Jan. & July.	"	1875	98
" " " 1834	915,780	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	4 3,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	8	Jan. & July.	Boston.	1870	95
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90
2d Mortgage	493,000	7	April & Oct.	"	1879	70
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	900,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.	" "	1896	88½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94½
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	78
Equipment Bonds	270,483	7	May & Nov.	" "	1874	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	2,087,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	9
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (D. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	70
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1888	102½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	61½
Land Security	3,344,60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,500	7	April & Oct.	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	111½
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----	----	100
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	----
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	105
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69–'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	----
Extension Bonds	175,000	7	May & Nov.	"	1890	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67–'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1863	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70–'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86–'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80–'81	----
Loan $400,000	314,100	6	----	----	'70–'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,365,385	7	Feb. & Aug.	New York.	1891	79
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
2d Mortgage	----	----	----	----	----	----
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6	----	----	----	----
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	----
1st Mortgage	1,284,000	7	May & Nov.	"	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	800,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	89
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July	----	1892	61
Mississippi Central:						
1st Mortgage	1,007,263	7	May & Nov	New York.	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	8	" "	" "	1870	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862 '67	625,700	8	" "	Mobile.	'62–'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63 '65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	659,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	516,950	7	" "	" "	----	84
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	251,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,225,000	6	----	----	----	----
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	855 000	6	Semi-annually.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonus	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93
Dbts of former Co s outst'ding	100,000	---	----	----	----	----
Funding [S. F.] Bonds	1,398,000	---	Feb. & Aug	" "	1876	----
Exchanged Stks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	104
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	----
" " " "	45,550	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,620	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	91
N. York, Providence and Boston:						
1st Mortgage	800,000	6	Feb. & Aug.	New York.	'72–'73	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	415,500	6	" "	"	1886	100
1858, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	98½
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	94½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	93½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	123,898	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg r'd b'ds after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	73½
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	88
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,365	7				86
Equipment bonds	600,000	7	May & Nov.	New York.		65
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	23
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Vermont Valley:†						
1st Mortgage	586,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,856	—	----
28 Feb. '59	30.3	—	----	68.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.5	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,826	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	256,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,559	482.5	8 mos	1,324,847	642,498	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
2 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345 798	66,483	8,256	306.900	100.000	.....	.....	23.8	53,885	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	614,725	166,180	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3.129,047	*	3,129,047	3,000,000	927,000	.....	3.927.000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,519	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419.469	180,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379.606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79 856	loss.	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	655,805	*	—	895.000	353.283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000.600	2,000.000	140.785	8,081,181	117.4	622,200	1,982,213	549,834	9	130
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	196,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	56.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 200	36,500	22,721	1,296,541	88.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123 343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	----	—	19	18	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,898	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,801	10,200	180,621	1,473,140	74.6	.....	.....	.....	—	—
31 July '66	108.1	100.8	16.2	—	25	20	230	South Western	3 350,606	411,373	34,173	3,302.400	437,500	12,532	4,808,543	228.8	264,524	856,844	343,302	—	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,601.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,282	6.311,900	3,983,000	488,042	12,990,904	280 0	1,934,116	3,696,158	1,484,616	84	108
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77 552	2,670,210	2,070,679	10,193,010	5,754.436	204 207	17 518,440	440 0	2,083,580	6,175,553	2,799,435	31	130
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,483	825,398	39,680,432	330.0	.....	6,820,760	1,802,272	—	35½
31 Mar. '66	181.8	—	----	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	.....	10,315,744	228.4	1,234,851	3,154,236	1,442,781	10	80½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	----	—	150	83	3,516	*Illinois Central*	20,954,453	*	10,523,393	13,415,780	12,114,000	—	41,478,390	708.3	8 6 13,862	6,546,741	2,175,447	10	144
31 Dec. '66	111.0	—	—	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,939	1,600 000	121,638	5,264,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195 0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,588	—	37½
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,547	1,142,824	1,249,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	11
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,841	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,68	1 [illegible],000	1,362,284	140 000	3,458,108	110.0	.....	448,868	230,834	9	40½
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,842,000	997,000	100,879	2,975,878	84.0	344,539	771,763	307,352	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,542,518	*	278,331	1,015,407	621,000	—	2,175,228	106.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	[illegible],000,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	—
30 Nov. '65	73.0	—	----	—	20	25	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,245,726	598,671	12	156½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri Rive*	3 215,917	*	235,796	1 541,801	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142 5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 [illegible]	[illegible],[illegible],125	969,000	655,993	5,429,203	156 5	319,899	805,271	237 861	—	—
1 Jun. '58	38.5	—	----	101.3	4	1	84	Keok., Ft. Desmoines & Minn	1,037,878	82,499	—	927,449	570,000	.....	.....	38.5	11 mo's	488,821	21,500	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,330.000	337,532	4,375,993	111.8	.....	428,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	} Lexington and Frankfort	805,298	52,300	71,669	514,646	79,000	8,644	720,257	29.0	219,622	174,049	46,707	7	90
30 Jun. '66	65.1	—	5.4	—				} Louisville and Frankfort	1,405.910	128,735	142,613	1,109,894	319,519	20,497	1,675,258	65 1		389,171	108,903	5	55
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,400	3,125,491	453,051	12,754,344	334 0	959,947	3,143,189	1,512,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O Opelousas and Gr. West'n*	4 254,217	561,218	1,315,464	4,035,446	1,730,600	2,504,768	8,628 795	80.0	105,960	114,741	200 220	—	—
30 Nov. '66	296.0	—	----	205.0	2	22	275	*N. O. Jackson and Gr. Northern*	6 184 172	1,386,874	—	4,897,477	3,551,000	281,157	12,009,633	206.0	.....	1,550,042	586,268	—	—
31 Aug '66	53.7	—	----	135.5	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,000,000	660,000	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G.T. June.	built and	equipped by G.	T. P. R. R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270 623	947,596	—	4 250,000	.....	.....	9,008,366	188 6	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	91	74	1,555	Michigan Central	14,315,425	*	87,767	6,5[illegible],500	4,[illegible],420	291,022	15,188,200	229.3	1,741,670	4,446,484	1,688,114	15	140
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,425 531	2,661,517	1,745,795	10,601.200	9,125,340	735,951	20,473,9	15 5.8	2,396,153	4,973,183	1,609,397	—	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400 000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	670,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	333	*Mississippi Central*	4,966,022	700,272	—	2,000,961	4,574,732	295,932	5,331,893	236.0	.....	581,342	328,092	—	—
31 Oct. '55	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1 251 890	1 [illegible],018	—	798 [illegible]85	458,940	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,000,000	*	—	1,000,000	1,000,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug '66	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,[illegible]3	[illegible],[illegible],000	.....	.....	206.8	579,224	[illegible],047,567	420,026	—	45
28 Feb. '66	132.0	—	17.7	210.0	23	27	429	*North Missouri*	4,944,583	815 063	264,715	2,469,540	4,400,000	108,235	8,025,361	132 0	.....	1,020,989	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	62.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	18	31	646	*Pacific*	3,645,014	1,504,015	439,157	3 681,5 [illegible]	[illegible],200,000	1 159,743	15,6 [illegible],18[illegible]	283.0	821,433	1,794,356	400,928	—	—
8 Feb. '67	90.0	—	3.9	210.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,803,000	1,253,000	[illegible],[illegible],0 0	.....	[illegible],[illegible],000	127 1	.....	.....	.....	—	—
9 Sep '64	88.5	3.6	8 2	—	19	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,242	3,501,000	40 558	6,552,109	90.1	289,189	569,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	...
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,307	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,787	6	102½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,756	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	113
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	23.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43¼
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	18½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121½
30 Nov. '66	74.3	3.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,286	4,076,974	—	—	5,010,730	184.3	775,454	1,575,826	498,499	10	130
30 Nov. '66	47.0	7.0	48.0	—	30	53	290	Boston and Providence	3,102,600	297,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,646	10	156
30 Nov. '66	44.6	24.0	62.6	—	36	68	356	Boston and Worcester	4,002,584	437,416	1,239,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	139
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	113½
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111
30 Nov. '66	51.0	42.6	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	111½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,186	(Oper. by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,000	778,226	41.6	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,882	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	13.5	10.5	30.5	—	33	74	611	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	96½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,450	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,463,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	293,180	701,147	153,414	8	124½
30 Nov. '66	15.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	228,900	660	471,171	(Oper by B. & L. Co.)		17,500	1	110½	
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	928,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	189	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,389	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,225,176	6,710,800	5,945,020	—	17,190,503	156.1	1,669,062	3,932,017	1,406,791	10	140½
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83⅓)	1,625,000	116,000	124,385	1,141,000	—	13,196	1,285,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	19	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,088,907	*	247,281	2,088,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	...
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,600,000	*	171,775	1,500,000	—	—	1,671,776	—	—	—	151,863	8	68½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	121.4	527,354	867,957	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	—	—	—	—	—
31 Mar. '66	69.2	13.0	12.5	—	23	12	453	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,808,696	82.2	387,789	615,728	215,973	9	108
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	...	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,039,601	*	4,381,251	7,987 412	10,073,137	—	18,060,549	124 2	.....	5,607,052	1,444,705	15	120½
31 Dec. '66	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,961,434	*	—	1,001 993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,705,080	1,004 600	5 250,728	13,000 0.0	1,600,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,551	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,555	1,580,141	5,000 000	855.000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	48,803	*	—	158,900	280,000	74,740	487,803	24.0	106,871	222,760	92,961	—	.....
31 Dec. 66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4 698,592	*	—	2,530,700	1,562,800	920,447	4,963,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	19 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	33.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,899	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	63.0	—	371	180	6,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54 287,874	786.0	7,109,139	14,596,413	2,238,704	4	63½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,314,287	—	6,563,256	7,762,840	1,167	15,264,586	150.0	1,602,279	4,402,380	994,668	8	101½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,408	353,606	8	161½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,012,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,667,261	14,596,786	3,201,112	6	97½
30 Sep. '65	130.8	2.1	45.0	—	45	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,096	164.0	1,592,080	2,509,726	422,548	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,881,624	122.0	399,920	707,521	44,810	—	56
30 Sep. '65	18.0	—	0.5	10.3	...	...	...	Oswego and Rome	585,880	—	—	206,900	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	...	...	...	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	...	...	...	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elaer	and	Saratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	0	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,099	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,515	—	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	668,717	280,000	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,875	64,644	—	811,600	—	—	926,319	37.5	53,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	...	...	...	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	...	...	...	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	...	...	...	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '66	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,929,000	820,500	5 996,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	98½
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,902,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,877	736,794	5	75½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,803	4,841,600	2,746,250	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	113½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,4 5	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,658	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	6,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	13,985,364	595 400	391,992	3,382,163	1,218,972	109,318	4,372,746	205.9	346,371	894,220	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	88,934	898,204	1,291,800	58,820	2 228,824	125.0	241,240	382,801	166,183	—	.....
Dec '65	144	—	.....	—	48	18	469	Toledo & Wabash	9,080 91b	*	—	3,427,050	6 653,868	—	10,245,015	250.0	1,244,358	2,060,322	946,492	3½	41½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Siding.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,600	313,542	2,876,542	44.0	134,201	356,277	126,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,557,560	*	83,348	29,564,405	29,99 9,900	1,156,819	60 721,124	507.0	2,041,771	4,833,440	1,476,030	—	...
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,062	130,841	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,308	252,280	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,987,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,496	714,825	20	122
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,681	227,559	—	854,400	674,900	—	1,564,740	36.0	199,412	449,178	237,054	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	617,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	660,000	400,000	—	1,060,000	18.5	168,823	620,438	180,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	455,256	2,622,848	98.6	315,902	618,866	236,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	?	56
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	56,692	2,972	—	—
31 Oct. '66	44.0	16.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	5,788,531	22,315	—	1,335,000	2,401,000	68,880	3,812,146	82.0	484,760	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	80	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	1.8.5	1,078,411	3,718,680	2,260,027	20	59½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,666,100	885,000	73,555	3,624,655	(oper. by Reading		R. R.)		2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,255	67.5	345,588	902,218	382,500	—	32½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,654	3,371,218	15,238,096	20,000,000	18,0 8 2 6	—	44,251,544	665.6	7,080,026	16 563,883	5,907,520	9	52
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,138,079	268,459	409,980	1,491,850	159,800	—	1,817,554	24.2	274 879	605,546	247,446	9	60½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,732	—	—	5,683 700	13,000,000	600	18,084,300	287.5	1,424,1.0	2,541 052	454,077	—	2½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32 577,548	374 8	4,361,336	10.9 2,819	6,016 531	10	51½
31 Oct. '66	26.6	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,307	2.5.5	195,478	849,446	31 , 764	15	131
31 Oct. '66	96.0	—	195.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,936	2,470,958	1,067,687	10	66
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,058	229,768	229,792	1,776,125	1,500,000	78,108	3,348,237	70 9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	96½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,456	—	—	869,450	700,000	—	1,564,450	28.0	149,58	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	15	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,600	113,865	1,760,501	35.4	144,402	367,5 0	142,350	—	.....
31 Oct. '66	36.0	—	4.7	—	8	3	253	Tioga	820,367	247,245	22,501	549,400	316,000	28,292	1,095,913	36.6	120,004	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4 0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,995	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	284,000	.....	.....	109.6	.....	283,283	151,536	6	—
1 Jan. '59	143.2	21.5	.....	—	.....	.....	.....	Greenville and Columbia	2,439,709	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	98,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	345	South Carolina	8,511,967	*	549,110	5,819,275	3,534,788	447,491	9,8 1,975	242.0	.....	1,312,788	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441 029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,189,984	*	824,263	657,700	2,17 ,500	541,853	4,224,247	130.5	139,382	351,871	161,014	—	—
30 Jun. '60	271.6	19.4	20.0	—	62	41	349	Memphis and Charleston	5,666,206	844,284	448,922	5,312,725	2,885 9 0	1,462,314	11,093,891	291.0	405,061	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,727	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,800	982,009	3,015,10	99 2	.....	347,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,541	1,751,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204 544	.....	45.8	57,950	127,953	87,245	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, *(all aided by State).*													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Brz. & Colo'do	.....	.....	.....	.....	.....	.....	.....	32 0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,500	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	108,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	16	10	302	Connect. & Passumpsic Rivers	2,390,663	*	190,797	1,837,500	605,700	136,000	3,081,460	106.0	172,500	480,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	566,275	—	2 222,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,685	—	1,0 7,000	.....	.....	1,206,685	62.5	134,761	185,474	67,785	—	—
3 May, '65	117.0	2.0	26 0	—	51	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	5,500,000	.....	8,500,000	184.5	1,03 ,594	1 477,782	344,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,800	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	94½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,174	793,200	.....	.....	23.6	.....	90,273	34,558	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,085,000	*	—	352,000	700,000	.....	.....	oper. b. Troy		& Bost.	65,852	—	—
								VIRGINIA.													
1 Aug. '59	41.5	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,195	42,000	—	1,403,015	36,188	88,151	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	219,680	—	2 9 9,8 1	77 500	118,789	.....	113.7	704,054	136,392	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	125,150	—	1,5 0,124	50 ,610	155,161	9 months	79.2	47,702	84,121	16 33	—	—
30 Sep. '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,822,150	*	—	4 3,865	5,179,285	.....	.....	103.5	.....	686,703	127,035	—	—
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,003,6 5	2,2 3, 00	380,760	.....	167.7	6 mos.	300,101	102 651	—	10½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,765 600	1,921,900	124,931	3,568,18	133.4	.....	299,581	49 581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	885,300	102,600	5,799	1,485,2 2	80.5	.....	326,554	215,85	7½	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2, 9 0 00	1 17 ,000	900,829	7 301,383	191.7	239,951	672,714	284,789	—	—
30 Sep. '66	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,800	643,000	93,828	.....	75.0	159,981	278 945	145,78	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	1 79,274	*	19,576	8 7,100	31 ,000	44,524	1,210,624	43.5	67,904	167,881	64,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	80,000	.....	.....	23.7	1 mo.	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	152	Seaboard and Roanoke	1,811,8 3	*	221 084	9 8,000	4 0,8 3	112,266	2 0 2 9 7	80.0	164,037	294 5 7	2 0,528	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,614	260,0 6	3,000,0 0	1,000,0 0	30 ,7 5	6,2 3, 8 8	125.0	.....	487,449	1 0,136	—	—
30 Jun. '66	204.7	9.4	13 6	—	39	27	43	Virginia and Tennessee	5,904,250	83 ,475	2,400	3,7 2 13	3,2 5,000	571,958	10 235,271	214.9	484,193	740,489	347,967	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. P ul*	10,902,982	*	7,305,792	10 9 8,0 1	4 9 0 000	.....	18,503,274	2 5 0	986 727	2,538,800	934,103	—	36
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,14 ,000	850,000	.....	.....	250.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	46.10	.....	236,708	67,662	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,4 5 50	*	15,311	1, 0 ,000	911 029	22,984	2,0 3,276	49.0	.....	242,708	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1 ,1 0,345	*	—	15,128,350	54,75 ,510	7,336,400	77,210,345	1,096	.....	4,368,510	1,154,86	—	—
31 July '63	229.0	115.5	63 0	—	92	12	1,689	Great Western	28,0 3 , 0	*	2,500,00	13,8 2 ,0	9,2 1,0 5	.....	26,0 1,1 8	357.0	.....	3,011,86	1,849,510	14	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,400,015	—	—	.....	4,900,980	768,905	5,674,539	93.1	402,670	467,386	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,668,70	.....	.....	.....	108 0	—	148,239	55,777	—	—
July,'61	40.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,492,4	02	—	1,480,000	15,100	136,000	1,729,2	30 0	—	132 56	36,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.2	.....	—	29	18	160	Nova Scotia	4,278,401	*	—	4,0 3,0	.....	.....	4,273,281	92.0	168,41 0	139,107	37,184	—	—
								NEW GRANADA.													
31 Dec 62	5		.....	—	11	22	129	Pan [illegible]	5,000,00	*	—	4,111,1 1	.....	.....	.....	.....	.....	127,488	48,994	—	25½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guaranut'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	27½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	54
Chicago & Alton (preferred)	2,425,400	7	7	109
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,"73,300	10	10	81½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	92
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	57
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	58
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	—	----
" " " (2d pref.)	908 426	7	—	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	————	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,157	6	Qrtrly.	1870	----
Six per cent. Loan	2,667,276	6	"	1884	89½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	90½
2d Mortgage	302,750	6	----	----	90
Boat Loan	232,807	6	----	----	89½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,960,670	6	J. & J.	1882	77
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	55

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,091,700	10	53
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	65½
" (preferred)	100	1,175,000	10	119
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21½
" " (preferred).	50	2,888,983	—	30½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 — @ 45 —
Pig, American, No. 1	42 — @ — —
Bar, Refined, English	80 — @ 92 50
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	160 — @ — —
Bar, English & American, Refined	110 — @115 —
Bar, English & American, common	100 — @105 —
Scroll, English	140 — @190 —
Ovals and Half-round	135 — @145 —
Band, English	140 — @ — —
Horse Shoe	135 — @ — —
Rods, English	115 — @172 50
Hoop, English	145 — @205 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	18½@ — 19
Sheet, English, Single, Double and Treble	5½@ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— 15 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— 36 @ — —
Sheathing, Yellow	— 23 @ — —
Pig, Chile	— — @ — —
Bolts	— 36 @ — —
Braziers'	— — @ — 36
American Ingot (cash)	— 23½@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	— 6 50 @ 6 62½
German Refined	— 6 50 @ 6 62½
English	— 6 56½@ 6 87½
Bar	— — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— — @ — 25
Straits (gold)	— 22½@ — 22½
English (gold)	— — @ 22 —

	Gold.	Currency.
Plates, I.C. Charcoal. p. box	9 — @ 9 50	12 50 @ 13 50
Plates, I. C. Coke	7 50 @ 9 —	10 50 @ 12 50
Plates, Coke Terne	— — @ 7 —	9 50 @ 9 75
Plates, Charcoal Terne	8 50 @ 8 75	11 75 @ 12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash) per 100 lb.	— — @ 6 —
Clinch (cash)	— 7 50 @ 7 75
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 16 @ — 16½
Refined, free L. S. to White	— 41 @ — —
Refi'd, in bond, prime L. S. to White	— — @ — 24½
Refi'd, in bond, Standard White	— 26½@ — 26½
Naptha, Refined (60@63 gravity)	— 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th. 9.	F. 10.	Sat. 11.	M 13.	Tu. 14	W. 15
Atlantic M. S. S. Co	96	96½	96⅞	96½	96½	----
At. & Gt. W. (O) 1st m't.	----	55	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	120	----
Canton Co.	43½	43	----	----	43½	43⅞
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	----	----	107½	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	100	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	90	----	----	90	----
Chicago, Burl. & Q.	----	----	----	----	130	130
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	35½	34½	35	34½	35½	35½
" " pref.	61½	60½	60½	59½	61½	60
" " 1st M.	----	82½	82½	----	83½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	91	----
" " Consol.	78	78	----	----	----	----
Chicago & Rock Isl.	90½	89½	89⅝	88½	89½	88⅞
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	73	72½	73½	72	74	73½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	113x	113	112½	113	113½	113½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	31½	32	31½	31	31½	----
Del. & Hudson Canal	----	----	152	----	----	----
Del., Lack. & West.	----	----	----	122	----	----
" " 1M. 8 p.c. '71-5.	96	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	63½	62½	63⅛	63	64½	63⅛
" pref.	----	72½	----	----	----	----
" 1 M. 7 p.c. '67	101	----	101	101	101½	101⅜
" 2 M. 7 p.c. '79	----	----	100½	----	101	----
" 3 M. 7 p.c. '83	----	98	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	89	----	----	----	----	----
Hudson River	97½	97½	98	100	103	102½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	103	----	102½	----	----	----
" 2M. S. F.	104½	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114	114	114½	----	114½	113⅛
" Can. bd. sc.	----	----	----	----	----	----
" bonds	109½	----	----	----	----	110½
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central	109½	----	----	----	----	109½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68½	67⅞	68⅛	67½	98½	67⅞
" " guar'd	----	----	----	----	----	----
" " 1M. S. F. '97	----	----	----	----	----	97
" " 2 M.	----	----	----	----	89	----
Mil. and P. du Chien	----	----	92	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	35½	36	36	----	----	----
" " pref.	57	56½	57½	56⅛	56½	55⅛
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95	95½	95½	96	96½	96⅜
" iss. to H. & St. J. R.	----	----	----	----	81½	----
" " Pacific	96	----	----	----	----	96⅜
New York Central	97⅞	97½	98½	97⅛	98	97½
" Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	104	----	----	104	104	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	93	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	94½	----
N. York & Harlem	----	----	----	----	95	93
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	100	100	100	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	47	46½
" ex-coupon	45½	46	----	46	46½	----
" new	----	----	----	----	----	----
Ohio & Miss. cer.	23	22½	22⅞	23½	24½	24½
" " pref.	----	----	62	----	65	----
Pacific Mail S.S. Co.	129	128½	129	128⅜	129	128⅜
Panama	255	255	----	256	----	----
Phila. and Reading	103⅞	103½	104½	103⅜	103⅜	103⅜
Pitts. Ft. W. & Chicago	97	96⅜	97	96⅜	96⅜	96⅞
" " 1M.	----	102½	----	102	102	----
" " 2M.	----	----	----	----	----	----
" " 3M. 86	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	28½	28	27½	----
St. L., Alton & T. H.	----	----	----	36½	37½	----
" " pref.	----	----	----	----	----	----
" " 1M.	90	90	----	----	90½	----
" " 2M. pref.	81½	----	----	----	----	----
" " Inc. b'ds.	75	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	64½
" ex-coupon	64½	----	64½	64½	64⅜	64⅜
" new	65½	62	62½	62½	62⅜	62⅜
Tol. Wab. & Western	39½	39½	41½	42½	41½	----
" " Pref.	63½	65	67	----	----	66
" " 1M. ex.	----	89	----	----	----	----
" " 2M.	----	----	----	----	----	78
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	65½	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th 9	F.10	Sat.11	M.13	Tu.14	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	104	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99⅝	99⅞	99⅝	99⅞	99⅞	99⅝
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	111¼	----	111¼	111¼	----	----
U. S. 6s, 1881, cou.	111⅛	111¼	111¼	111⅜	----	111¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ₤y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	131	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	107⅞	107⅞	108⅛	109	109	109⅛
U. S. 6s, 5-20s, c. 1864	105⅜	105⅜	105½	105⅝	105⅝	105⅝
U. S. 6s, 5-20s, c. 1865	106	106⅛	106⅛	106⅜	106⅜	106⅜
U. S. 6s, " reg.	105⅜	106⅛	106⅜	105⅞	106¼	106⅜
7.30 Notes, 1st series.	106⅛	106⅛	----	----	106⅛	----
" " 2d series.	105⅛	----	----	105⅞	10½	----
" " 3d series.	----	----	----	----	105⅜	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 14.

	W.8	Th 9	F.10	Sat.11	M.13	Tu.14
Catawissa	----	27	----	27½	27½	27½
" preferred	----	130¾	130½	130½	----	130½
Camden & Amboy 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	88½	----	----	88½
" " 6s,'89	----	----	----	----	89½	89½
" mort. 6s,'89	----	94	----	----	94	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53½	53⅝	53	53	----	----
" " 6s, '84	----	89½	----	89	----	----
Lehigh Valley R. R.	57	57½	----	----	----	58⅛
" " 6s	----	----	91	----	----	91
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	119
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	88	88¼	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	44
Pennsylvania R. R.	53⅜	53½	52⅝	53	52½	52⅝
" 1st m.	----	91½	----	99½	----	99½
" 2d m.	95	----	----	----	----	----
Penn. State, 5s	----	----	----	----	94	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	101	101¼	----	----
Philadelphia City, 6s	96	96⅞	96⅝	97	97	97
" " new	101⅛	101⅛	101⅛	102	102	102
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	63	----
Phila. & Reading	51⅛	51⅛	51⅛	52	51⅛	51⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	94
Philadelphia & Erie	28¼	28¼	----	----	28¼	----
" " 6s	92¼	----	----	----	----	92½
Philad. & Sunbury, 7s	----	----	----	92	----	----
Schuylkill Navigation	----	----	----	----	20⅛	----
" " pref.	31	----	31	30⅛	----	----
" " 6s '82	----	----	----	----	77	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	15⅛	----	15⅛	----	----	----
" " 6s '78	----	----	----	65	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	13½	----	13	13	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	30½	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	28	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 14.

	W 8.	Th 9.	F.10	Sat.11.	M 13.	Tu.14
Baltimore City 6s, 1875	----	----	97½	----	97½	97½
" " 1886	----	----	----	----	----	----
" " 1870	95½	----	95½	----	----	95½
" " 1890	99	99	99	99	98½	----
Balt. and Ohio	112½	----	113	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " '67	----	----	----	----	----	----
" " '75	----	98	----	----	----	----
" " '80	98½	----	----	----	----	----
" " '85	----	----	----	----	----	----
Northern Central	44½	----	44	43½	43½	
" " b'ds, 1885	85	----	----	----	86	86½
" " " 1900	85	----	----	----	----	----
City Passenger R. R.	13½	----	----	----	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th. 9.	F.10	Sat.11.	M.13.	Tu.14	W15
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	136	136	----	----	
Boston and Worcest.	----	140	140	----	140¾	
Cheshire, pref.	----	54	----	----	54	
Concord	67	69	----	----	68½	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	108¾	109	110	111	110½	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	----	----	----	----	111½	
Manchester & Lawr'ce	120	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Old Colony & Newport	98	97½	97	96½	96½	
Ph., Wil. & Baltimore	55½	----	56	56	----	
Portl'd, Saco & Ports.	----	----	----	102½	----	
Vermont & Canada	----	94¾	95½	95	94½	
Vermont & Mass.	----	----	55	----	----	
Western	141½	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	89	----	90½	90	
Metropolitan " 52½	----	----	----	----	53	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls " 23	----	----	23	22	22	
Franklin " 15	15	15	15½	14½	15	
Huron " 5	5	----	4⅜	4⅝	4⅜	
Isle Royale " 7⅛	----	----	----	----	----	
National "	----	----	----	----	----	
Minnesota "	----	----	----	----	----	
Pewabic "	----	13	13	12½	12½	
Pittsburg " 38	----	----	----	----	----	
Quincy "	----	----	----	----	23½	
Rockland	----	----	----	----	7½	

London Stock Exchange.

The following were the closing prices for American Securities on the 19th and 26th of April.

	Closing Prices.— Apr. 26.	April 19.
United States, 5-20s, 6 per cent 1882	69 @ 69¼	70⅜@ 71⅛
Do. do. 6 do. 1884	67 @ 67	69 @ 71
Do. do. 6 do. 1885	68⅛@ 68⅜	69⅞@ 70½
Do. do. 6 do. 1868	83 @ 85	85 @ 85
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	50 @ 55	50 @ 55
Do. 6 per cent	43 @ 45	44 @ 45
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	20 @ 22	21½@ 22½
Erie shares, $100 (all paid) 8 p. c.	37 @ 38	37 @ 38
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76 @ 77	76 @ 77
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 66
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, May 18, 1867.

Stock Exchange and Money Market.

The Money Market has been remarkably uniform, since our last, in its more prominent features of an excessive supply, moderate call for accommodation, and steady rates. Call loans have been available in very liberal amounts, to the dealers in the public funds, at 4 per cent., and to the leading Stock Exchange firms, at 5@6 per cent. per annum. An effort was made on Wednesday, by the *bear* operators of the Gold and Stock Boards, to disturb confidence, by an alarming use of the reported suspension and embarrassments of some of the New Orleans banks doing business under the National act. It was alleged that these troubles involved some of the largest National Banks of our own city, and one of these—the Central National Bank, of Broadway—was not only specifically mentioned as having been adversely affected through its New Orleans connections, by the difficulties in financial circles there, but likewise by a serious defalcation on the part of one of its own officers. On inquiry, we learned that the bank is not in any form involved by the troubles at New Orleans; that the "defalcation of one of its own officers," was discovered four weeks ago, on an examination of the books of the third teller, who is the defaulter; that the defalcation is not a serious one at all; that the bondsmen of the defaulter will protect the bank from loss; and that an official investigation of the condition of the institution, which was made at the request of its vigilant President, resulted most creditably for the management. Notwithstanding the sinister rumors of a disturbing tendency, the market for money closed easily on Wednesday, without any alteration in prices. Strictly prime short date commercial paper has not been very plenty, and has been in fair request at from 6@7 per cent. per annum. The city banks last week gained $5,057,413 in their specie hoard, and $4,613,760 in their deposit line, while losing $2,590,768 of their legal tender reserve, and augmenting their loans, $2,805,271. Their circulation was increased $24,122. The legal tender notes were absorbed by the U. S. Sub-Treasury. The specie reserve of the banks is now $14,959,590, against $13,970,402 same time last year. The city bank deposits are now $200,342,832, against $217,552,853 week ending May 12, 1866. The legal tender reserve amounts to $67,996,639, against $85,049,559 same time last year. The circulation now stands at $33,595,869, against $24,693,259 same time last year. The loans are now $253,682,829, against $257,621,317 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $87,386,628 a day, against a daily average of $93,310,019 the preceding week, and $74,414,070 the week ending with April 20th. The current week's exchanges average $84,242,857 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $420,181; increase of legal tender reserve, $91,361; increase of deposits, $598,115; increase of specie, $20,709; and decrease of circulation, $11,642. This, like the statement of the New York city banks, gives further evidence of the increasing abundance of money at the leading financial and commercial centres.

National Bank notes to the amount of $22,600 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $302,717,056, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,753,122, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,963,934. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,641,450; and for the public deposits, $38,902,950—making a total of $379,544,400. The Treasury Department, last week, redeemed and destroyed $447,860 of worn and mutilated fractional currency, and issued $166,585 worth of new.

The U. S. Sub-Treasury receipts, week ending with May 11, were $40,177,571, including $2,116,949 from customs duties; payments, $28,272,343; balance at the close of the week, $122,289,278,

against $110,334,049, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,516,038, and payments, $3,119,120; on Tuesday, receipts, $4,256,370; payments, $2,778,405. The balance at the close of business on Tuesday stood at $123,114,161, against $113,914,369 a week previous.

Government revenues were moderate, last week. The excises, last week, yielded only $2,573,429, against $5,890,371, the preceding week; customs at the port of New York, $2,116,949, and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal about $6,446,804 in currency, against disbursements of $2,233,236 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $237,000,000.

Gold has been less firm, since our last. The speculative demand has been less animated, despite the increasing exports of specie to Europe. The customs inquiry has been quite moderate. The price receded from 138¼ at the opening to 135¼ on Monday, rallying again to 137¼ by about noon of Wednesday, under the dexterous manipulation of the New Orleans bank reports. It closed at 136⅞@137, on a tame and yielding market. A heavy shipment of specie was made to Europe last Saturday—the first large export of the season. On Wednesday, the *Persia*, for Liverpool, carried out $1,343,508, and the *Union*, on Thursday, it was said, would take a further sum of about half a million dollars. Considerable shipments were also anticipated this Saturday. Against this, we have to place the receipt of 500,000 francs by the *Java*, from Europe. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $892,614. The customs demand for Gold last week, averaged $352,825 a day; thus far, this week, it has been equal to $398,750 a day, or equal to a weekly aggregate of $2,392,500. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $163,012, and from California, $419,667. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $108,650,216, against $117,147,859 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $35,087,448, against $25,661,156 same time last year, showing an increase this year, of $9,426,292. The exports of specie from this port, last week, were only $1,777,562. The total outflow of specie from the port, thus far in the current fiscal year has been $27,933,113, against $20,288,635 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,661,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $48,196,392, against $41,923,861 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to April 8, reached $10,751,071, against $10,487,429 same time last year, showing an increase, in 1867, of $263,642.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury here, together with the balance unredeemed on the 4th of May, is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$382,160	$203,200	$124,960
100s ...	5,288,900	3,703,800	1,585,100
500s ...	1,113,500	504,000	609,500
1,000s ...	25,694,000	21,660,000	4,034,000
5,000s ...	158,790,000	139,245,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total	$196,214,560	$170,316,000	$25,898,560

Government derived a revenue of $2,245,910 from customs duties, through the port of San Francisco, from Jan. 1, to April 10, 1867.

An improved demand prevails for foreign exchange, and the leading drawers quote rates a trifle higher. The supply of commercial bills is less extensive. Bankers' 60 day bills on London closed on Wednesday at 109¾@109⅞, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅜@110½; and on Paris to 5.15@5.10. The offerings of produce bills have been comparatively moderate, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $5,235,734, making the total value of exports since July 1, 1866, $156,762,351, against $198,019,645 same time in the preceding fiscal year.

Government securities have been in good demand for home investment, as well as for export, since our last, at a further improvement in prices. The new 5-20s of 1865 have been quite early bought by home purchasers. The country banks have been investing freely in them. The original 5-20s of 1862, and the earlier issued of the 5-20s of 1865, have been more sought after by foreign dealers, chiefly on speculative account, and as the available supply has been comparatively limited, prices have been steadily gaining in strength. Sixes of 1881, Seven Thirties, and Compound Interest Notes have been in fair, though relatively less urgent request. U. S. sixes of 1867 closed here on Wednesday at 134½; U. S. sixes of 1868, at 132½; U. S. sixes of 1881, 111¼@111¾; U. S. Five-twenties of 1862, ex-May coupon, 109⅛@109¼; U. S. Five-twenties of 1865 at 105⅝@106¾; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Ten-forties at 99⅝@99¾, ex-coupon, and U. S. Seven-thirties at 105¾@106⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864	119⅛	May, 1865	114¼
July, 1864	118⅜	August, 1865	113¼
August, 1864	118⅛	September, 1865	112¾
October, 1864	117⅛	October, 1865	112¼
December, 1864	116⅛		

The railway and miscellaneous stock dealings of the week have been rather moderate in amount, and at variable prices, though the extreme changes have not been very important. The main call for share property has been from the street operators. There has been no demand of moment from "the outside public." The closing transactions on Wednesday were light, indicating a dull, and rather weak market.

The transactions in produce have been less extensive, since our last. Breadstuffs have been less freely dealt in, though prices have declined, especially for corn and oats. Corn rallied a little toward the close, on a revival of the speculative inquiry, chiefly on Western account. Cotton has been in more demand and has improved. Middling grades of cotton left off here on Wednesday buoyantly at 28½@30 cents per lb. as extremes. The stock of cotton now here is estimated at about 172,000 bales. The receipts at the port this week, have averaged nearly 2,200 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 550,500 bales, against exports of 371,672 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,691,000 bales against 1,837,166 bales same time last year; exports, 1,252,137 bales, against 1,348,971 bales same time last year; estimated stock at latest dates, 365,000 bales, against 383,347 bales same time last year. At the auction sale of Pittston Coal, on Wednesday, 30,500 tons were disposed of at from $4.10@$5.05 per ton of 2,240 lbs., delivered at Newburgh, indicating a slight reduction in prices. Foreign merchandise has been in less demand and depressed in price. This has been particularly true of dry goods, which have been more freely offered at drooping rates. The total imports of foreign dry goods, last week, were $1,231,921, and the total amount marketed $1,321,111. The value of foreign merchandise imported last week, was $3,800,756—making the grand total specie value of last week's imports of dry goods and merchandise, $5,032,677, and since July 1, 1866, $226,363,414, against $257,707,071 same time in the preceding fiscal year. The ocean freight market has been moderately active and rather firmer, with 563 vessels of all classes in port. For Liverpool we quote flour at 1s. 3d.@1s. 6d. per bbl.; grain at 2¾@3¼d. per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 30.	May 8.	May 15.
Consols	91¼	91¼	92¼
U. S. 5-20's of 1862	71¼	71¼	72¾
U. S. 5-20's of 1865	69½	69¾	70¾
Erie	40½	41	42
Ill. Central	75	75½	76¼

The New York exports, exclusive of specie, for the week ending May 14, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,738,972	$3,235,734
Prev. reported	87,402,537	71,920,222
Since January 1	$91,141,509	$75,155,956

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,508,753	$1,351,921
Gen. merchandise	3,258,368	3,800,756
Total for the week	$4,767,121	$5,152,677
Previously reported	110,855,752	90,277,705
Since January 1	$115,622,873	$95,430,382

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$257,707,071	$226,363,414
Exports produce.	198,019,645	156,762,351
Exports specie	20,288,635	27,933,113

The balance in the Sub-Treasury on Wednesday was $122,318,235 82.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1886, 102⅜; Virginia 6s, ex-coupon 44; do., new, 39; Georgia 7s, 84½;

do., 6s, 74; Connecticut 6s, 101; N. Y. State 7s, Bounty Loan, 108¼; do., 6s, 1873, 101; do., 5s, 1874, 93; Brooklyn Park Loan, 93; do., Water Loan, 96; Morris and Essex 1st mort., 96; Chicago, Rock Island and Pacific 7s, 88¾; Chicago and Milwaukee 1st mort., 86; N. Y. and N. Haven 6s, 94; Toledo, Peoria and Warsaw 1st mort., 78½; Galena and Chicago 1st mort., 100; Ohio and Miss. 1st mort., 62; Indianapolis and Cincinnati, R. R., 79; N. J. Central, 118; New Jersey R. R. and Transp. Co., 140½; Pennsylvania Coal, 152; Schuylkill Coal, 55¼; Boston Water Power Co., 28½; Brunswick City Land, 4; Mariposa pref., 19⅛; Western Union Telegraph, 43¼; Citizens Gas, 126; Adams' Exp., 60½; Wells-Fargo, Exp., 66; Am. Exp., 63; U. S. Express, 63; Merchants Union Express, 18; Bank of North America, 107; Ocean Bank, 102; Continental Bank, 103½; Central National Bank, 110; Gallatin National Bank, 110; Fourth National Bank, 106; Bank of Republic, 115; Bank of Commerce, 119; Am. Ex. Bank, 113; Shoe and Leather Bank, 110; East River Bank, 100; Merchants' Bank, 116; Metropolitan Bank, 125½; Bank of America, 137½; Bank State of New York, 106; Hanover Bank, 115; American Flag, 1.00; Benton Gold, 0.80; Consol. Gregory, 7.10; Columbian G. & S., 0.58; Corydon, 1.45; Charter Oak Copper, 3.00; Davidson Copper, 1.00; La Crosse Gold, 0.65; Nye Gold, 0.05; Ohio and Colorado G. & S., 1.05; People's G. & S., 0.45; Quartz Hill, 1.90; Reynolds Gold, 0.05; Rockland Copper, 8.50; Sensenderfer, 9.50; Smith and Parmalee, 4.60; Walkill Lead, 0.43; United States Petroleum, 2.15; Bennehoff Run Oil, 3.00.

Philadelphia.—West Jersey R. R. 6s, 80; Camden and Atlantic 1st mort., 90¼; Belvidere Delaware 6s, 84½; Camden and Burlington 6s, 85; Sunbury and Erie 7s, 97½; Reading mort., 6s, 1849-'80, 91; Germantown Pass. R. R., 28¼; 13th and 15th streets R. R., 19⅞; 4th and 5th street R. R. bonds, 90; Allegheny County coupon 5s, 75½; New Jersey 6s, 102¼; Lehigh Valley scrip, 25½; Camden and Amboy scrip, 75; Lehigh Zinc, 36; Keystone Zinc, 1⅛; Preston Coal, 13; Fulton Coal, 5; Ocean Oil, 2.55; Manufacturers' Bank, 31½; Seventh National Bank, 104; Mechanics' Bank, 31⅞; Girard Bank, 55; Western Bank, 88; Consolidation Bank, 43; Farmers' and Mechanics' Bank, 132½. The latest quotationsare: City 6s, 97@97¼; do., free of tax, 102⅛ @102¼; State 5s, 95@96; do., coupon, 93¾@94; do., 6s, W. L., 102@102¼; Reading 51⅝@51¾; do., 6s, 1870, 93¾@94½; do., bonds, 91@92; do., conv., 103@105; Camden and Amboy, 130@ 130½; Penn. R. R., 51¾@52; do., 1st mort., 99@99½; do., 2d mort., 94@95; Little Schuylkill R. R., 27½@29; Morris Canal, 65@68; do., pref., 118½@119½; do., bonds, 90¼@91; Wyoming Valley Canal, 55@55½; do., 6s, 84½@ 85½; Susquehanna Canal, 15½@16; do., 6s, 65@ 66; Sch. Nav., 21@22; do., pref., 30½@31; do., 6s, 1882, 77@77; Union Canal bonds, 22½@ 24; Delaware Div. Canal, 56½@57; do., bonds, 85¾@86¾; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 95½@96½; do., 5s, 62@63; Lehigh Coal and Navigation, 52¾@53; do., bonds, 1884, 89@89¼; North Pennsylvania, 33¼@34; do., 6s, 88¼@89; Philadelphia and Erie, 28¼@28⅜; do., 6s, 92@93; Minehill, 58@ 59; Catawissa, 13@13¼; do., pref., 27⅛@27¼; Lehigh Valley, 59@59½; do., bonds, 90¾@91; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 78@80; West Philadelphia, 65@70; Spruce and Pine, 27½@28; Green and Coates, 30¼@31½; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 19¾@19⅞; Girard College, 28@30; Tenth and Eleventh, 65@67; Union, 40@ 41; Hestonville, 12@13.

Boston.—Rutland and Burlington 1st mort., 131¼; do., 2d mort., 30; N. Y. and Boston Air Line 6s, 50; Boston, Hartford and Erie, 13¾; do., 7s, 56¼; Indianapolis and Cincinnati, 40¾; Connecticut and Passumpsic Rivers R. R., 81⅛; Union Railway, 90; Vermont Central and Vermont and Canada 8s, 1876, 99; Agricultural Branch R. R. 6s, 1876, 75; Ogdensburg and Lake Champlain, 56; do., pref., 98¼; Northern (N.H.) 6s, 1874, 97; Sandusky, Dayton and Cincinnati 6s, 1900, 75; Vermont Central 1st mort. 7s, consolidated, 59; Old Colony and Newport 6s, 1875, 96½; Western R. R. 6s, 1875, 99¾; Eastern R. R. 6s, 1874, 94¼; Salem and Lowell R. R. 6s, 89; Summit Branch R. R., 10¾; Ophir (N. S.) Gold, 2⅛; Boston Water Power Co., 27¼; Cary Imp. Co., 27⅜; Waverly Land, 2; Maine 6s, 99⅞; New Hampshire 6s, 99½; Massachusetts 5s, 1894, gold, 99½; do., 5s, 1883, gold, 100¼; do., 6s, 1871, gold, 109⅛; do., registered, 106½; do., 6s, 1868, gold, 131½; Portland 6s, 1886, 94; do., 1872@1877, 94½; Bangor 6s, 1874, 93½; Augusta 6s, 93½; St. Louis 6s, 1887, 80; Boston 6s, 1876, currency, 101; do., 5s, 1868, gold, 131; do., 1869, 122; Lynn 6s, 1877, 97¾; Albany 6s, 1879, 93⅞; do., 1876, 94¾; Salem 10-50 6s, 98; Cambridge 6s, 98; Bath 6s, 1891, 93½; Eliot National Bank, 105; State National Bank, 91; Tremont National Bank, 117; National Bank of Redemption, 109¾; Merchants' National Bank, 107¼; Fanuel Hall National Bank, 127; Market National Bank, 107¾; Eagle National Bank, 115; North National Bank, 108¼; Suffolk National Bank, 113¾; Continental National Bank, 109½; Webster National Bank, 104⅛; Union National Bank, 118¾; Howard National Bank, 105; Third National Bank, 108; Traders' National Bank, 99¼; Blackstone National Bank, 121¾; Everett National Bank, 99½; National Bank of Commerce, 114¼; Mt. Vernon National Bank, 100½; Allouez Mining Co., 7; Canada, 36c.; Calumet, 30; Hanover, 5; Hancock, 4; Petherick, 1; St. Clair, 4; Superior, 2; Tremont, 25c.

Baltimore.—N. W. Virginia 2d mort., 92; Western Maryland 2d mort., 70; Marietta and Cincinnati bonds, 79; Central Ohio R. R., 27; Virginia 6s, old, reg., 42; do., 1867, 31⅜; Balt. and Cuba S. & M. Co., 40; George's Creek, 75; Santa Clara, 3⅞; Franklin Bank, 13⅜; Merchants' Bank, 106½; Western Bank, 27¼; Union Bank, 60½; Marine Bank, 32⅝; Mechanics' Bank, 9⅝. The latest quotations are: Balt. and Ohio, 113@—; do., 6s, 1875, 98@98¼; do., 1880, 98@98¼; do., 1885, 97½@98¼; Northern Central, 43⅝@43¾; do., bonds, 1885, 86@86¼; N. W. Va., 16@18; do., 1st mort., 1873, 93⅝@95; do., 2d mort., 91@ 92¾; do., 3d mort., 90@91; do., unguaranteed, 17 @18; Marietta and Cincinnati 7s, 1891, 79@80; Central Ohio, 26¾@27; do., 1st mort., 89@90; Western Md. 6s, 60¼@72¾; do., 6s, guar., 94@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 94@95½; do., 1873, 97¼@97½; do., 1875, 97@98; do., 1886, 98@98¼; do., 1890, 99@99; do., coupon, 100@100; do., Park, 99@99; do., 1892, 93@—; do., 5s, 1838,-'70, 82@83; City Passenger R. R., 20¼@21; Canton Co., 42¾ @43; Gardner, 0.45@0.45; Am. Gas Coal, 0.50@ 0.50; Maryland Anthracite Coal, 2@5; George's Creek, 74@90; Santa Clara, 3⅞@4; Balt. Chrome, 0.20@0.40; Bare Hill, 0.25@0.33; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@155.

National Railroad Convention.

This convention, in which nearly all the principal railroad companies in the country were represented, assembled at the St. Nicholas Hotel, in this city, on the 8th inst. J. Edgar Thomson, Esq., President of the Pennsylvania Railroad Company occupied the chair, and S. L. Fremont and B. D. Hasell, acted as secretaries. The chairman, in opening the proceedings, briefly adverted to the objects of the convention. It was intended to establish, in connection with the immense capital invested in railways, an interchange of views as to their construction and general management for the commercial and financial benefit of the country. A report was read by the chairman of the Committee on Mail Service, which was accepted, with a recommendation to the different railways to furnish the committee with opinions and suggestive modes of combination on the subject. A resolution was offered for the formation of a Railway Bureau, and it was resolved that the report of the committee on that subject be recommended, with instructions to define a plan of organization for the formation of a railway association. A resolution was then proposed to the effect that a general and uniform system of charge for transportation be adopted on all railroads in the United States as should be deemed reasonable and equitable by the Legislature. The proposition was referred to a special committee. On motion, it was resolved that an equitable measure of remuneration should be made to railroad companies for the transportation of mail matter based on the rates now paid for other matter and by express companies by mail trains. The President intimated that from recent communications there was reason to believe that the Post Office authorities would adjust this matter. It was further resolved to take steps to prevent the use of private agencies for the sale of tickets on commission. After the transaction of some routine business, the convention adjourned to meet at Altoona, Penna., on the 18th of July next.

☞ By reference to the Advertisement of G. C. Gantley, General Agent, 229 Broadway, it will be seen that the all-rail great southern mail route is now open for the transportation of passengers and freight to Richmond, Nashville, Memphis, Mobile and New Orleans, and all intermediate points, *via* Washington, Lynchburg, Knoxville, Chattanooga, etc. Through tickets issued, and baggage checked through from New York.

☞ The Erie City Passenger Railway Co., will receive proposals, until the 1st of June, for the construction of 2 miles and 3,906 feet of the main line of their road, including rails, stringers, crossties, etc. A full description of the route of the road will be found in their advertisement in another column. A copy of the Act of Incorporation can be seen at this office.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending April 27th, 1867, were $122,894 00
Corresponding week of previous year. 129,969 00

Decrease $7,075 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in May, 1867... $18,380 00
Corresponding week previous year.... 18,475 00

Decrease $95 00

The earnings of the Western Union Railroad for the week ending May 7, 1867. ..... $12,536 07
Corresponding week previous year.... 14,938 31

Decrease $2,402 24

The earnings of the Detroit and Milwaukee Railroad for the week ending May 9th, 1867, were $37,280 00
Corresponding week of 1866..... 35,320 00

Increase..... $1,960 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in May, 1867, were..... $64,570 00
Corresponding week of previous year.. 77,357 00

Decrease $12,787 00

The earnings of the Chicago and Northwestern Railroad for 1st week in May, 1867... $180,286 00
Corresponding week previous year .. 164,117 00

Increase..... $16,169 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in May, 1867, were..... $81,021 00
Corresponding week of 1866 ..... 88,895 00

Decrease $7,874 00

The earnings of the Chicago and Alton Railroad for the first week in May, 1867, were $76,241 00
Corresponding period previous year.. 66,773 00

Increase..... $9,468 00

The earnings of the Michigan Central Railroad for the 1st week in May, 1867, were . $82,672 81
Corresponding week of previous year.. 78,542 45

Increase..... $4,130 36

The receipts on the Atlantic and Great Western Railway for the first week in May, six days, ending 7th, amount to $103,828, against $96,054 in the corresponding week of last year, showing an increase of $7,774.

Marginal Freight Railroad.

The bill authorizing the construction of the Marginal Freight Railroad in Boston, which has been before the Legislature of Massachusetts nearly the entire session, has passed to be engrossed. The proposed road will make a common connection between the various freight stations located in the outskirts of the city, and approach its water front from two opposite directions, North and South. It will necessarily have to traverse streets, such as Broad, India and Commercial, which are great business thoroughfares and encumbered with considerable moving merchandise. But this difficulty will be mostly obviated by running the trains by night; and whenever day trains are indispensable, horse power will be substituted for steam. Branch tracks will be laid down to the piers most available for heavy tonnage, so that the cars may be switched off and brought into close juxtaposition with vessels being laden or unladen. The *Commercial Bulletin*, from which the above is condensed, says:

This road will not only greatly facilitate the handling of merchandise, in bulk, intended for either inward or outward transportation, but it will effect a vast saving of expense and trouble both to shipping merchants and railroads. The former will make a great gain by it on the score of time and cost of trucking; while the latter will not, as at present, be deprived of the use of their rolling stock, by being obliged to permit the use of their cars for storage purposes. It will, on the whole, be a great acquisition to the commercial facilities of Boston, and if judiciously managed, as we have every reason to believe that it will be, must so lessen the cost of handling Western freight in transitu, as to attract to this port, and its commission merchants, a large additional volume of Western and interior trade.

The Argentine Railways.

The Secretary of the British legation at Buenos Ayres has reported in great detail as to the condition of affairs in the Argentine Republic with reference to British interests, and the foreign office have printed the same for general use. He enters with minuteness into the condition of the railway system as it at present exists in that country, and the prospects of its extension. He states that the system is at present in its infancy, the first line having been opened in 1857, but since 1862, 300 miles of rail have been opened and 124 miles in addition were to be opened about the present time. The nature of the country presents few difficulties for engineering works, being almost a level plain for 900 miles to the very foot of the Andes. The average rate of fare is 3d. first class, 1½d. second class, and 4d. per ton for freight per mile; accidents appear to be almost unknown, but the average speed is only sixteen miles an hour. The three lines owned by English companies have a Government guarantee of 7 per cent.; the cost of the lines has ranged from £6,500 to £10,000 per mile. The British minister adds the following observations as to future railways:

"It is, indeed, to be hoped that the Government of Buenos Ayres will not lose sight of the paramount importance of encouraging railway enterprises, and of removing all obstacles in the way of their being properly carried out; should it act in a contrary spirit it cannot expect that foreign capital will be embarked in undertakings of such great utility to this country, and indeed the actual lines of railway that have been guaranteed by law can only be considered in the light of experiments made; the question of any extension to them being mainly dependent on the manner in which the Government may meet the engagements it has contracted in connection with them. The works on the Central Argentine Railway were temporarily suspended in consequence of the provincial Governments of Santa Fe and Cordoba having failed to fulfil its obligations by ceding the land it had bound itself to give up. This difficulty, however, has happily met with an adjustment, and the works are being continued. The only railway that has been constructed in this country by the Government, namely, the Western line, is put up to sale for a sum of £700,000. There are four lines of railway in contemplation, but it is probable that many years will elapse before they are constructed. The following is an enumeration of them:

"The Eastern Argentine Railway, in the provinces of part the River Uruguay, which is effectually closed at Salto Grande to the passage of ships by some rapid falls. A concession for this railway, which is to extend over a distance of 200 miles, has been made to an English company, with a guarantee of 9 per cent. on £13,000 per mile, but has not been proceeded with. Should this line ever be completed the vast riches of the Southern provinces of the empire of the Brazils will find an outlet on the River Plate.

"The Nogoya Railway is destined to connect the interior of the province of Entre Rios with the banks of the River Parana. This railway was surveyed in 1864 by order of the Government. Its length is to be sixty-four miles, but no steps have been taken towards its construction.

"The Lujan and Salto Railway, in the province of Buenos Ayres. This line would be a branch of the Western Railway, and when completed, might lead to a further extension to Rosario, thus connecting that important river port with the capital of Buenos Ayres.

"The railway from Fraylo Muerto to Mendoza. This line will not be carried out until the Central Argentine Railway to Cordoba is completed. No line of railway in the whole of the Argentine Republic is likely to confer such benefits both in a mercantile as well as in a political point of view, as is the Central Argentine Railway. It will pass through the richest lands of this country, and by connecting the outlying interior provinces with that of Buenos Ayres, will conduce to give greater force to the general National Government whose present seat is in the capital of Buenos Ayres. Moreover, an extension of the Central Argentine Railway would reach the Andine province, and be the means of developing the vast wealth of the mining districts. This railway, too, may be destined at some future day to force a passage through the rugged walls of the Andes, and by descending to the plains of Chili link the waters of the Atlantic to those of the Pacific."

The New Railroad Constructor.

The following description of this machine is from the San Francisco *Bulletin*. Since its publication, the machine has been tested in the presence of a large concourse of the first citizens of San Francisco—bankers, merchants and machine men of all classes were present—and after trial it was pronounced a complete success. The machine levels the track, lays the ties, deposits the rails, and fastens them to their places. It is estimated that with a complement of twenty men it will do as much work per day as two hundred men without the aid of the constructor. It is the invention of W. D. Roberston, Esq., of Star City, Humbolt County, Nevada:

An apparatus which, by a combination of movements, will level the loose surface of the soil, place the ties at uniform distances, follow any curve and accommodate itself to ordinary gradients, deposit the rails with the chairs attached and nail them securely in their places, is too complex for detailed description in the columns of a newspaper; but we will give our readers such an account of it as will enable them to form some idea of its appearance. The frame of the machine is 60 feet long, 8 feet high and 12 feet in width, and with its trusses, struts and tie rods, has the appearance of the skeleton of a wooded bridge placed on a low railroad truck. The frame, however, is only supported over the truck wheels one-third of its length; the forward part of the frame, which is two-thirds of the whole, overhangs the ground on which the track is to be laid. To preserve the balance of the apparatus, the heavy stringers, which give strength to the machine, taper gradually to the front, so that without the engine and boiler, or any load of ties, rails or other ballast, there is no possibility of its tipping forward. When completed, it will have a ten-horse power engine between the two supporting trucks, and with 20 or 30 rails laid lengthways and a ton or two of ties stored tranversely at the extreme rear, the suspended portion, when the concern is in motion, will be as firm and solid as if supported on wheels the entire distance. As the machine travels forward it will move on rails of its own laying. In front of the machine is a plough, which levels the ground for the permanent way,

The ties are brought from the back over the machine and above the heads of the workmen by two endless chains, and are laid on the ground in front exactly in the position required. On each side of the motive power, on the rear of the platform, are the stacks of rails, which are picked up singly by clamps connected with a hoisting apparatus, raised to a sufficient height, and while in suspension are run forward by means of overhead cars and tracks till they hang over the spot they are destined to occupy. The chairs are slipped over the rail ends as they travel, and at a signal by the foreman the rails are lowered by machinery to their places. The chairs have then only to be nailed firmly to the woodwork, the spikes driven home, and the work is complete and the machine moves on over the road it has just constructed. Fresh ties can be constantly supplied by the track behind without stopping the work. When the grade rises or descends, the front of the machine can be elevated or depressed by a system of rods and screws to a nicety. The constructor will, if necessary, turn itself on a radius of 200 feet. The position of the managing engineer is on a platform built above the heavy framing of the machine, where, housed as comfortably as the pilot of a river steamer, he can overlook all the machinery in the work, direct and control, and survey the ground ahead and view the finished line behind. The machine requires 20 men to keep it in operation; and it is said, that if worked with three shifts of hands, day and night, it will do six times as much work as three times the number of men can without its aid. It will revolutionize the system of railroad constructing, laying a track from six to twelve miles per day.

Grimshaw's Patent Improved Compressed-Air Hammers.

Messrs. Thomas Prosser & Son, No. 15 Gold street, N. Y., are agents for the sale of Krupp's Patent Cast Steel Railway Tires, Cast Steel Rails, Wheels, Axles, Springs, etc., etc. Also Grimshaw's Patent Improved Compressed-Air Hammers, which they consider an important invention, as will all who are familiar with the inconvenience arising from the use of steam direct in the Nasmith and other steam hammers, arising from the rapid condensation of steam in long pipes as well as in the cylinder of the hammer itself when working intermittingly. These machines are under perfect control, and will give any kind of blow required, from a *live* sharp *pick-up*, heavy or light, to a mere squeeze or dead pressure blow to crush ores, &c.

The operating compressed air is produced in the same, or in a separate machine, and is worked automatically or by hand with varying intensity, according to the nature of the work and the *instant* will of the operator. The exhaust air both blows the scale off the work and sprays it with water, if required, and during the intervals, when not required for other work, the air-pump or compressor is available as a fire-blowing machine, giving a very powerful blast.

Both steam and water power are available as motors, and from one compressed air or blowing machine any number of Stamp Hammers or similar machines may be driven to great advantage, without belts, pulleys or shafting, and a machine may be removed from one place to another by merely disconnecting the compressed-air pipe.

There is no danger of knocking out the ends of the cylinder, or bending the piston rod by striking water, as is the case with the Steam Hammer, unless there is a continuous blowing through, kept up at great cost, and in continual fear.

Compressed-air machines are always intact, ready to stop or start at any moment without any waste of power, labor or oil to keep shafting, pulleys and belts running when not wanted, neither is there any escape of vapor to tarnish bright work, nor of condensed steam to spoil that which is being planished.

The steam engine and blower combined are of the most simple construction, and well calculated for economical operations, for all the advantages of applying compressed-air, instead of, or with steam, are not yet told or even known. Steam is subject to condensation from compression and expansion alike, but air is not thus affected, and therefore, *unlike steam*, it admits of the full benefit derivable from the principle of expansive working being attained. The compression of air develops heat and additional pressure, which is available in work before it is expanded, to relieve the back pressure when it leaves the machine quite cool, thus proving, that the heat developed, has been fully utilized in the machine *which* produced, or rather which used it. And finally, the compressed-air machines may be worked at any distance from the compressor, as there is no condensation, which is so fatal to the economical use of the Steam Hammer under such circumstances.

Erie Railway—Krupp's Cast Steel Tires—The Miller Improvement.

OFFICE SUPERINTENDENT MOTIVE POWER AND MACHINERY, NEW YORK, Dec. 31, 1866.

H. RIDDLE, ESQ., GEN'L SUP'T:

Dear Sir:—In submitting the cost for repairs of engines, cars, &c., for the year ending December 31st, 1866, it is extremely gratifying to me to be able to exhibit such a marked reduction over the year 1865, more especially as our locomotive mileage for 1866 exceeds that of the previous year 270,111 miles. The actual decrease per mile run for repairs of locomotives, being nearly 30 per cent.

This reduction is not due to a less *quantity* of work performed, as on December 31st, 1865, with a total of 360 locomotives upon the road, 94 were under repairs, while on December 31st, 1866, with a total of 371 locomotives, but 74 were under repairs. Neither is the reduction due to the *quality* of work performed, as it is a fact patent to all, that the general condition of our locomotive equipment is very considerably improved. We have applied during the year, 304 Krupp cast steel tires, and I cannot allow this opportunity to pass without expressing myself satisfied at the result of the adoption of steel tires upon our whole equipment; in fact, one of the great causes of the reduction in our expenses lies in the increased efficiency of our locomotives furnished with steel tires. Were it not for these, our heavy six-wheel connected freight engines would be inefficient, from the rapid depreciation of iron tire. You will notice that the cost for repairs of passenger and baggage cars show an increase of nearly $25,000. A portion of this increase is due to the fact that several coaches have been constructed and charged to repairs, replacing others which were destroyed or unfit for use. The general condition of our passenger equipment has been much improved and we have more than made good the depreciation. The application of Miller's car platforms, couplers and buffers, is an improvement in the right direction, and has already, in several instances, averted serious damage and perhaps loss of life.

From the present excellent condition of our equipment in the machinery department, we can confidently expect to be able to still further improve its condition and show a constant yearly depreciation in the cost of maintenance. The decrease in the cost of repairs has been largely effected by the improved condition of the track and road bed, and I think the actual and marked appreciation in the value of the property of the company, in every department, should be a source of congratulation.

The decrease in the cost of running, i. e., cost of engineers, firemen, wipers, &c., and cost for oil and waste is also very gratifying, amounting to $94,571 72, even with increased locomotive mileage.

This reduction is mainly due to a more perfect organization in this particular branch of the machinery department, and is a result, which under the circumstances is very satisfactory to me. Hoping my anticipations for the future may prove to be well founded. I am, truly yours,

H. G. BROOKS, *Sup't M. P. & M.*

Bessamer Steel.

A large number of iron manufacturers and scientific men met on the 9th inst., at the Steel Works of Messrs. Winslow & Griswold, Troy, N. Y., to witness the conversion of Iron into Steel, by the Bessamer process. The exhibition was deeply interesting and highly satisfactory. This discovery is justly ranked as one of the most important of the age, and it has fallen into the right hands to secure its full development. Messrs. Winslow & Griswold have the capital and the energy requisite, and Mr. Bessamer could have found no better representatives in this country.

The works at Troy have been in operation, on a small scale, for about a year. The new works, just completed, are very extensive, and are capable of turning out from *fifty to seventy tons of steel per day!* To reach this capacity, the proprietors have expended nearly half a million of dollars. But they are sure of a prompt and an abundant return.

There is but one other similar establishment in this country; but Messrs. W. & G., and their associates, have sold rights to several other companies, who are putting up works at various points.

The establishment at Troy is perfect. Some of the machinery used—particularly the hydraulic cranes and hoisters—is novel and wonderful; and everything requisite to save labor and to facilitate business indicates the highest genius, stimulated and brought into practical requisition by the most liberal expenditure of capital.—*Albany Evening Journal.*

Cleveland Railroad Convention.

A convention, composed of leading railroad officials was held at Cleveland, O., on the 9th inst., at which most of the principal railroad and steamboat lines were represented. The object of the convention was to secure, if possible, a restoration of former freight rates and the maintenance of amicable relations with regard to competing business. Among the questions discussed were those relative to paying commissions to fast freight lines for the purpose of influencing freight shipments, and the abolishment of the pass system in the case of drovers, or the abolishment of all free passes given on account of freight received. These questions went into the hands of committees. The convention adjourned, to meet in Chicago on the 10th.

Southern Maryland Railroad.

The commissioners appointed under the act of the last General Assembly of Maryland, to obtain the survey of a route for a railroad from Baltimore city to Drum Point, at the mouth of the Patuxent, met in Baltimore on the 7th inst., and appointed Colonel George W. Hughes, of Anne Arundel County, Chief Engineer, to locate the route of the road. The act of the Legislature appropriates $5,000 for the purposes of the survey, and requires a report of the same to be made to the Governor or the next Legislature.

Monongahela Valley Railroad.

A meeting of the corporators of this road was held in Pittsburg on the 10th inst. It was decided to accept the charter granted at the last session of the Legislature, and to open books for subscription to the capital stock of the company, at the Monongahela House in Pittsburg, on the 6th of June, to continue open for three days. It was resolved to hold a general meeting of the corporators and all persons interested in the construction of a railroad along the Monohgahela River, at Elizabeth, on the 30th of May.

Commerce of New York.

The foreign imports at New York for the month of April are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$13,366,488	$10,800,747
Entered for warehous'ng	10,159,657	13,327,839
Free goods	1,152,683	1,232,997
Specie and bullion	161,817	271,710
Total entered at port	$24,840,605	$25,633,293
Withdrawn fr. warehouse	8,640,260	8,838,610

The foreign imports at New York for four months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$64,513,488	$46,586,489
Do. for warehousing	41,567,010	42,696,311
Free goods	5,074,870	3,792,548
Specie and bullion	692,564	680,787
Total entered at port	$111,847,932	$93,756,135
Withdrawn fr. wareh'se	31,575,832	43,331,661

The foreign imports at New York for ten months ending April 30, were:

	1866.	1867.
Six months	$142,730,367	$143,210,153
January	30,109,830	20,979,087
February	30,692,557	25,630,781
March	26,204,940	21,512,974
April	24,840,605	25,633,293
Total for 10 months	$254,578,299	$236,966,288
Deduct specie	2,157,095	9,078,630
Total merchandise	$252,421,204	$227,887,658

The duties received at New York for ten months ending April 30, were:

	1866.	1867.
Six months	$65,077,328 87	$60,531,571 82
January	12,437,474 16	9,472,248 48
February	12,008,273 74	11,466,418 42
March	11,173,154 62	11,977,418 19
April	10,950,896 78	9,372,701 48
Total 10 months	$111,647,128 17	$102,820,358 39

The exports from New York to foreign ports in the month of April, were:

	1866.	1867.
Domestic produce	$22,526,822	$16,979,383
Foreign free goods	130,254	38,389
Do. dutiable	654,109	845,824
Specie and bullion	588,875	2,261,283
Total exports	$23,899,970	$20,124,879
Do. exclusive of specie	23,311,095	17,863,596

The exports from New York to foreign ports for four months from January 1st, were:

	1866.	1867.
Domestic produce	$82,371,424	$64,186,067
Foreign mdse., free	252,327	220,532
Do. dutiable	1,659,875	2,833,376
Specie and bullion	6,147,280	8,828,236
Total exports	$90,430,906	$76,068,211
Do. exclusive of specie	84,283,626	67,239,975

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April 30, were:

	1866.	1867.
Six months	$107,699,914	$84,590,637
January	20,108,207	13,448,647
February	17,195,507	15,452,506
March	23,668,817	20,475,226
April	23,311,095	17,863,596
Total mdse.	$191,983,540	$151,830,612
Specie	18,235,204	25,599,506
Total exports 10 mos.	$210,218,744	$177,430,118

☞ The survey for a route for the Baltimore and Potomac Railroad is progressing rapidly.

The Taxes on Iron Castings.

In reply to a letter inquiring if castings made for reapers, mowers, thrashers, separators, wheat drills and cultivators are exempt from taxation under that clause of the act of March 2, 1867, which exempts castings made for machinery, &c., the Commissioner of Internal Revenue stated that under the law as amended by the acts of July 13, 1866, and March 2, 1867, the following classes of castings are exempt from taxation:

1. Castings made for particular articles, machines or structures, all of which are enumerated, as for instance, castings for locks, safes, looms, spinning machines, steam engines, hot air and hot water furnaces, sewing machines, cars and scales, and castings for iron bridges.

2. Castings of a particular kind or for particular use, as malleable iron castings, unfinished; and castings for hollow ware.

3. Castings made for articles which are not enumerated, but which articles are liable to tax in a finished state.

4. Castings made for machinery.

All castings which are not exempt under one of the above heads are liable to the specific tax of $3 per ton.

These are the following, to wit:

1. Castings used for buildings or permanent structures, except castings for iron bridges.

2. Castings which are complete articles in themselves, and not made component or constituent parts of other articles, &c.

3. Castings which are intended for and used as component or constituent parts of other articles, except such as are used in the manufacture of shafting or gearing machinery; and of cars, scales, articles, machines, instruments, or engines, on which a tax is assessed and paid in a finished state.

The agricultural implements or machines enumerated in your letter are all exempt from taxation in a finished state; the castings, therefore, used in their construction come under the third class enumerated above of *taxable castings*, and not under either of the exceptional or exempted classes.

Interest and Dividends.

The Housatonic Railroad Company have declared a net dividend of four dollars per share on the preferred capital stock, payable on the 25th inst., at the Treasurer's office in Bridgeport, Conn.

The Pacific Mail Steamship Company have declared a dividend of three per cent. out of the earnings of the quarter ending April 30, payable June 1.

The Northern (N. H.) Railroad Company have declared a dividend of $4.00 per share, payable June 1.

New Railway from Sunbury to the Lehigh and Wyoming Coal Fields.

The engineers are now on this new line from Sunbury to the Lehigh and Wyoming coal fields. The proposed road runs nearly parallel with the Lackawanna and Bloomsburg Railroad, but on the opposite side of the Susquehanna River.

This project appears to be for the benefit of the Northern Central and the coal fields, but in opposition to the present lines from the Wyoming coal region to Baltimore and New York, particularly the Delaware, Lackawanna and Western Railroad. Much of the stock has been subscribed, and five dollars on each share paid in. We presume the road will be commenced at once, and completed in reasonable time.—*Miner's Journal.*

☞ Books of subscription to the Capital Stock of the National Trust Company of the city of New York, will be opened at the Ninth National Bank, 333 Broadway, on the 22d inst. The amount required is $1,000,000.

Paris Exposition.—Locomotive "America."

The Locomotive *America*, contributed by the "Grant Locomotive Works, of Paterson, N. J.," to the Paris Exposition, has it is said, been awarded the gold medal. The Paris correspondent of the Boston *Journal*, in a letter to that paper dated April 23d, says:

The jury on locomotives came to a decision yesterday on the merits of the different machines. The competition is great. England has a large number. France has at least a dozen. Austria and Russia have three or four each. The Austrian and French members of the jury took exception to the "America" because it was so light in some of its parts, and also to the amount of polish to the iron work, which they thought was more for show than utility. They claimed that the lightness of some of the machinery was a sacrifice of strength to beauty. But fortunately the English member of the jury is well informed on locomotive engines, and he explained that the railroads in America are of an entirely different construction from European roads; that the country is new, and the roads cheaply built, and the ties are subject to displacement from frost; that to ride over rough roads there must be elasticity in the machinery; that American engineers had difficulties to contend with wholly unknown to Europeans; that, taking all things into consideration, the American locomotive was superior to any other in the Exhibition. His arguments were so convincing that the other jurors gave way and *awarded the gold medal to the "America."* This is a great triumph, and it has been achieved through the intelligence and honesty of the English juror. Unfortunately I have not his name, but he is thoroughly conversant with American railways and American engineering, and though his own country is one of the largest competitors, he has been strenuous for justice and has succeeded in obtaining it for the United States.

The proprietors of the locomotive deserves great credit for their spirit in sending this specimen of American mechanism, at a large outlay of money, not expecting any return from sales in Europe; for though America can make superior machines, she cannot compete in price with the locomotive builders of England and France.

Danville, Hazleton and Wilkesbarre R. R.

This road will commence at Sunbury, about 56 miles north of Harrisburg, where it will connect with the Northern Central Railway, and run thence to Wilkesbarre, *via* Hazleton, thus opening a new outlet for the coal of the Luzerne region. The road will take the east bank of the North Branch, from Hazleton, following the course of the river to Catawissa where it will follow the Catawissa Creek in the direction of Hazleton, from which place a railroad to Wilkesbarre has been projected for some time. The charter is represented as being extremely liberal giving great advantages and facilities to those who are about to engage in the enterprise. Much of the stock has already been subscribed, and five dollars on each share has been paid. A corps of engineers, under the direction of F. C. Arms, Esq., of Hazleton, have already commenced the survey of the route from that point. The *Gazette* says there is no doubt that the work on the road will be pushed vigorously, for there is not only great energy connected with the enterprise, but capitalists of large means have connected themselves with it. When completed, it will assist, with the Northern Central, Philadelphia and Erie, Shamokin Valley and Middle Creek Railroads, in making Sunbury one of the most prominent railroad centres in the State.

Vicksburg and Meridian Railroad Co.

At the annual meeting of the stockholders of the Vicksburg and Meridian (formerly Southern) Railroad Company, held at Vicksburg, Miss., on the 6th inst., the following Board of Directors was elected for the ensuing year, viz: Morris Emanuel, Thos. Rigby, A. B. Reading, Wm. Crutcher, Shepherd Brown, Peter Anderson, Thos. M. Smedes, J. R. McDowell, Thos. S. Dabney, D. W. Flowerree and Wm. E. Morris.

The act passed at the last session of the Legislature—authorizing the change of the name of the road to the "Vicksburg and Meridian Railroad," granting to it all the rights, privileges and powers which were granted to and belonged to the 'Southern Railroad," and made subject and liable to all contracts, debts, obligations and demands of any kind to or for which the Southern Railroad Company was subject and liable—was accepted, and the company now have the new and more appropriate and expressive name.

The Stockholders accepted two other acts passed at the last session of the Legislature, one to authorize non-resident stockholders to appoint whom they please as proxies to vote their stock, removing the former prohibitions. The other was, to convene meetings of the stockholders on a notice of thirty days, instead of sixty days as required by the charter.

At a meeting of the new Board, after the adjournment of the stockholders' meeting, the following officers were elected for the ensuing year, viz: Morris Emanuel, President; Thos. Rigby, Vice-President; and N. G. Bryson, Secretary and Treasurer.

Little Rock and Fort Smith Railroad.

A meeting of the directors of this road was held in Van Buren, Ark., on the 24th ult. The *Press* of that city says: "It was decided to order the location of the road from Little Rock to Lewisburg, a distance of about fifty miles. As soon as the survey of this part of the road is completed, agents will proceed to New York for the purpose of contracting for the construction of twenty or fifty miles of the road, and negotiating for the necessary means. The projected consolidation with the Memphis and Little Rock road, has in all probability received its quietus by the late sale of that road to the Memphis and El Paso Company, an interest in direct antagonism to ours, or the Thirty-fifth Parallel Route."

Resolutions were adopted to comply with the late act of Congress renewing the land grant, and accepting the late act of the General Assembly amending the charter of the company.

Frederick and Pennsylvania Line R. R.

Books for subscription to the stock of this company will be opened on the 20th inst., at Frederick, Walkersville, Woodsboro', Middleburg and Taneytown, Md. The capital is to be $1,000,000, in shares of $50. As soon as 1,000 shares are subscribed, an organization will be effected. We learn that the Board of Commissioners have employed Mr. Jos. S. Gitt, of New Oxford, late engineer of the Western Maryland Railroad, to survey and prepare a profile and estimate of the cost of the road from Frederick to the State line, in the direction of Littlestown. No doubt is entertained that a line very direct and of easy grades, will be found. The Piney Creek, which heads near Littlestown, the Monocacy, and Israel's Creek, offer a valley route almost the entire distance. Much interest is felt in the work, and it is hoped that early success will attend it. Frederick is about 3 miles from the main line of the Baltimore and Ohio Railroad, with which it is connected by a branch. The road will be about 30 miles in length, and when built will make a connection with the Littlestown Railroad, and through that road, and the Hanover Branch, with the Northern Central Railway at Hanover Junction, 39 miles south of Harrisburg. The opening of this route will give the people of Frederick and Carroll Counties access to the anthracite and lumber regions of Pennsylvania, and also open a new outlet for the Cumberland coal, which will stimulate manufacturing enterprizes in both York and Adams Counties. The survey of the route has already commenced.

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PROPOSALS WILL BE RECEIVED UNTIL 1st June next, for the construction of the Main Line of the ERIE CITY PASSENGER RAILWAY, located in the City of Erie, Pa., and commencing at the corner of Second and Holland Streets, extending Westerly on Second St., a distance of 1,100 feet to State Street, and thence Southerly on State, Turnpike, and Peach Streets, a distance of 6.130 feet to Buffalo Street. That portion of the route located on State, Turnpike and Peach Streets is paved with stone. The part on Second Street is unpaved. The above being designed to be a double track railway, is equal to 14,460 lineal feet or 2.738 miles.

It is intended in the course of another year to build some four miles of branches.

Parties making proposals will please state the style and weight of rail; size of stringers; kind of timber; size of cross-ties, and distance apart; together with the manner of construction generally.

References will be required from contractors, and the Company reserve the right to reject any bids as they may deem for their interests.

Proposals should be enclosed in an envelope, marked "Proposals," and directed to

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Notice of Opening of Books of Subscription to the Capital Stock.

At a meeting of the Trustees of the National Trust Company of the City of New York, held at the temporary office, No. 363 Broadway, on the 8th day of May, inst., the undersigned were appointed a Committee to open books for subscriptions to the Capital Stock of said Company.

Notice is hereby given, pursuant to the charter, that the books for subscription to the Capital Stock of said National Trust Company will be opened at the Ninth National Bank, No. 363 Broadway, corner of Franklin Street, in the City of New York, on the 22d day of May, 1867, and will remain open until the amount of Capital Stock of one million dollars shall be subscribed.

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NEW YORK, May 3, 1867.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the Election of Directors, and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on Wednesday, the 29th day of May, 1867, at 3 o'clock p. m.

The Transfer Books of the Company will be closed at the close of business on the 14th instant, and re-opened on the 1st day of June next.

3t19 L. A. CATLIN, Secretary.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS WILL BE RECEIVED at the Engineer's Office in the city of Albany, until Monday, the 20th day of May next, for the Grading, Masonry, Bridging and Fencing of Sections 41, 42, 44, 45, 46, 47, 48, 49 and 50 of the Albany and Susquehanna Railroad, being the balance of work not under contract, extending from near Harpersville to Binghamton, a distance of about 20 miles.

The line will be ready for examination after the 10th ultimo, and profiles and plans, with specifications, may be examined at the Engineer's office in Albany after that date.

Proposals should be enclosed in an envelope and endorsed "Proposals," and directed to the undersigned, at Albany.

The proposals received in accordance with this notice will be submitted to the Executive Committee, who reserve the right to reject any or all proposals received, as they may deem for the interest of the Company. C. W. WENTZ, Chief Engineer.

Dated Engineer's Office, Albany, April 23d, 1867.

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SECOND QUARTO SERIES, VOL. XXIII., No. 21.] SATURDAY, MAY 25, 1867. [WHOLE No. 1,623, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 25, 1867.

Railroads of Maine.

In 1860 the aggregate cost of 472 miles of railroad lying wholly within this State was $16,576,385. In 1866 the mileage had increased to 509, costing $8,498,822, or an average of $36,315 per mile. To these it would be fair to add the Portland and Montreal line, from the New Hampshire State line to Island Pond, a distance of 71 miles, built entirely by the capital of Maine, and costing an additional sum of $3,606,023—making the aggregate length 580 miles, and the aggregate cost, $12,104,845. The following is a list of new enterprises now in progress:

European and North American (Bangor to St. John	194
Piscataquis (Bangor to Dover)	36
Winterport (Bangor to Winterport)	13
Belfast and Moosehead (Belfast to Newport)	35
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Knox and Lincoln (Bath to Rockland)	45
Maine Central Extension (Danville to Portland)	28
Portland and Rochester (Saco River to N. H. Line)	28
Portland and Ogdensburg (Buxton to State Line)	36

Work is now in rapid progress on the line of the Eurepean and North American Railway. The work of laying rails will commence about the first of June, and be completed to Milford by the 4th of July, 15 miles, and extended 40 miles further the present year, reaching the tannery village at Winn 55 miles from Bangor in all, this year.

The Piscataquis road branches off from the European and North American Railway at Milford, reaching the slate quarries at Brownville, a distance of 30 miles, to which road, as a branch of the European and North American Railway, the city of Bangor has authority to loan its credit for $500,000; and the work will commence as soon as the subscriptions are filled up to $400,000. Bangor has already voted to loan its credit for $1,000,000 to the European and North American Railway and this aid, with the $400,000 already expended on the line, will enable the enterprising contractors, Messrs. Pierce and Blaisdell, to complete the first 55 miles of road. These contractors build the entire line from Bangor to St. John. A large force is now at work on the St. John end of the line, and it is believed that the line may be carried through within three years, in case the expected aid is obtained from Congress by the payment of the claims of Maine and Massachusetts against the General Government, for which a bill was unanimously reported by the Senate Committee on Foreign Relations, at the recent session of the Fortieth Congress. Maine, in addition, has appropriated a valuable public domain to aid the construction of this road beyond Winn, subject to a debt due Massachusetts of $150,000.

Large expenditures have been made in the construction of this line the past winter. Front street in Bangor is excavated to a width of 90 feet through solid rock, extending from the Maine Central depot to the Kenduskeag river, across which a bridge of 500 feet is to be thrown, the piers of which are already in place. All the rock work is done from Bangor to Oldtown, and the piers across the Stillwater river at Orono, of over 1,000 feet in width, are in place, as also the piers across the Penobscot at Oldtown. The wood work for these bridges is already prepared and will be put in position at an early day.

The length of this line in Maine is 110 miles, and in New Brunswick 84 miles. The most expensive sections are at each terminus. The 15 miles from St. John, westward, cost three times the average of the residue of the work. The Government of New Brunswick donate $10,000 per mile as the work progresses, to be paid in gold. The cost of iron in New Brunswick is about $40 per ton, or one-half its cost in the United States.

Surveys are in progress on the line of the Winterport Railroad. The line from Newport to Dexter is leased to the Maine Central Road, and the capital is provided for its construction. The cities and towns on the line from Belfast to Newport are authorized to subscribe 20 per cent. of their valuation, to the stock of the Belfast and Moosehead Lake Co. The city of Belfast and several towns have already voted in favor. Work is to commence on this line as soon as the amount of $900,000 is provided.

The Somerset Road is to be built by the people on its route, and a subscription of $400,000 is already assured, and several towns have already filled their quota. From the Kennebec river to Rockland, a contest on the question of route delays progress on the Knox and Lincoln Road. The city of Bath has subscribed $123,000 to its stock, and voted a loan of its credit for $600,000 to the Knox and Lincoln Road, on condition that it shall take the Bath route. The cities and towns beyond seek to strike the Kennebec as high up as Richmond. Surveys of the different routes are now in progress.

The question of extending the Maine Central Line into Portland, from Danville Junction, depends for the present upon the action of the Grand Trunk Line; but the strong local support of the rich towns in Cumberland county, lying west of the Grand Trunk Road, insures this extension before many years, if not at once.

From Portland, west, two new lines are in contemplation; one, reaching the State line at Fryeburg, up the Saco valley, to extend thence across New Hampshire to a connection with the Vermont system of roads, reaching east from Montpelier. Portland has just voted $700,000 to aid this line, called the Portland and Ogdensburg road. This sum, with the aid to be guaranteed by the towns on the route, will insure this line to Conway, forming the shortest line to the White Mountains. The extension of the Portland and Rochester road,

now in operation from Portland to the Saco river, a further distance of fourteen miles to Alfred, the shire town of York county, is already assured by the $250,000 voted by the city of Portland. A further sum of $450,000 has been voted by Portland, to extend it to the State line, as soon as the means are provided to extend it further, to Franklin, N. H., where it will connect with the Northern road of New Hampshire and thereby complete the connection with Ogdensburg.

At White River Junction the Northern road will connect with a new line to be constructed at Woodstock and thence to Rutland, forming a connection with Whitehall, at the head of Lake Champlain, and the New York system of roads. It is but two hundred miles from Lake Champlain to Portland, by this route.

Maine and New Hampshire allow cities and towns to make corporate subscriptions to the stock of railroads, to the amount of five per cent. of their valuation, and this will enable the friends of these different enterprises to complete the system of railways herein stated. It is confidently expected that the State of Maine, if these roads are carried out by individual and municipal credit and capital, will extend its aid to the great line to the Aroostook and upper St. John, the finest agricultural portion of the State, at present but partially settled. The State at the last session of the Legislature exempted the stock of some of the new lines from taxation for a term of ten years.

New Suspension Bridge at Niagara.

A meeting of the stockholders was held at the village of Niagara Falls on the 2d inst., and an organization effected by the election of the following Board of Directors: John T. Bush, Alexander B. Williams, Hollis White, Delos De Wolf and Vivus W. Smith. The Board subsequently organized by choosing John T. Bush, President; Hollis White, Vice-President; Delos De Wolf, Treasurer; Vivus W. Smith, Secretary. It is said that the preliminaries are so far completed that the building of this bridge may now be regarded as certain. In fact, we learn that work has already been begun in getting the timber necessary for the temporary towers. The bridge will have its landing on the American side near the Gas Works; on the Canadian side a short distance below the Clifton House. It is contemplated to have the Bridge erected this summer.

Norfolk and Great Western Railroad.

A meeting of the Board of Trade of Norfolk, Virginia, was held on the 18th inst., for the purpose of hearing an address from Col. B. M. Jones, of Danville, Va., who visited the city with the view of urging upon the citizens their co-operation in building the Norfolk and Great Western Railroad, the charter for which was obtained at the last session of the Virginia Legislature. Col. Jones was introduced, and at considerable length set forth the advantages of such a road in a very able and satisfactory manner, after which the following resolutions were unanimously adopted:

Resolved, That the project for building a railroad from Norfolk to Bristol via Danville, Va., which has been explained so satisfactorily to the Board of Trade by Col. Jones, is one which meets our hearty approval, and if carried out would conduce largely to the commerce of the city.

Resolved, That we commend the subject to our citizens, and urge them, through the Commissioners duly appointed by the Legislature, to carry out the object of the charter.

Erie Railway.

The earnings of this road for the years ending December 31, 1865 and 1866, (including the Buffalo Division,) have been as follows:

	1865.	1866.
From freight	$11,926,540 14	$11,261,641 58
" passengers	4,401,354 36	3,148,290 08
" mails	101,352 04	129,465 93
" other sources	32,981 36	57,025 50
	$16,462,227 90	$14,596,413 09
Expenses, viz:		
Office and station expenses	$1,328,473 41	$1,396,794 04
Cost of running	3,508,694 27	3,437,041 08
General expenses	305,803 00	393,273 54
Repairs of engines and cars	2,929,018 22	2,475,597 60
Repairs of track and roadway	2,811,878 20	2,483,074 30
Repairs of struct'res	541,187 23	483,859 88
Incidental expenses	27,200 69	34,753 88
Miscellaneous	302,140 22	246,745 72
	$11,754,395 33	$10,853,140 04
Net earnings	$4,707,832 57	$3,743,273 05
Disbursed in 1866 as follows:		
Interest on mort. debt	$1,631,073 07	
Rents of railroads	567,212 00	
Rents of Long Dock property	165,690 00	
Internal revenue taxes	300,814 60	
Taxes on real estate	246,335 07	
Interest	95,180 84	
Hire of cars	31,331 11	
Liquidation damage to Pennsylvania Coal Company	98,005 50	
		3,135,642 19
Surplus		$607,630 86
Add surplus from previous year		1,515,350 21
		$2,122,981 07
Dividend of 4 per cent. on common stock as of January 1, 1866	$629,663 80	
Dividend of 7 per cent. on preferred stock as of January 1, 1867	567,304 85	
Proportion of loss in operating the Buffalo Division to December 31, 1865, charged to Northern Central Railway Company, and credited again on abrogation of contract	265,131 86	
		1,462,100 51
To credit of income account, January 1, 1867		$660,880 56

Compared with 1865, the gross earnings of 1866, show a decrease of $1,865,814 81, with a decrease in expenses of $901,255 29—making the decrease in net earnings, $964,559 52.

The freight and passenger earnings for the past two years compare as follows:

Freight earnings:	1865.	1866.
Through East	$4,342,038 30	$4,176,428 03
" West	2,695,069 69	2,462,299 94
Way East	3,331,025 21	2,928,579 43
" West	1,558,406 94	1,694,334 18
Total freight	$11,926,540 14	$11,261,641 58
Passenger earnings:	1865.	1866.
Through East	$510,905 25	$323,143 64
" West	886,696 29	592,117 51
Way East	1,422,245 64	1,072,214 61
" West	1,581,507 18	1,160,814 32
Total passenger	$4,401,354 36	$3,248,190 08

—showing a decrease in freight earnings of $664,898 56, or 5.6 per cent.; and in passenger earnings of $1,253,064 28, or 28.5 per cent.

The tons of freight moved and passengers carried during the same two years compare as follows:

	1865.	1866.
Through East	584,742	513,921
" West	255,612	260,270
Way East	1,470,723	1,396,627
" West	715,389	700,687
Total tons	3,026,466	2,871,505
Passengers:	1865.	1866.
Through East	50,932	37,935
" West	108,222	79,683
Way East	1,136,348	1,086,376
" West	1,169,391	1,010,918
Total number	2,464,893	2,214,912

—showing a decrease in tonnage of 154,961, and in passengers of 249,981.

This decrease in both freight and passenger traffic is attributable to the stoppage of military transportation, consequent on the closing of the rebellion, and to the general stagnation of business resulting therefrom. The latter cause can only be temporary in its action. The vast numbers who have for several years been drawn from the fields and workshops have returned to their former avocations, and now, as *producers*, will add to the general wealth of the country, to the restoration of prosperity, and to the activity of business which this road with others must share.

It is gratifying to be able to state that the reduction in working expenses of the road has not been made at the expense of the condition of the road or the efficiency of its equipment.

The introduction of steel rails is effecting a great saving over the ordinary iron rails in general use, and a limited supply for this road will be procured during the coming year.

The total amount expended for construction during the year 1866, was $1,634,853 65; of this $76,530 46 was for grading; $231,382 70 for sidings and switches, and 3d rail on Northern Division, between Elmira and Jefferson; $573,161 01 for new locomotives and cars; $64,968 17 for Long Dock Improvements, &c.; $81,918 57 for new machinery in shops; $83,573 41 for land (Buffalo Property); $19,715 for Buffalo, Bradford and Pittsburg Railroad Improvements; $61,085 06 for discount on sterling bonds; and $442,519 17 for the construction of hotel, freight and engine houses, depots, etc., on the line of the road.

The following is a comparative statement of the capital stock and funded debt of the company, December 31—

	1865.	1866.
Common stock	$16,570,100	$16,574,300
Preferred "	8,535,700	8,536,910
Total capital stock	$25,105,800	$25,111,210
First mortgage bonds	$3,000,000	$3,000,000
Second " "	4,000,000	4,000,000
Third " "	6,000,000	6,000,000
Fourth " "	4,441,000	4,441,000
Fifth " "	926,500	926,500
Buffalo Branch "	186,400	186,400
Sterling "	3,816,582	3,875,520
Real estate "	500	500
Total funded debt	$22,370,982	$22,429,920
Total stock & funded d'bt.	$47,476,782	$47,541,130

This shows an increase in the common capital stock during the year of $4,200, accounted for by the exchange of 42 shares of the New York and

Erie Railroad for common stock, as per act of Legislature, April 11, 1866; and an increase in preferred stock of $1,210, by the conversion of a convertible bond of 1875, into 12 1/10 shares of preferred stock. The funded debt also shows an increase of $58,937 81, produced by the closing up and averaging of the sterling bonds.

The $3,000,000 first mortgage bonds of the company mature and become payable on the 1st of July next. Proposals have already been invited for their extension for a period of thirty years at seven per cent. per annum—authority being given to the company, by a statute of the State of New York to extend any and all of its bonds in the order of their respective priorities. The bonds being a first mortgage on the entire property of the company, must be regarded as a very desirable investment, and the company will undoubtedly be able to negotiate for their extension on advantageous terms. In conclusion the President, in his report, says:

From the foregoing statements and exhibits it will be seen that the road was never in a better condition to transact with economy and despatch the business that may be offered to it, and although the net results of the past year have fallen short of the expectations of the board, yet that result is mainly attributable to certain causes which will be inoperative in the future—prominent among these may be named the fact of a suspension of the transportation of coal for the Pennsylvania Coal Company for a period of three months and a half, resulting not only in the loss of the profits due to that business, but also involving this company in a penalty of upwards of ninety-eight thousand dollars, as the liquidated damages for non-compliance with the contract between the two companies. This contract has been modified and arranged to the mutual satisfaction of both parties—the amount to be transported yearly in the future will be much greater than heretofore, with no fears of further interruption to the business. The ruinous competition between competing lines during the first six months of the year has also seriously lessened the aggregate profits of the year; it is a source of satisfaction however to add that for several months past, these lines have been acting harmoniously together, with a determination to maintain compensating rates, which we have good reasons to hope will be continued, and which expectations, if realized, will assure profitable returns for the future. The heavy Government and local taxes have been a serious drain on the revenues of the company, but by amendments of the internal revenue laws, a material reduction has been made to railroad companies on the tax of manufactured articles, whilst the tax on freight receipts has been entirely removed—the latter item alone, effecting an annual saving to this company of two hundred and fifty or three hundred thousand dollars. The dilapidated condition of the Buffalo Branch and its equipment at the time they came into the possession of this company, was such as to involve serious outlays in bringing them into suitable efficiency. Within the last three years upwards of one million of dollars have been expended upon them for extraordinary repairs, which have been charged to ordinary operating expenses. They are now in as good condition as the main line with its rolling stock and will hereafter be operated at moderate expense. The reduction in the prices of many articles of supplies which enter largely into use in the operations of the road, particularly fuel, will tend materially in the future to lessen expenses.

Many other reasons might be assigned to justify the hope that the depressing influences against which the road has had to struggle are passing away and that a bright future awaits it. This brief review of its condition and capacity, affords the best of evidence of its ability for the economical and satisfactory transaction of freight business, whilst the inducements offered to the traveling community by its splendid and luxurious equipment, cannot fail to secure a fair share of the business offering and leads the company to confidently expect to be able at the close of the coming year to present to the stockholders a report which will be, in all respects, satisfactory.

The whole number of miles of road operated by the company, is 784, being 23 miles less than the previous year. This difference is caused by the addition of the Buffalo, Bradford and Pittsburg Branch, 25½ miles long, and by the relinquishment to the Northern Central Railroad Company of the Canandaigua Branch, 48½ miles long.

The equipment of the road consists of 371 locomotive engines and tenders; 180 passenger cars, 454 emigrant, baggage and caboose cars; 3,023 box freight, cattle, milk and oil cars; 1,332 flat freight cars; 991 coal cars; and 25 wood cars. Miles run by engines, 7,109,139. Cost of renewals and repairs, $1,057,309 26. Cost per mile run, 14.87 cents.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment		$48,885,738 73
Hawley Branch		236,946 99
		$49,122,685 72
Cash and cash items on hand	$994,150 73	
Long Dock Company.	280,488 51	
Buffalo, Bradford and Pittsburg R. R. Co.,	60,073 09	
Twenty-third St. property	32,425 24	
Accounts receivable	1,187,416 21	
		2,554,553 78
Materials on hand	$1,759,485 18	
Fuel on hand	847,009 81	
		2,606,494 99
Niagara Bridge stock		4,140 00
		$54,287,874 49
Capital stock—		
Preferred stock		$8,536,910 00
Common "		16,574,300 00
		$25,111,210 00
Funded debt ($22,429,920,) viz:		
First mortgage bonds, due 1867		$3,000,000 00
Second " " " 1879		4,000,000 00
Third " " " 1883		6,000,000 00
Fourth " " " 1880		4,441,000 00
Fifth " " " 1888		926,500 00
Buffalo Branch " " 1891		186,400 00
Sterling bonds, due 1875		3,875,520 00
Real estate bonds		500 00
Accounts payable	$4,894,452 04	
Accrued interest on bonds not yet due	624,107 04	
Dividend due January 21, 1867	567,304 85	
Balance of "income account"	660,880 56	
		6,746,744 49
		$54,287,874 49

President.—ROBERT H. BERDELL.

Vice President.—ALEXANDER S. DIVEN.

Directors.—John Arnot, Robert H. Berdell, D. A. Cushman, J. C. Brancroft Davis, Alexander S. Diven, Daniel Drew, William Evans, Thomas W. Gale, Dudley S. Gregory, Jas. F. D. Lanier, Frederick A. Lane, Samuel Marsh, Ambrose S. Murray, Isaac N. Phelps, Henry L. Pierson, Franklin F. Randolph and William B. Skidmore.

Secretary—HORATIO N. OTIS.

Treasurer.—E. W. BROWN.

Gen'l Sup't.—HUGH RIDDLE.

Baltimore and Potomac Railroad.

A letter from Oden Bowie, Esq., President of the Baltimore and Potomac Railroad Co., dated at Fair View, Collingwood Post Office, Prince George County, Md., states that the surveying parties are busily engaged and will soon have the work ready for grading. The charter for this road was obtained at the session of 1853, nearly fifteen years ago, and work was about to be commenced at the breaking out of the war. An assignment of the original contract has recently been made to parties much interested in the success of the road, and with abundant capital to build it, and who are to be "entitled to the same rights, and subject to the same obligations, penalties and forfeitures as were conferred or imposed upon the original contractors, by the terms of said contract." Mr. Bowie denies most emphatically that there has been any sale of the franchise of the road; nor do we believe there will be any impediment in the progress of its construction.

Milwaukee and Port Washington Railroad.

The directors of this company held a meeting in Milwaukee on the 11th inst., and resolved to proceed with the construction of the road at once. The *Wisconsin* says "it is proposed to start from the old La Crosse depot, and run out four miles to the line of the old Milwaukee and Lake Superior Railroad, and follow up the survey to the point of destination. The line is graded from this city to Mequon, in Ozaukee county. It is intended to complete the road to Cedarburg, twenty-six miles from this city, by December next, thus opening up a fine country hitherto not reached by our railroads."

Illinois Central Railroad.

The statement of this Company for the month ending April 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	12,040.39 for	$119,803 65
Acres Int. Fund Lands sold	472.62 for	7,138 05
Acres Free Lands sold	3,024.91 for	39,496 43
Total sales during month of April, 1867	15,537.92 for	$166,438 13
To which add Town Lot Sales		4,155 00
Total of all	15,537.92 for	$170,593 13
Cash collected in April		$156,634 64

TRAFFIC DEPARTMENT.

Receipts from Freight		$239,221 00
do. Passengers		140 786 20
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		30,000 00
Total Receipts in April, 1867		$420,365 53
Total Receipts in April, 1866		$406,772 66

☞ The railroad from Camden, N. J., to Mount Holly, is nearly completed. This road by connections through to Hightstown, will give another line from Philadelphia to New York. The road runs through parts of Camden, Burlington, Monmouth, Ocean and Mercer Counties. It is in the control of the "Joint Companies."

☞ At a meeting of the incorporators of the Worcester Railroad, recently held in Snow Hill, Worcester County, Md., E. K. Wilson, Esq., was elected president of the board, and Mr. L. S. Johnson secretary. The books for subscription to the stock of the road are now open.

Great Western and Grand Trunk of Canada Railways.

Share and bondholders in these two important Canadian Railways will be glad to learn that a mutual understanding has been established between the parties by which both are likely to be greatly benefited. The sound principle which the chairman of the Great Western of Canada has uniformly advocated—namely, the charging of equal rates and fares between competitive places reached by the two companies both in Canada and in the United States—has prevailed. It has now been adopted by both parties, there being also some provision for division of the local traffic commanded solely by the two companies. This is just such an arrangement as should have been made in the first instance; but better late than never.

It must be confessed that the Great Western has resolutely and successfully maintained its position; indeed we may say has actually prospered under extraordinary circumstances, it having had to contend against the competition of the Grand Trunk at absurdly low rates while suffering immense losses by the depreciation of American currency. The Great Western, nevertheless, has been able regularly to pay its bond interest, and during the last three and a half years an average dividend of 4½ per cent. Happily the losses by the conversion of American currency are not now so serious, and we trust this agreement between the companies may enable both to obtain better rates. The rolling stock and permanent way of the Great Western are now in excellent condition, it being admitted to be the best constructed as well as best conducted line on the American continent.—*London Railway Times.*

The Bessamer Steel Works.

Our unscientific readers may not be aware that what we call cast iron, wrought iron and steel, differ from each other only in the proportion in which one element, carbon, is combined with pure metallic iron. Cast iron contains about four per cent. of carbon. Wrought iron is cast iron deprived of nearly all of the carbon; and steel is the same wrought iron recharged with from the half of one per cent., up to about one per cent. of carbon.

The ordinary process of the manufacture of wrought iron is called puddling, by means of which the common pigs of cast iron are deprived of their carbon by a long and laborious operation, during which the metal, in a liquid state, technically called "boiling," is subjected to a blast of hot air from a charcoal furnace, which carries off the combined carbon and leaves the metal malleable and ductile and what we call wrought or malleable iron.

The conversion of this iron into steel is a still more tedious process, and occupies from ten to fourteen days, and the product is then "blister steel." This is again melted in small pots or crucibles of about twenty pounds each, and when poured out, is cast steel.

Some ten years since, a scientific gentleman, Mr. Henry Bessamer, of London, read a paper before the British association for the advancement of science, in which he announced the discovery of an entirely new system of operations for the manufacture of malleable iron and steel, by which the crude cast iron was converted by one simple process, directly as it comes from the blast furnace, into wrought iron or steel of any desired degree of hardness, in less than twenty minutes, and that by this process he produced a more intense heat than was known in the arts, without either furnace or fuel.

It may be known to our readers that the heat necessary to separate the iron from the rocks with which it is combined in the ore, is about 3,000 degrees of Fahrenheit, and that to melt malleable iron so as to combine carbon with it and produce steel requires a heat more than twice as great as to melt cast iron.

The announcement of Mr. Bessamer that he would produce this intense heat without a furnace or any fuel, seemed to his audience, comprising the most learned and practical men of England, a paradox, and many a smile of incredulity passed over the faces of the audience, while he was reading and discussing his paper.

A few of the gentlemen present, however, saw at once the philosophy of the process. Among these were William Fairbaine, John Brown and the Messrs. Cammill, of Sheffield. These gentlemen have now in operation works capable of producing one hundred thousand tons of pneumatic metal or Bessamer steel per annum, and works of a similar character are in operation elsewhere in England, Scotland, and all over the Continent of Europe.

Three of our most enterprising and intelligent iron makers, Messrs. Winslow, Griswold and Morrell, (the two former our neighbors) soon appreciated the vast importance of this invention, and purchased the American patent, and after several years of trial, have now erected at South Troy works of the largest dimensions, so as to produce from 12,000 to 25,000 tons of steel per annum.

These works were inaugurated on Thursday last, in the presence of a large number of the largest iron masters and scientific men in America; and it was our good fortune to be present and witness the conversion of fifteen tons of common cast iron into steel, samples of which were, in our presence, worked into cold chisels and other cutting tools, and the metal was pronounced by these experienced judges as equal to the best Sheffield or American cast steel made by the old process.

From what we have previously stated of the old process of the conversion of cast iron into malleable iron and steel, it will be seen that the first operation is to deprive the crude metal of its four or five per cent. of carbon—and to accomplish this result, the molten metal, raised to a white heat, must be brought in contact with oxygen, with which the carbon will combine and produce combustion, and the rapidity and intensity of this combustion will be proportioned to the amount of the surfaces of the carbon brought into contact with oxygen.

The atmosphere around us contains the oxygen, but it is very much lighter than iron, and by the former process, can therefore only be brought into contract with the surface of the molten metal; and this operation is necessarily very slow.

The new process consists in the condensation of the atmosphere by air pumps or blowing engines of great power, by means of which the air is forced into the molten iron at the bottom of the vessel under a pressure greater than the weight of the iron, (from fifteen to twenty pounds per square inch,) and passing up through it in great quantity, is instantly brought in contract with all of the carbon in the iron, and combining with it, produces a rapid combustion and a heat of greater intensity than any before known in iron furnaces.

The ores of iron contain impurities, some of which combine with the pure iron, and weaken and injure it. The pneumatic process renders the whole mass so fluid as to separate the iron from these impurities, and they are either evaporated by the intense heat, or are separated and float as slag over the insensely liquid surface of the heavier metal (the pure iron) and the residue is what is almost unknown in commerce, a perfectly pure metallic iron.

The property of welding and working soundly under the hammer in iron and steel is given by the addition of a small quantity of manganese; and, as before stated, steel is made from malleable iron by the addition of a small quantity of carbon.

In the pneumatic process, these qualities are given to the purified molten iron by pouring into the mass a small quantity of molten Ferro-manganese, Franklinite or Speigh iron—all of which contain about four per cent. of carbon and about the same quantity of manganese, combined with iron. This alloy instantly permeates the whole mass of the pure molten iron, and it is at once steel.

It is evident that the carbonization of the iron may be regulated to any degree of hardness that is desired, by proportioning the amount of the carbonized alloy, so that all grades from the softest iron, up to the hardest tool cutting steel, may be produced at the will of the manufacturer.

The machinery, by means of which the pneumatic process is carried on, consists of an ordinary cupola furnace for melting the cast iron pigs, a smaller one for melting the Speigle alloy, a boiling pot lined with fire clay or other refractory material, a large air blowing engine, a ladle on the arm of a cram and iron moulds to receive the converted metal.

The works of Messrs. Winslow, Griswold and Morrell are provided with this machinery of the newest and most substantial character, by means of which less than a dozen men are employed to convert forty tons of crude iron per day into steel.

A gentleman (Mr. McAlpine) who has just returned from England, where he spent a week with Mr. Bessamer examining the great works at Creive and Sehffield, stated to the company that the works of Messrs. Winslow & Co. were superior in their arrangements, conveniences and facility of operating, to those of the London and North Western, or John Brown or Cammill's great works, and that Messrs. W. & Co. had anticipated some improvements which Mr. Bessamer told him he intended to introduce in his new works at Blackwall, London, now being built.

After this long and perhaps tedious dissertation, we will give our readers a description of what we saw on Thursday last.

Three castings or conversions were made on that day, one at 11 A. M., and another about 2 P. M., and a third at 4½ P. M.

On arriving at the works at 10 A. M., we found the iron cupola charged with its burden of crude pig iron and fuel, and the process of melting commenced. Near by was the little furnace where the "speigle iron" (looking-glass iron—Ferro-Manganese, from Germany,) was also being melted.

Around a circular curb, in a pit four feet deep, were placed a series of Pyramidical Iron moulds, nine inches square at the bottom, do. at the top, and four feet high. A huge boiling pot which, when one-third full, would hold five tons of molten metal. This pot or converter, was hung on trunions, which enabled it to sweep an entire vertical circle. The bottom and sides were lined with a refractory mortar, and through the bottom were placed tuyeres or air pipes fifty or more in number and half an inch in diameter.

The blowing engine communicated its blast through a large pipe to a hollow space in the trunions of the converter, and by passages to the tuyeres.

Iron troughs lined with fire clay led from the speigle furnace to the converter, and hydraulic hoist and ladle, brought the melted cast iron to the huge mouth of the converter.

Another hydraulic crane, with its long horizontally projecting arm, sustained the ladle or "soup turreen," as some of the bystanders called it.

The converter discharged its contents of molten steel into this ladle and the huge crane swung it around over the moulds, and then a valve in the bottom was opened and the metal flowed into them, which cooled it sufficiently to be taken out immediately.

The ingots of pure steel thus made are like all cast steel honey combed and porous, and must be hammered while yet hot into masses of the required shape.

Messrs. Winslow, Griswold & Morrell are now erecting some huge hammers of five tons weight and six or eight feet fall, by means of which the largest masses of steel may be hammered into any form.

An idea of the magnitude of these works may be formed when it is stated that they can furnish at one operation a shaft of steel or wrought iron equal to that recently put into the Great Eastern steamship, which measured thirty inches in diameter and weighed twenty tons—and this shaft made of soft Bessamer steel would be twice as strong as of wrought iron made in the ordinary way.

During the process of the mid-day conversion on the 9th instant, we made the following notes:

At 1h. 41m. P. M. Finished pouring the melted crude cast iron into the converter, and the blast turned on. A rapid boiling of the metal is heard going on within the vessel, the molten metal is dashed from side to side violently shaking the vessel, a bright yellow flame issues from its mouth and passes up the chimney. The sparks are the large yellow corruscations which indicate highly carbonized iron.

At 1h. 45m. The flame increases in intensity, and it and the sparks begin to whiten in color.

At 1h. 48m. The flame has lengthened and increased in brightness. It is yet very yellow, and gives out a brilliant light, equal in intensity, it is said, to the combined light of all the gaslights burning at night in New York. The sun is shining bright and clear out of doors, casting the strong shadows due to a mid-day sun; but the flame from the converter overpowers the light of the sun's rays, and the shadows of the observers are thrown upon the walls as distinctly as those of a bright harvest moon.

At 1h. 51m. The flame is more and more bright and whitening visibly; but few sparks are emitted, and those are silvery white, smaller and more suddenly extinguished, showing them to be of pure malleable iron. Occasionally appear the bright steely sparks, which float upward, such as we see on the bursting of a rocket at night. These are the result of the decarbonizing process, not yet complete.

At 1h. 59m. The flame is now diminishing, and has become silvery white and most beautifully luminous, and a stir is noticed among the workmen, which shows that the process is reaching its culmination. A minute later, and the flame dies almost out; the blast is shut off, and the huge tortoise-shaped converter is turned horizontally upon its massive trunnions, and its gaping mouth is placed at the end of the iron trough leading from the speigle furnace; and, from our elevated stand, we look directly into the huge paunch of this insatiable monster, which is now drinking up its molten dose of ferro-manganise.

At 2h. 1m. The molten mass of steel is now being poured into the moveable ladle.

At 2h. 3m. The ladle, now over the mould, is discharging its silvery bright steel into the moulds. Now it boils up and overflows the mould. Some clay mould is thrown into the mass and it quietly settles down.

At 2h. 10m. The whole five tons is poured out. The workmen are removing the moulds, and the bright red hot ingots of steel are hoisted upon iron trucks and conveyed outside of the building, from whence they will be conveyed to the great steam hammers, and after being reheated will be forged into railway axles and shafts, and a thousand and one other articles, which are now made from imperfectly and unhomogeneous malleable iron.

The operation is now complete, and we have witnessed, in the space of twenty minutes, the purification and conversion of five tons of crude cast iron into steel equal to and fit for any of the purposes for which cast steel has heretofore been made, requiring a fortnight in the operation.

Alongside of these steel works at Troy are the Wrought Iron Works of Messrs. Corning & Winslow, where 700 men are daily employed to convert 70 tons of cast iron into malleable iron, and half as many more men would be required to convert this into steel.

Here 50 men, all told, can convert daily 100 tons of crude metal into steel.

What revolutions will this wonderful process bring about in the manufacture of the various iron metals here and in all the world.

The number of men now employed will produce three times the amount of a superior metal at one-third of the present cost.

Its cheapness will induce an enormous consumption, equal to the increased product, and with the labor saving machinery and the skill and energy of our great iron workers, we shall become not only independent of all foreign workshops, but with our superior ores distributed all over our country, and our immense and inexhaustible beds of coal, we shall almost immediately enter into successful competition with the metal makers of Europe in every market of the world.

It is said that Mr. Bessamer derives a daily revenue of £1,000 sterling from his license for the manufacture of metal by his process; and Mr. McAlpine stated that Mr. B. remarked to him a few weeks ago that it was perhaps unfortunate for the world that he was not now in the same condition that he was fifteen years ago, for said he, "The discoverer of a process to desulphurize and dephosphorize the poorer irons made in England, will have a larger revenue for his discovery than I now receive."

We cannot close this account without repeating what Mr. Fairbaine says in regard to it:—

"Cast iron has a tensile strength of 1,800 pounds per square inch and a value of £3 per ton. Deprived of its carbon, it becomes malleable iron, with a tensile strength of 56,000 pounds, and a value of £8 per ton; and this iron recharged with one per cent. of carbon, becomes steel with a tensile strength of 130,000 pounds, and a value of £50 per ton."

Mr. McAlpine stated to the meeting that six weeks ago he saw steel made at the great works of Sheffield by the same process as that which we had just witnessed; that he, at Mr. Bessamer's request, made the tests of the extent of the carbonization of the steel ingots; that he saw these ingots hammered into piles under their five ton steam hammers and then reheated and rolled into rails, some of which were shipped to India and some to the United States; that he tested the strength and toughness of these same rails, as follows:

A piece of American formed steel rail, weighing 69 pounds to the yard, 4 feet long, placed on supports 3 feet 6 inches apart, sustained as follows:

Load.	Deflection.	Permanent Set.
15 tons.	0.14 inches.	Nil.
20 tons.	0.57 inches.	0.40 inches.

A similar piece of rail was laid on supports three feet apart and struck in the middle by a hammer of one ton weight, which fell fifteen feet, and bent the rail 5¼ inches, and narrowed the upper flange 3-16 of an inch, and expanded the lower one ⅜ of an inch, without producing any cracks or flaws.

A similar experiment was made on a double headed India rail of sixty-eight pounds to the yard, with the following result: A blow, with a clear fall of 20 feet, bent the rail five inches. It was then reversed and a similar blow given, which brought it back but with a twist; a third blow was then given with the ton hammer, falling 30 feet, which twisted and bent it in a remarkable shape. Mr. M. then exhibited a photograph of it to the company.

There was not the slightest indication of a crack or flaw in any part of the rail after it had been subjected to this severe usage.

We, who have been accustomed to regard steel "as brittle as glass," will hereafter feel more comfortable when riding at a speed of sixty miles an hour over an American or English steel rail, when we know that it has been made of the quality which these tests show.

Mr. McAlpine also stated that he examined a Bessamer steel rail which was laid down at the Camden Station, London, of the London and Northwestern Railway, in May, 1862, over which had passed an average of 8,082 trucks, and 415 engines every day for five years. This traffic had worn out the faces of twenty-three iron rails, and the steel rail would outlast a dozen more.

Also, of steel rails laid down at Victoria and Black Friars Stations, showing a similar comparison with the contiguous iron rails.

At Crewe, Mr. Ramsbottom was making locomotive tires, axles and other work of the Bessamer steel, and this article was superseding the Lowmoor iron for railroad purposes.

We close this article by a notice of a fine banquet which Mr. Griswold gave to his visitors, at which were present, besides the great Iron Masters, representatives from the Western press.

Toasts and speeches concluded the entertainment, and the guests retired delighted with their day's observations.—*Albany Evening Journal, May 13.*

Hudson River Railroad.

The Hudson River Railroad Company have recently doubled their original capital of $7,000,000, and allowed in payment of the new scrip 46 per cent. in addition to the April cash dividend of 4 per cent., by way of returning to the old stockholders all the accumulated surplus profits and increased value of the property since the opening of the road in 1851. The other 50 per cent. of the new capital they add to the station property in St. John's Park, and the improvement of the whole line of 146 miles to Albany, and the entire cost, when these outlays are completed, will be represented by $14,000,000 of capital, and $5,550,000 outstanding funded fund.

Massawippi Valley Railway.

The Stanstead (Ca.) *Journal* says that the people north are manifesting a strong interest in the construction of this road. A meeting was to have been held at Massawippi village, on the 15th inst., to determine the amount which Hatley ought to subscribe and whether it should be done by individual or Municipal subscription. Also on the 16th inst., at Lennoxville, to consider the expediency of a subscription on behalf of the Municipality to the amount of $25,000.

☞ The railroad from Bennington to Chatham Four Corners, which was chartered at the recent extra session of the Vermont Legislature, is not being proceeded with in consequence of the backwardness of the towns along the proposed line to take stock in the enterprise; and as Bennington is likely to have its old railroad connection with Troy, *via* the Troy and Boston Railroad restored, it is doubtful if the new road is constructed at all.

☞ We learn that arrangements have been concluded between the Virginia and Tennessee and Orange and Alexandria Railroads, for the extension of the latter road to the depot of the former in Lynchburg. This will necessitate the erection of a bridge over the Blackwater, and the laying of a third rail to suit the gauge of the Orange cars. The work is to be commenced at once and completed at the earliest moment. The estimated cost of the connection is about $15,000.

☞ The credit of St. Johnsbury has been pledged for $125,000 to aid the Montpelier end of the proposed Montpelier and Portland railroad, and for $75,000 to aid the Portland end. The Messrs. Fairbanks, of St. Johnsbury, have taken $150,000 in the stock, which, with the other private subscriptions, make the total for the town $400,000.

☞ At the annual meeting of the Kent County R. R. Co., at Chestertown, Md., on the 20th inst., the old board of directors were re-elected, with George Vickers, Esq., as President. R. Hynson, Esq., is Secretary and Treasurer. It is stated that the permanent location of the route will be at once effected.

☞ At the annual meeting of the stockholders of the Cincinnati, Hamilton and Dayton Railroad Co., at Cincinnati, on the 14th inst., the contract with the Dayton and Eastern and the Sandusky, Dayton and Cincinnati Railroad Co.'s was adopted by a large majority.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	100	$1,604,145		
Allegheny Valley	50	1,498,100		
Alton and St. Louis	100	125,000	J. A. J. & O.	Jan.'67 1½
Atlanta and West Point	100	1,232,200		
Atlantic & N. Carolina	100	5,345,225		
Atlantic & Gt. Western	50	11,522,150		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '67 2
Baltimore and Ohio	100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br.	100	2,850,000	A. & O.	Apr.'67 5
Baltimore City Passenger		670,000	J. & J.	Jan. '67 3
Baltimore City Passenger		110,000	A. & O.	Apr.'67 4
Boston and Chelsea	100	4,420,000	F. & A.	Feb. '67 3
Bellefontaine Line	100	997,112		
Belvidere Delaware	100	600,000	J. A. J. & O.	A. '67 1½
Berkshire*	50	250,000	J. & D.	Dec.'66 2½
Blossburg & Corning*	50	459,400		
Boston, Concord & Mont.	100	1,340,400		
Do., do. pref.	100	183,000	J. & J.	Jan. '67 4
Boston and Lowell	100	4,076,974	J. & J.	Jan. '67 5
Boston and Maine	100	3,360,000	J. & J.	Jan. '67 5
Boston and Providence	100	4,500,000	J. & J.	Jan. '67 5
Boston and Worcester	100	325,000		
Broadway (Boston)	100	2,100,000	J. & J.	Jan. '67 5
Broadw'y & 7th Av. (N. Y.)	100	1,000,000	F. & A.	F. '67 3½
Brooklyn City	10	366,000		
Brooklyn City & Newt'n.	100	850,000	J. & J.	J'n'67 3½
Buff., New York & Erie*	100	2,200,000	F. & A.	Feb. '67 5
Buffalo and State Line	100	747,800	A. & O.	A. '67 4½
Cambridge Horse (Bost'n)	100	6,842,200	F. & A.	Feb. '67 5
Camden and Amboy	100	600,000		
Camden and Atlantic, pref.	50	721,926	J. & J.	Jan. '67 5
Cape Cod	60	1,150,000		
Catawissa	50	2,200,000	F. & A.	Ap.'67 3½
Catawissa, pref.	50	589,110		'65 3
Cayuga & Susquehanna*	50	4,666,800		
Central of Georgia	100	13,000,000	J. A. J. & O.	A. '67 2½
Central of New Jersey	100	2,000,000		
Central Ohio	100	400,000	Annual.	Apr.'67 6
Centr'l Ohio, pref.	100	955,900		
Cen. Park, N. & E. River	100	1,201,000		
Charlotte & S. Carolina	100	380,000	J. A. J. & O.	Apr.'67 2
Chemung*	100	2,017,825	Annual.	J'n.'67 2½
Cheshire, preferred	100	3,886,643	M. & S.	Mar.'67 6
Chicago and Alton	100	2,425,576	M. & S.	Mar.'67 5
" " pref.	100	19,193,010	A. & O.	Ap.'67 10
Chicago, Burl. & Quincy	50	4,390,000		
Chicago and Gt. Eastern	100	1,000,000		Jul. '66 5
Chicago, Iowa & Nebras*	100	2,227,000		
Chicago and Milwaukee*	100	13,160,927		
Chicago & N. Western	100	12,994,719	Annual.	Dec. '66 7
" " pref.	100	9,100,000	A. & O.	Apr.'67 5
Chicago, R. I. & Pacific	100	3,129,100	A. & O.	Apr.'67 8
Cin., Ham. & Dayton	100	350,000		
Cin., Richmond & Chicago	100	1,600,000		
Cin. & Indianap. Junction	100	1,600,250		
Cincinnati and Zanesville	50	192,750	J. @ J.	Jan. '67 6
Citizens' Passenger (Phil.)	50	6,000,000	F. & A.	Feb. '67 4
Cleve., Col. & Cincinnati	100	2,044,600	M. & N.	M'y '67 4
Cleveland & Mahoning*	50	5,000,000	J. & J.	Jan. '67 5
Cleve., Painsv. & Ashta	100	5,403,911	A. & O.	Apr.'67 4
Cleveland and Pittsburg	50	4,841,600	A. & O.	Apr.'67 6
Cleveland and Toledo	50	4,000,000	J. A. J. & O.	A. '67 2½
Col. & Indianapolis Cen.	100	1,786,200	J. & J.	Jan. '67 5
Columbus and Xenia*	50	1,500,000	M. & N.	M'y '67 5
Concord		350,000	J. & J.	J'n.'67 3½
Concord & Portsmouth	100	500,000		
Coney Island & Brooklyn	100			
Conn. & Passump. Rivers	100	1,673,300	J. & J.	Jan. '67 3
Do. do. pref.	100	1,650,000	J. & J.	Jan. '67 4
Connecticut River	100	1,316,900	A. & O.	Apr.'67 4
Cumberland Valley	50	306,900		
Danbury and Norwalk	100	2,384,941		
Dayton and Michigan*	100	466,132	J. & J.	Jan. '67 3
Delaware	50	11,288,550	J. & J.	Jan. '67 5
Del., Lackaw. & Western	50	1,550,050		
Des Moines Valley	100	452,369		
Detroit & Milwaukee	100	1,500,000		
" " pref.	100	1,200,000		
D. Dock, E. B'dw. & Bat.	100	1,673,641		
Dubuque and Sioux City	100	1,987,351	Annual.	M'r.'67 7a
Do. do. pref.	100	3,578,304	J. & J.	Jan. '67 4
Eastern (Mass.)	100	492,500	J. & J.	Jan. '67 4
Eastern (N. H.)	100	604,400		
East Pennsylvania	50			
East Tenn. and Georgia	100			
East Tenn. and Virginia	100	1,000,000	J. A. J. & O.	Jan. '67
Eighth Avenue (N. Y.)	100	500,000	F. & A.	F. '67 2½
Elm., Jeffers. & Canand*	100	500,000	M. & N.	N. '66 2½
Elmira & Williamsport	50	500,000	J. & J.	Ja. '67 3½
Do. do. pref.	50	16,570,100	F. & A.	Feb.'66 4
Erie Railway	100	8,535,700	Annual.	Jan. '67 7
Do. pref.	100	600,000	F. & A.	Feb.'67 5
Erie & North East*	100	1,142,834		
Evansville & Crawfordsv.	100	4,540,000	J. & J.	Jan. '67 5
Fitchburg	100	247,800	J. & J.	Jan. '67 3
Fitchburg & Worcester	100		M. & N.	M'y '67 5
Flint and Holly		750,000		
Forty-Sec. St. & G. St. Fy.	100	491,620	J. @ J.	Jan. '67 3
Frankf. and Southw. (Ph.)	50	3,156,000	A. & O.	Apr.'67 6
Georgia	100	112,245	J. & J.	Jan. '67 3
Germantown (Phila.)	50	160,000	J. & J.	Jan. '67 2
Gerard College (Phila.)	50	15,123,480		
Grand Trunk (Ca.)		16,802,746		½
Great Western (Ca.)		150,000	J. @ J.	Jan. '67 3
Green and Coates St. (Ph.)	50	3,000,000	J. A. J. & O.	Apr.'67 3
Hartford and New Haven	100			

Marked thus (*) are leased roads.		Stock out-standing.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph	100	$1,900,000		
Do. do pref.	100	5,253,830		
Hanover Branch	50	116,850	M. & N.	M'y '67 5
Housatonic	100	820,000		
" pref	100	1,180,000	M. & N.	M'y '67 4
Hudson River	100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	Jan. '67 2
Illinois Central	100	23,386,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati	100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '67 -
Joliet and Chicago*	100	1,500,000	J. A. J. & O.	J'n'67 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb.	50	1,335,000		
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley	50	10,734,100	J. A. J. & O.	Ap.'67 2½
Lexington & Frankfort	100	514,646	M. & N.	Nov.'66 3
Little Miami	50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*	50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Feb. '67 2
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville	100	5,500,000	J. & J.	Jan. '67 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200,000	J. & J.	Jan. '67 3
Macon and Western	100	1,500,000	M. & N.	M'y '67 4
McGregor Western*	100			
Mahanoy & B'd Mount'n*	50	921,615		
Maine Central	100	1,600,860		
Manchester & Lawrence	100	1,000,000	M. & N.	M'y '67 5
Marietta & Cincinnati	50	2,029,778		
" " 1st pref.	50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jan. '67 5
Michigan Central	100	7,502,566	J. & J.	Jan. '67 5
Mich. So. & North. Ind.	100	9,511,300	F. & A.	F. '65 3½
" " guaranteed	100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston)	100	400,000		
Milw. & Prairie du Chien	100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.	100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul	100	3,627,000	J. & J.	
" " " pref.	100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	50	3,775,500	J. & J.	Jan. '67 4
Mississippi Central	100	2,050,361		
Mobile and Ohio	100	3,588,300		
Montgomery & W. Point	100	1,419,769		
Morris and Essex	50	5,500,000	F. & A.	F. '67 3½
Muscogee	100	669,950		
Nashua and Lowell	100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga	100	2,056,544		
Nashville & N. Western				
Naugatuck	100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton	100	500,000	J. & J.	Jan. '67 5
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,224,100	J. & J.	Jan. '67 3
New Jersey	100	5,000,000	F. & A.	Feb.'67 6
New London Northern	100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N	100	4,697,457		
N. O., Opel. & Gt. West'n.	100	4,093,425		
New York Central	100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem	50	5,285,050	J. & J.	Jan. '67 4
" " pref.	50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven	100	6,000,000	J. & J.	Jan. '67 5
N Y., Provid. & Boston	100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue	100	795,300		
North Carolina	100	4,000,000		
Northern Central	50	4,518,900	F. M. A. N	M'y '67 2
Northern of N. Hampsh.	100	3,000,400	J. & D.	Jun.'67 4
Northern of N. Jersey	100	158,800		
North Missouri	100	2,369,807		
North Pennsylvania	50	3,150,150		
Norwich & Worcester	100	2,365,600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n.	100	3,077,000	F. & A.	Feb.'67 3
" " pref.	100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi	100	20,222,647		
" " pref.	100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport	100	4,848,300	J. & J.	Jan. '67 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri	100	3,581,000		
Panama	100	7,000,000	J. A. J. & O.	Apr. '67 6
Pennsylvania	50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100	1,365,500		
Phila. & Balt. Central	50	218,100		
Philadelphia and Erie*	50	5,069,450		
Philadelphia and Reading	50	22,742,867	J. & J.	Jan.'67 5
Phil., Germ'nt'n & Nor'n	50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*	100	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt.	50	9,019,300	A. & O.	Apr.'67 5
Philadelphia City	50	100,000	J & J.	Jan.'67 5
Philadelphia and Darby	20	100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50	2,791,628		
Pittsb., Ft. W. & Chicago	100	9,940,987	J. A. J. & O.	A. '67 2½
Pittsb. Col. and Cin.	100			
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec	100	1,000,000		
Portl., Saco & Portsm'th*	100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester	100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia	50	605,019		

Marked thus (*) are leased roads.		Stock out-standing.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga	100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g.	100	847,000		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb.	100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington	100	2,233,376		
St. L., Alt. and T. Haute	100	2,800,000		
" " " pref.	100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.	100	1,469,429		
St. Paul and Pacific	100			
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	398,073	M. & N.	M'y '67 3
Sand. Mansf. and Newark	100	900,000		
Saratoga and Hudson R.	100	1,020,000		
Saratoga and Whitehall*	100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh's.	50	1,289,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke	100	844,200		
Second Avenue (N. Y.)	100	650,000	A. & O.	Oct. '66
Shamokin V. and Potts v.*	50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.)	100	750,000	J. A. J. & O.	
South Carolina	100	2,819,275		
South Shore	100	259,685		
South Western, Georgia	100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi	100	1,000,000		
Springfield and Columbus	100			
Staten Island	100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100	1,200,130		
Taunton Branch	100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,483,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jan '67 2
Tol., Peoria and Warsaw	100	1,650,000		
" " " 1st pref.	100	1,700,000		
" " " 2d pref.	100	908,176		
Tol., Wabash and West.	50	5,400,000		
" " pref.	50	1,000,000	M. & N.	M. '67 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'l'd*	100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)	100	200,000		
Union Pacific	100			
Union Pacific (E. D.)	100			
Union Pacific (Cent. Br.)	100			
Union (Phila.)	50	291,475	J. @ J.	Jan. '67 3
Utica and Black River	100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*	100	2,200,000	J. & D.	Jun.'67 4
Vermont Central	100	8,000,000		
Vermont and Massachu'ts.	100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley	100	516,164		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,454,815		
Western (Mass.)	100	6,710,800	J. & J.	Jan. '67 5
Western Union	100	2,687,237		
West Jersey	100	731,050	M. & N.	M'y '67 4
West Philadelphia	50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	100	1,130,470		
Wilm. and Weldon	100	1,340,223		
Winona and St. Peter	100			
Worcester and Nashua	75	1,141,000	J. & J.	Jan. '67 5
CANALS.				
Chesapeake and Delaware	25	1,575,963	J. & D.	Dec.'66 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson	100	10,000,000	F. & A.	Feb.'67 8
Delaware and Raritan	100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	100			
Lehigh Coal and Navigat.	50	6,137,000	M. & N.	M'y '67 5
Monongahela Navigation	50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)	10	1,025,000	F. & A.	Feb.'67 3
" (preferred)	100	1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie	100			
Schuyl. Navigation (cons.)	50	1,408,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,052,083		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	M. J. S. & D.	Sep. '66 4
MISCELLANEOUS.				
Atlantic Mail Steamship	100	4,000,000		Ja. '67 2½
Pacific Mail Steamsh p	100	20,000,000	M. J. S. & D.	Jun.'67 3
Union Navigation	100	4,000,000	M. J. S. & D.	Dec.'66 5
West'n Union Telegraph	100	28,450,000	J. & J.	Jan. '67 2
American Coal	25	1,500,000	M. & S.	M. '67 3½
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	500,000		
Central Coal	100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50	3,200,000	F. M. A. & N	Feb.'67 6
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal	10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000,000	M. & N.	Nov.'66 5
Adams Express	100	10,000,000	F. M. A. & N	Nov. '66 2
American Express	500	9,000,000	F. M. A. & N	Nov.'66 3
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	M. J. S. & D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	----	37
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	----	43½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	----	---
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	----	15
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25¼
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	----	53
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	----	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	----	---
30 Nov.'66	5.89	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	----	---
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	39½
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	---
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	----	---
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	----	---
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	---
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	---
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	---
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85.544	50,000	31,000	----	65,155	501	—	----	---
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103.215	37,588	—	100	----
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81.027	12,500	—	100	----
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612.779	198,082	—	100	----
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	----
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492.150	400,000	55,291	173,827	3,666	9	100	----
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	----	857,701	148,758	5¼	10	----
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200 000	37,602	104.691	5,651	—	100	----
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164.000	20,000	3,200	—	—	—	100	----
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	----	7,500	35.000	----	—	—	—	—	----
30 Sep.'65	24.00	—	—	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	----	528,090	74.053	—	100	----
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	----	2,800	----	----	—	—	—	—	----
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	----	500	----	----	—	—	—	—	----
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	----
30 Sep.'65	11.82	—	—	48	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	----	----	—	—	—	—	----
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	----	627,153	90.670	6	100	----
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227.662	63,047	5	100	----
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	----	----	----	----	—	—	—	—	----
30 Sep.'65	10.60	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	----	3,550	----	----	—	—	—	—	----
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795.360	112,000	----	74,514	loss.	—	100	----
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	----	----	—	—	—	100	----
30 Sep.'65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100.000	----	80.028	29,616	—	100	----
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650.000	520,000	156.970	388,298	106	—	100	55
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750.000	----	139,604	482,224	loss.	—	100	116
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115.000	1,02472	211,213	9	100	----
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	----	----	—	—	—	—	----
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50,000	----	ope: by	T. & L. R. R.	—	—	—	----
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	----	----	----	----	—	—	—	—	----
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	----	30,752	loss.	—	—	----
30 Sep.'65	1.50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	----	12,839	808	—	—	----
30 Sep.'65	—	—	—	—	—	Westchester	5.949	7,370	----	----	—	—	—	—	----
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	----	----	—	—	—	—	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17 228	9,986	3	----	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	—	—	—	—	----
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	---
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	----
31 Oct.'66	6.74	—	—	—	—	Frankford and Philadelphia	134,935	71,475	50.000	21,750	6,184	loss.	—	—	----
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200.000	----	261,223	65,440	6	50	15½
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	----	28
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9.500	4,824	11,463	507	—	25	---
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4.500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	----	---
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39.291	13,479	----	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255.000	140,000	31.255	191,325	61,822	—	50	---
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	----
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80.135	29,938	20½	50	---
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120.000	63,300	2,108	42,025	7,879	4	50	2
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	—	---
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,097	114,200	41,229	407.923	131,588	50	50	78½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120.000	—	—	57,662	12,333	—	50	13
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250.253	250,157	—	—	101,996	38,491	8	50	27½
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206.945	99,612	31½	50	65
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	----	994,950	—	—	128,955	45,196	2	50	19½
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300.000	—	344.895	67.574	7½	50	40½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292.461	80,847	10	50	75
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	----	---
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	----	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	----	20½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	----	----	----	----	----	----	----
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	----	----	----
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	----	----	----	----	----	----	----
31 Dec.'62	3.63	—	—	—	—	Pendleton & 8.st, Mar't (Cin.)	70,000	50,000	----	----	----	----	----	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway:					
1st Mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg:					
1st Mortgage	56.300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	------	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankford and Philadelphia:					
1st Mortgage	50,000	7	------	------	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmont:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	------	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	------	------	----
Middlesex:					
1st Mortgage	38,000	--	------	------	-
Maldan & Melrose bonds	46,971	--	------	------	----
Real Estate	6,000	--	------	------	----
Ninth Avenue:					
1st Mortgage	112,000	7	------	------	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	160,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	----	------	------	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica City:					
1st Mortgage	100,000	7	------	------	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, May 1.					
Loan of Jan. 28, 1847 ..... registered	$6,770,100	6	Jan. & July.	1867	101¼
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	1.04
" " " " coupon		6	" "	1868	104
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	Due.	1864	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	103
" " " " coupon		5	" "	1874	104¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	110
" " " " coupon		5	" "	1871	109
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " coupon		6	July.	1881	106
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	111
" " " coupon		6	" "	1881	112
Loan of July 17, & Aug. 5, 1861 ... registered	264,315,200	6	" "	1881	111
" " " coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) ... registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) ... registered	100,000,000	6	May & Nov.	1884	106⅝
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered	416,365,650	6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	106½
Loan of March 3, 1864, (10-40s) ... registered	171,499,350	5	Mar. & Sept.	1904	99½
" " " " ..... coupon		5	" "	1904	99¼
Pacific R. R. Bonds of (currency) ... registered	12,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 20, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	106½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	105½
" " 1865 ..... 3d series		7.2	Jan. & July.	.....	105½
Matured Debt not presented	11,881,190	6	At maturity.	.....	---
Gold Certificates of Deposit	15,490,440	---	.....	3 y'rs	---
Compound Interest Notes of 1864	134,774,510	6	At maturity.	.....	---
United States Notes (greenbacks)	374,247,687	---	.....	.....	---
Fractional currency	28 975,379	---	.....	.....	---
Navy Pension Fund	12,500,000	---	.....	.....	---
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	---
" — " " ..... "	688,000	6	" "	1876	---
" —Funded Interest Bonds ... "	.....	---	.....	1868	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	120
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	---
" —War bonds ..... "	1 548,000	7	" "	'72-'90	100½
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	---
" " " (free.)		6	" "	1869	---
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	74
" — " " ..... "	2,271,750	6	" "	'72-'86	85
" — " " ..... "	434,000	7	" "	'72-'86	85
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	99½
" " " ..... registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 ..... "	436,000	6	" "	'62-'79	---
" " " 1865-'79 ..... "	229 372	6	" "	'65-'79	---
" " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	101
" " ..... "	1,778,677	6	" "	1877	100
" " ..... "	241,000	6	" "	1879	---
" " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	91½
" " " ..... "	2,058,178	2½	" "	1866	---
" " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	---
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	---
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	---
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	---
" " " " ..... "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons ..... "	.....	6	.....	.....	---
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,900,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	102
" — " " ..... coupon	3,192,763	6	"	1890	102
" — " " ..... inscribed		6	"	1890	---
" — " (sterling) ..... coupon	6,401,000	5	"	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	108½
" — " "	375,000	5	April & Oct.	'72-'74	108½
" — " "	220,000	5	May & Nov.	1880	109½
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	---
" — " " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1873	---
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	97½
" — " " (H. & St. R R.) "	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	98½
" —New Sinking Fund Bonds	.....	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'85	99½
" — " " Notes	2,806,000	8	var.	var.	---
New Jersey—State Stock ..... inscribed	95.000	6	Jan. & July.	var.	102½
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
" — " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108½
" — " " ..... general fund	1,199,780	6	quarterly.	plens.	---
" — " " ..... canal fund	702,000	6	"	1866	---
" — " " ..... general fund	500,000	6	"	1868	100
" — " " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	101
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	92½
" — " " ..... "	909,607	5	"	plens.	---
" — " ..... canal fund	192,585	5	"	1866	---
" — " ..... "	1,163,000	5	"	1888	---
" — " ..... general fund	442,960	5	"	1868	---
" — " ..... canal fund	167,000	5	"	1871	---
" — " " ..... "	4,500,000	5	"	1874	93
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	---
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62
" " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	46½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	---
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	---
" — " " ..... "	2,185,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	101
" — " " ..... "	4,095,309	6	" "	1881	103
" — " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	---
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	99½
" " " " ..... coupon	6,168,000	5	"	'77-'82	94
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	99
South Carolina—State Bonds (sterling)	434,444	5	Jan. & July.	1868	---
" " " ..... inscribed	1,708,000	6	" "	'68-'90	---
" — " " ..... coupon	1,499,000	6	" "	'77-'90	---
" — " (new) ...	.....	6	" "	.....	---
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	---
" —Railroad Loans ..... "	1,706,000	6	" "	'82-'89	---
" —Funded Interest ..... "	872,313	6	" "	long.	85
Vermont—State Bonds	175,000	6	" "	1892	62½
" —War Loan ..... coupon	1,650,000	6	Various.	'67-'83	---
Virginia—State Bonds ..... registered	21,888,398	6	June & Dec.	'71-'78	100
" — " " ..... coupon	11,108,000	6	Jan. & July.	'84-'95	67
" " (sterling) ..... "	1,865,000	6	" "	'86-'95	---
" —Funded Interest ..... registered	.....	5	" "	1872	---
" — " " ..... coupon	.....	6	" "	'76-'96	---
West Virginia—State Bond ..... coupon	.....	6	" "	'76-'96	---
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	---
" — (war) ..... "	641,800	6	Jan. & July.	'77-'88	---
" — (") certificates ...	700,000	6	April & Oct.	'82-'98	---
City Securities.					
Allegheny—Railroad Bonds (new) ... coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds		5	quarterly.	1870	---
" — " "		6	"	1870	99½
" — " "		6	Jan. & July.	1873	97½
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	99
" — " ..... coupon		6	"	1890	---
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	---
" — " "		5	Various.	'68-'70	125½
" — " "		5	"	'71-'75	125
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	---
" — " " (sterling)	305,000	5	Jan. & July.	'77-'78	100
	1,949,711	4½	" "	'72-'78	---
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "	3,036,200	6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'88-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99½
" — " " (new)	956,000	6	Jan. & July.	1876	96½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'78-'75	---
" " " "	4,714,000	6	" "	'76-'78	---
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	101
" " " "	275,000	6	" "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	---
" " "	3,125,200	5	" "	1870	94½
" " "	319,000	5	" "	1873	---
" " "	1,000,000	5	" "	1874	---
" " "	334,700	5	" "	1875	---
" " "	2,016,000	5	" "	1876	---
" " "	2,375,000	5	" "	79-'80	88
" " "	900,000	5	" "	1890	---
" " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	88
" — " " (new)	749,242	5	" "	'67-'82	83
" — " " (old)	2,232,800	6	" "	'66-'93	97
" — " " (new)	7,898,717	6	" "	'66-'99	102
Pittsburg—Municipal Bonds ..... coupon	1,000,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,80 ,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds ..... coupon	1,352,6 0	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	---
" —City and County B'ds. "	1,133,500	6	" "	1888	---
— "	2,200,000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	434,046	443,029	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,506	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,965	336,617	321,037	3,095,470
1865	305,554	248,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241 395	183,385	257,230	197.886	264,605	290,642	224,112	310,446	396,060	422,124	331,006	232,450	3,351,331
1867	267,626	184,497	253,507	280,283	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551.122	435.945	407 688	2,811,544
1864	273,876	317,839	380,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,117,566
1865	641,005	482,164	499,296	468,358	585,623	747,944	702,691	767,808	946.707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,932	586,743	747,391	720,651	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,057	97,876	94,543	78.111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91.075	97.145	106,289	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756.421	885.136	902,906	963,859	8,400.334
1863	845,695	859,949	956,445	948.059	848,783	770,148	751,243	687,092	816.801	965.294	1,024.649	1,035.321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,766	15,434.775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	------	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236.637	181,084	191.648	206.246	269,282	261,079	352 786	414.543	410,336	372,593	359,463	3,445.827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496.433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466.373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,529,447
1865	571,536	528,972	616,605	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7.181,208
1866	608,063	605,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,787	1,224,058
1866	90,411	85,447	84,351	81,181	96,588	103,373	98,043	106,921	104,366	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	188,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,899	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	368,862	402,219	407,107	448,924	411,866	4,120,162
1865	383,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	512,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,127	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215.449	308,168	375.488	339.794	306,186	3.168.065
1864	252.435	278,848	348,802	358,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,681	490,694	447,670	328,869	4.504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,180	493,640	414,604	308,679	4.260,112
1867	304,095	283,661	376,210	362.783	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	126,970	99.662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,747	171,125	2,535,031
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	849,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,883
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	350.348	372,618	412,553	284,349	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,685	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,285	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,360	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,350	701,352	691,558	914.082	7,129,466
1865	640,144	678,504	857,583	733,866	637,188	646 935	584,523	712,495	795,958	858,501	712,363	580,964	8,489 082
1866	559,982	480,986	662,163	599,806	682,510	633,867	552,378	648,201	654 926	757,441	679,936	555,242	7,467,217
1867	560,115	522,825	678,349	575,287	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113.798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	160,872	147,485	160,497	157,786	149,855	156,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162 894	2,240,744
1866	178,120	165,893	192,138	170,485	168,699	162,532	166,015	222,953	198,854	244,834	212,227	177,364	2,250,142
1867	149,658	140,342	174,152	168,162	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,696	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	261,910	247,023	2 924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,094,975
1867	237,674	200,793	270,630	317,052	------	------	------	------	------	------	------	------	------
Western Union:													
1865	42.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,384
1866	45.102	36.005	39,301	43,332	86,913	102,918	85,276	60,698	84,402	100,313	76,248	54,468	814,93[illegible]
1867	39,078	27,667	36,392	40,710	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'69–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628,500	6	Jan. & July.	"	1880	98
" " " 1855	1,024,750	6	Jan. & July.	"	1875	98½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	423,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	98½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6		New York.	1864	
Loan for $500,000	210,800	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	887,000	6	May & Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	94
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	73
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage prof. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,500,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.	" "	1896	88½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88½
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	78
Equipment Bonds	270,483	7	May & Nov.	" "	1874	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	67
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,087,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston.	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.		1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	2,350,000	7	Feb. & Aug.	" "	1888	102½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	104½
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	50,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	79½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1883	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,980	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,482	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8	" "	" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1873	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,900	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,500	8	" "	Mobile.	'62-'65	
" " ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1886	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	659,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		84
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,000	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1850	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94
Db'ts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov	" "	1883	
" " " B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " "	45,500	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	94½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	100½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,320			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug	" "		100
3d Mortgage	980,300	7	Jan. & July	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	94
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug	New York	'73-'75	90½

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	91
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	93
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90
1857, (convertible)	416,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1 90	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1886	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1900	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	131½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Skg f'd b'ds after Jan. 1, '70	286,111	5	Jan. & July.	London.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	89
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	78½
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bonds	152,385	7				86
Equipment bonds	600,000	7	May & Nov.	New York.		65
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	81½
Watertown and Rome:						
Mortgage (new bonds)	600,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	7		Philadelphia.	1883	
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Laterai and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,967,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	—	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec, '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,902	2,189,562	—	3,615,400	7,861,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,188	—	.....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	.....	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353.283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,600	2,000,000	140.785	8,081,181	117.4	629,209	1,982,213	549,834	9	116
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271.877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	.....	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.9	158 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 200	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,925	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404 618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,202,400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,696,153	1,484,616	8½	107
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070.679	10,193,010	5,754,496	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	151½
31 May, '65	242.0	688.0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	—	2,256,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	33½
31 Mar. '66	181.8	—	.....	—	65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154.236	1,442,781	10	88
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,964,453	*	10,323,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	115½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217 634	*	52,349	8,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	38
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	11
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	.....
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278.334	1,015,907	621,000	—	2,175,225	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	283	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315.172	117,941	6	100
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7.717	3.451.713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 0	3,662,123	960,000	653,963	5,429,203	156 5	319,880	805,271	237.861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	90
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	128,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,804,768	8,628 793	80.0	105,980	414,741	200,220	—	.....
30 Nov. '66	208.0	—	.....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,286,874	—	4,697,467	3,551,000	281,157	12,0 9,633	206.0	.....	1,533,042	386,208	—	.....
31 Aug '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,255,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped	by G	r. Tr'k R	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	340,898	.....	—	.....
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,424	*	871,787	6,982,866	7,433,489	281,082	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	10,625,531	2,669,517	1,745,795	10,601,200	9,135,740	736,951	20,473,9 1	523.8	2,386,193	4,673,193	1,609,397	—	67½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550 000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,336	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	—
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	204,715	4,468,540	4,400,000	108,235	8,026,361	182.0	.....	1,020,089	267,804	—	45
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500.000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
8 Feb. '68	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,828,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
0 Sep '64	86.5	3.6	8 2	—	16	13	319	*St. Louis and Iron Mountain*	5,487,063	300,029	—	4,971,4.2	3,561,000	49 558	6,36 .10	90.1	258,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	68.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	15	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,422	236,767	6	102½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,986	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	113½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13
30 Nov. '66	26.8	1.8	16.8	—	26	41	564	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,828	498,499	10	129
30 Nov. '66	47.0	7.0	46.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	134½
30 Nov. '66	44.6	24.0	62.6	—	36	68	388	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	139
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115½
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	116½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,969	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Oper. by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,500	773,226	41.6	215,731	441,504	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	551	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	95
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,455,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	295,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	78	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,876	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,645	3½	56
30 Nov. '66	166.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	145½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	2 124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	349,233	1,800,000	1,050,000	31,216	3,199 233	93.5	.....	422,829	134,871	—	57½
30 Nov. '66	53.6	—	8.0	—	21	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	596,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '66	99.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	151,400	254,341	3,908,696	82.2	387,789	615,728	215,973	9	105
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	129½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,361,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	?
31 Dec. '66	74.0	12.0	74.0	—	66	82	1,071	Central of New Jersey	7,708,080	2,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,921	2,181 111	208,699	3,500,000	5,516,950	124,522	9,625,429	53.0	.....	1,020,078	304,869	7	67
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,595	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,287,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	b,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,929	6,085,864	54,287,874	784.0	7,109,139	14,886,413	2,238,704	4	60½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,402,380	994,668	8	102½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	81½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	98
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	56
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga R. R					6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,280	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	78,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,676	—	—	98,650	85,000	600	184,250	10.3	20,896	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	236,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	90.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,861,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	100
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	73½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,230	114,996	8,369,819	183.6	994,554	2,388,868	1,035,717	13	113
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	961,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	5,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	.....	.....	—	48	34	628	Ohio and Mississippi	6,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	13,980,354	596 400	391,992	3,382,168	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	—
31 Dec '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	33.934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,133	—	—
Dec '61	342.4	—	—	—	48	18	489	Toledo & Wabash	0,080 918	*	—	3,427,050	6 963,868	—	10,245,015	250.0	1,244,358	2,050,322	945,492	3½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,248	29,564,405	29,959,900	1,156,819	60,721,124	607.0	2,041,771	4,838,460	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	150,861	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,525	20	125
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,642,948	96.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	13.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	55,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,876	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	58½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"		8	58½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,225	67.5	345,588	902,213	382,500	—	52½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,018,226	—	44,251,544	665.5	7,080,026	10,583,883	5,967,520	9	64½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	65
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	—	—	5,083,760	13,000,000	600	18,084,360	287.5	1,424,140	2,541,052	454,077	—	28
30 Nov '66	147.0	—	256.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,568	22,742,867	6,719,562	—	32,577,548	474.8	4,581,336	10.9 2.9	6,016,531	10	54½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	131
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,236	2,470,958	1,057,687	10	55½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,988	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	96½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,158	130,392	4½	40
31 Oct. '66	28.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,038	962,600	113,865	1,760,501	35.4	144,402	357,510	142,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	310,000	26,292	1,095,913	36.6	120,004	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	108.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,975	242.0	.....	1,312,738	387,352	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,221,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,241,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	56.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '60	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,009	3,015,107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,085	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,058,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	94½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by	R.R. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	1,909,861	775,500	119,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,935	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	—
30 Sep. '66	128.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,300	124,931	3,566,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,100,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	168,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	479,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,862	*	221,084	868,200	409,893	112,256	2,062,947	80.0	138,037	394 577	2 0,528	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,35 ,679	1,799,822	804,786	6,345,888	196.0	.....	487,449	120,136	—	—
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	9,229,000	.....	18,508,374	2 5 0	986,727	2,538,800	934,103	—	84
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,096	390,500	.....	.....	220.0	.....	.....	.....	—	50
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (g. y.)	11,938,000	*	—	11,760,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,288	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,210,345	*	—	15,123,430	54,750,510	7,336,465	77,210,345	1,096	.....	4,368,510	1,164,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,70	—	—	—	108.0	—	148,389	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3 8	—	1,380,000	13,100	136,000	1,729,23	80	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,2	—	—	4 273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec 63	6.			—	11	22	120	Pan m	3,000,000	*		3,000,0		9		19.93			1,328,924		267

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54
Chicago & Alton (preferred)	2,425,400	7	7	111½
Chicago & Northwestern (pref.)	12,994,720	7	7	59⅞
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	92
" " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	55½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo & Wabash (preferred)	984,700	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908.425	7	---	----
Troy & Greenbush (guarantied)	274.400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102⅞
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	94
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	86
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,960	6	"		1868	----
Lehigh Navigation:						
1st Mortgage	414,157	6	Qrtrly.		1870	----
Six per cent. Loan	2,667,276	6	"		1884	89½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	91½
2d Mortgage	302,750	6	----		----	89
Boat Loan	232,807	6	----		----	90
North Branch:						
1st Mortgage	500,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	90½
2d Mortgage	3,980,670	6	J. & J.		1882	77
Improvement	1,601,670	6	M. & N.		1876	74
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	65
Preferred Interest b'ds.	227,560	6	"	"	1878	21½
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	23
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	90
Wyoming Valley.						
1st Mortgage	600,000	6	J. & J.		1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	86½
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	6,091,700	10	52½
Monongahela Navigation	50	728,800	3	----
Morris, (consolidated)	100	1,025,000	10	65½
" (preferred)	100	1,175,000	10	119
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21⅞
" " (preferred)	50	2,888,988	—	30
Susquehanna and Tide Water	50	2,048,260	—	15⅛
Union	----	----	—	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	41 50 @ 44 —
Pig, American, No. 1	42 — @ 43 —
Bar, Refined, English	80 — @ 90 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	160 — @ — —
Bar, English & American, Refined	110 — @115 —
Bar, English & American, common	100 — @105 —
Scroll, English	140 — @190 —
Ovals and Half-round	135 — @145 —
Band, English	140 — @ — —
Horse Shoe	135 — @ — —
Rods, English	115 — @172 50
Hoop, English	145 — @205 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	— 18½@ — 19
Sheet, English, Single, Double and Treble	— 5½@ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— 10 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— 36 @ — —
Sheathing, Yellow	— 23 @ — —
Pig, Chile	— — @ — —
Bolts	— 36 @ — —
Braziers'	— — @ — 36
American Ingot (cash)	— 23½@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 45 @ 6 62½
German Refined	6 45 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	— — @ 10 —
Pipe and Sheet	— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	— — @ — 25	
Straits (gold)	— — @ — 23½	
English (gold)	— — @ — 22½	
Plates, I.C. Charcoal, p. box	9 — @ 9 50	12 25 @ 12 25
Plates, I. C. Coke	7 50 @ 8 75	10 50 @ 12 25
Plates, Coke Terne	6 50 @ 7 —	9 50 @ 9 75
Plates, Charcoal Terne	8 50 @ 8 75	11 75 @ 12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	— — @ 6 —
Clinch (cash)	7 50 @ — —
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— — @ — 16½
Refined, free I. S. to White	— — @ — 41
Refi'd, in bond, prime I. S. to White	— — @ — 24½
Refi'd, in bond, Standard White	— — @ — —
Naptha, Refined (60@63 gravity)	— 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th 16	F. 17.	Sat. 18.	M 20.	Tu. 21	W. 22
Atlantic M. S. S. Co.	99½	103½	104½	103	105½	103
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	98	----	----	----	----
California 7s	----	113	120	----	----	----
Canton Co.	----	----	43½	43½	42⅞	43
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	108	107	----	----	----	----
" " pref.	----	----	----	----	111½	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	130	----	131	131½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	35½	34⅞	34½	34½	34⅝	34½
" " pref.	60½	59½	59½	59½	59⅝	59⅝
" " 1st M.	----	----	----	----	----	84½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	88½	88⅝	88½	88⅝	89	89
" " 1st M. '70	----	----	102½	----	----	----
Clev., Col. and Cin.	----	----	100	----	100	100
Clev. and Pittsburg	73	72⅝	72½	73½	74½	74
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	67	----	----	----	----
Clev. and Toledo	113½	113	----	----	113	113
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	30½	30½	30	----	30	31
Del. & Hudson Canal	----	----	----	152	152⅛	155
Del., Lack. & West.	----	----	125	----	----	122
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	63½	62⅝	62⅝	62½	62⅝	63½
" pref.	----	72	----	----	72	----
" 1 M. 7 p.c. '67	----	----	101	----	100½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	100
" 3 M. 7 p.c. '83	97	----	----	----	----	98
" 4 M. 7 p.c. '80	----	----	----	----	----	89
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	101½	101½	----	101½	102½	102½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	114½	115	115½	----	115½	115⅞
" Can. bd. sc.	----	----	----	----	----	----
" bonds	111	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7½	7	----	----	----	7
Michigan Central	110	109½	110	----	110	110
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67⅞	67½	67⅞	67⅞	68½	68⅛
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	97½	----	97½	----	97	----
" " 2 M.	----	----	----	----	----	90
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	35	35	34½	34	33½	34
" " pref.	57	54½	53½	53	53⅞	55⅛
" " 1st mort.	89	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	97	97½	97½	96½	96½	97
" iss. to H. & St. J. R.	82	----	----	----	82½	----
" " Pacific	----	----	----	----	----	98½
New York Central	97⅞	97½	97⅞	98	98⅜	97½
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	93½	94	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '75 100	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	62	----	----	----	----	----
" ex-coupon	46½	----	----	----	47	----
" new	----	47	47	46½	47	46⅝
Ohio & Miss. cer.	25½	24½	24½	24⅞	24⅝	25
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	128½	128	128⅜	129	130½	132½
Panama	257	----	----	----	----	----
Phila. and Reading	103½	103⅛	103½	103⅜	103⅞	104
Pitts. Ft. W. & Chicago	96½	96⅜	96	96⅛	96⅛	96½
" " 1M.	----	----	----	----	----	----
" " 2M. 95	----	----	----	95½	----	95½
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	29	27	----	----	28⅜	28½
St. L., Alton & T. H.	37	----	----	----	38	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	80	----	----	----
" " Inc. b'ds	76	76	----	----	----	76
Tennessee 6s. 1890	85	----	----	----	----	----
" ex-coupon	64½	----	64½	64½	64½	----
" new	62½	62½	63	62⅝	63	62⅝
Tol. Wab. & Western	41½	41½	42	41½	43	43
" Pref.	66½	----	66	----	----	----
" 1M. ex.	89	----	----	----	----	----
" 2M.	78	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	67

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	110	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	103	----	----	----	----
U. S. 5s, 1874, coup.	103⅛	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99⅝	----	----	----	----	99¾
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	111¾	111¾	----	111⅜	----	112
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	134⅛	134	----	----	----
U. S. 6s, 5-20s, c. 1862.	109⅝	109½	109½	109½	109¼	109⅜
U. S. 6s, 5-20s, c. 1864.	105⅝	105⅜	105⅜	105½	105⅞	105⅝
U. S. 6s, 5-20s, c. 1865.	106⅜	106⅜	108	106⅛	106⅜	106⅜
U. S. 6s, " reg.	105⅝	----	105⅛	106⅛	----	106⅛
7.30 Notes, 1st series.	----	----	106⅛	106⅛	106⅛	----
" " 2d series.	----	105⅞	----	105⅝	105⅜	----
" " 3d series.	----	105⅞	105⅝	----	105⅛	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W. 15.	Th. 16	F. 17.	Sat. 18.	M. 20.	Tu. 21
Catawissa	----	----	----	----	----	----
" preferred	27⅜	----	27¼	----	----	----
Camden & Amboy	130	129¾	----	----	----	130
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	89	----	----	----
" " 6s, '89	----	89½	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	53	53	53	55	----	----
" " 6s, '84	89½	89½	----	----	89½	----
Lehigh Valley R. R.	59½	59½	----	59	59	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58½	58½	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	119	----	119	----
" " 6s '76	89½	90	----	----	90	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44	44	----
Pennsylvania R. R.	52⅛	52	51⅞	51⅞	51⅛	51
" 1st m.	----	----	99⅛	----	----	----
" 2d m.	----	----	----	----	----	93⅛
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon.	94	----	----	----	----	----
" " 6s, W. L.	----	----	102½	----	----	----
Philadelphia City, 6s	97	97	97	97	97	----
" " new	102	102	101⅞	101⅞	102	102
" " munc	102⅛	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	63	----	----
Phila. & Reading	52⅛	51⅛	51⅛	----	51⅛	51⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28⅜	28¼	----	----	28	----
" " 6s	----	----	92⅜	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	21⅛	----	----	----	----	----
" " pref.	----	30¼	----	----	30	----
" " 6s '82	77	77	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	91½	----	----	----	----
Susq. Canal	----	----	----	15¼	15⅜	----
" " 6s '78	65	----	----	----	----	65
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	27⅛	27¼	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W. 15.	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21
Baltimore City 6s, 1875	97¼	----	97¼	97¼	97¼	----
" " 1886	----	----	----	----	----	----
" " 1870	95½	----	----	----	----	----
" " 1890	98⅜	98⅝	98⅞	99	99	99
Balt. and Ohio	113	113¼	----	----	----	113¼
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	98¼	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	98	----	98	----	98	----
Northern Central	43¼	----	43¼	----	----	----
" " b'ds, 1885	86	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	20	20¼	20¼	----	20¼	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W 22
Boston and Lowell	----	----	121¼	----	----	----
Boston and Maine	130	----	128	130	----	129
Boston and Providence	----	----	134½	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	54	----	----	54	----
Concord	----	----	68	----	----	68
Connecticut River	----	----	115¼	----	----	----
Eastern, Mass.	110½	----	111	----	110¼	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	118¼	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	120
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	105
Old Colony & Newport	96¼	96	95	95	95	95
Ph., Wil. & Baltimore	55	----	55	----	----	55
Portl'd, Saco & Ports.	----	102¼	102¼	----	----	102¼
Vermont & Canada	----	----	94	----	----	94¼
Vermont & Mass.	----	----	55	55	----	----
Western	----	----	144¼	145½	----	145¾
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	90	----	----	----	----	----
Metropolitan "	53	----	53	----	----	53
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	21¼	21¼	22	----	20¾
Franklin "	14¼	----	14	14	14	13¼
Huron "	4¼	4⅛	4½	4	4	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	13	11¼	11¼	----	----	10¾
Pittsburg "	35	35	----	----	----	----
Quincy "	23	----	----	----	----	----
Rockland "	8	8	7⅛	7¼	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of April and 3d of May.

	Closing Prices. Apr. 26.	May 3.
United States, 5-20s, 6 per cent 1882	69 @ 69¼	71⅛ @ 72
Do. do. 6 do. 1884	67 @ 67	— @ —
Do. do. 6 do. 1885	68⅛ @ 68⅜	— @ —
Do. do. 6 do. 1868	83 @ 85	— @ —
Do. 5 per cent., 1874	69 @ 71	— @ —
Virginia State, 5 per cent	50 @ 55	— @ —
Do. 6 per cent	43 @ 45	44⅛ @ 44¼
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	20 @ 22	20 @ 22
Erie shares, $100 (all paid) 8 p. c.	37 @ 38	41¼ @ 42¼
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76 @ 77	75½ @ 76¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 69	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @ 103	101 @ 103
Penn. R.R. bonds, 2d mort. con. 6 p. c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, May 25, 1867.

Stock Exchange and Money Market.

There has been rather more call for Money, since our last, especially on the part of speculative borrowers, and call loan rates have been quoted up a point, or to 5@6 per cent. to the dealers in the public funds, and 6@7 per cent. to the Stock Exchange firms. This temporary pinch in the market was mainly due to the Treasury negotiations, springing from the free sale of the new issue of the Five-Twenty bonds of 1865, and the consequent absorption of currency by the local Government office, the cash reserve of which ran up to $128,697,997 last week, showing a gain of over six million dollars, in this item. Since Monday, the Sub-Treasury has been disbursing pretty liberally, thus reducing its cash balances, and restoring to the market, considerable funds. These are again seeking temporary employment and giving responsible borrowers any existing advantage. Call loan rates have settled down to 5 per cent. as the rule to the Government houses, and 6 per cent. to the leading Stock firms, with a less urgent call for accommodation at these modified figures. With the returning ease in the open market, discount applications meet with greater favor, and prime short date commercial paper finds ready purchasers at bank and through channels at 6@7 per cent. per annum. Some demand likewise exists for good to fair names at from 7½ @9 per cent. per annum. Other paper is pretty generally discountenanced. Some effort was made to influence the Money Market adversely, on receipt of the report of the failure at Liverpool, of the extensive Cotton firm of Messrs. Fraser, Trenholm & Co., notorious as the agents of the late so-called Confederate Government; but the effort met with no success whatsoever, as the increasing abundance of capital at this centre more than offsett the croakings of the professional panic-makers of the street. The last city bank statement indicated the changes wrought by the Treasury operations. As compared with the preceding returns it showed at increase of $4,279,015 in loans and discounts, $607,662 in specie $36,432 in circulation, and $1,094,022 in net deposits, with a decrease of $4,168,138 in legal tender. The specie reserve of the banks is now $15,567,252, against $13,935,465 same time last year. The city bank deposits are now $201,436,851, against $217,477,729 week ending May 19, 1866. The legal tender reserve amounts to $63,828,501, against $85,710,107 same time last year. The circulation now stands at $33,632,301, against $25,189,864 same time last year. The loans are now $257,961,874, against $255,690,463 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $83,945,965 a day, against a daily average of $87,386,628 the preceding week, and $93,310,019 the week ending with April 27th. The current week's exchanges average $65,184,376 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, $351,932; decrease of legal tender reserve, $517,428; increase of deposits, $58,664; decrease of specie, $3,784; and increase of circulation, $4,878.

National Bank notes to the amount of $117,250 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $302,834,306, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $3,877,832, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,956,474. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,641,450; and for the public deposits, $38,902,950—making a total of $379,544,400. The Treasury Department, last week, redeemed and destroyed $325,500 of worn and mutilated fractional currency, and issued $142,600 worth of new.

The U. S. Sub-Treasury receipts, week ending with May 18, were $22,966,533, including $2,068,648 from customs duties; payments, $16,507,815; balance at the close of the week, $128,697,997, against $122,239,278, at the close of the preceding week. The business of the Office during the first

two days of the current week, was as follows: Receipts on Monday, $2,580,657, and payments, $2,531,444; on Tuesday, receipts, $2,207,456; payments, $3,172,023. The balance at the close of business on Tuesday stood at $127,782,542, against $123,114,161 a week previous.

The cash balance in the hands of the Assistant Treasurer at Boston at the close of business, May 18, was $7,735,604 56, showing an increase for the week of $476,479 35. The coin has increased $54,285 78. Balance coin on hand, $4,999,210 19. Receipts of Customs for the week, $291,000. Coin interest paid $155,271.

Government revenues have been on a moderate scale, since our last. The customs have exceeded the excises, in their yield to the National Treasury, both being taken on a currency basis. The excises, last week, yielded $2,595,869, against $2,573,429, the preceding week; customs at the port of New York, $2,068,648, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $6,334,010 in currency, against disbursements of $1,243,000 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $240,000,000.

The Gold Market moved sluggishly during the early part of the week, the speculative demand having been very moderate, despite the stiffening in foreign exchange, and the increased exports of specie to Europe. The extremes up to about noon on Tuesday were 136⅝@137⅝. The closing price on Monday was 137¼, and the rate about noon on Tuesday was 137. On the report of the failure of Fraser, Trenholm & Co. having been made public, the speculation revived rather sharply and the price was run up to 137⅞ on Tuesday afternoon, and to 138⅝ early on Wednesday. The latest dealings on Wednesday were at 138¾@138⅞, on a very firm, though not specially active market. The specie exports, hence, last week, were quiet heavy. On Wednesday of the current week, the *Palmyra* took out, in addition, $440,000 in treasure. The imports of specie, last week, were moderate, nearly $133,000. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,025,521. The customs demand for Gold last week averaged $344,775 a day; thus far, this week, it has been equal to $316,696 a day, or equal to a weekly aggregate of $1,900,176. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $132,907, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $110,817,216, against $119,690,712 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $35,087,448, against $25,661,156 same time last year, showing an increase this year, of $9,426,292. The exports of specie from this port, last week, were $3,832,635. The total outflow of specie from the port, thus far in the current fiscal year has been $31,765,748, against $29,051,930 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,432,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $50,628,392, against $43,625,861 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to April 8, reached $10,751,071, against $10,487,429 same time last year, showing an increase, in 1867, of $263,642.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury here, together with the balance unredeemed on the 11th of May, is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	$333,900	$206,600	$127,300
100s ...	5,321,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total	$197,559,400	$171,495,000	$26,064,400

An improved demand was reported for foreign exchange early in the week at firmer rates; but the later transactions were on a restricted scale, and at an easier range of prices. Bankers' 60 day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅜@110½; and on Paris to 5.12½@5.10. The offerings of produce bills have been rather light, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,982,664, making the total value of exports since July 1, 1866, $160,745,015, against $201,137,139 same time in the preceding fiscal year.

Quite a brisk investment business has been transacted in the public funds, since our last, and there has been a steady appreciation of nearly all the interest bearing obligations of the Government. The home public have been buying quite freely the later issues of the Five-twenties and Seven-thirties, as also the Compound Interest Notes, most of which have improved in price. A foreign call of increasing urgency has been experienced for the older issues of the coin bearing bonds, particularly for the Five-twenties of 1862, and of 1865, and these, too, have advanced considerably. Some speculation has been indulged in the latter class of the public funds, helping to stiffen prices. U. S. sixes of 1867 closed here on Wednesday at 134½; U. S. sixes of 1868, at 133; U. S. sixes of 1881, 111¾@111⅞; U. S. Five-twenties of 1862, ex-May coupon, 109¾@109⅞; U. S. Five-twenties of 1865 at 106⅝@106⅞; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Ten-forties at 99⅝@99⅞, ex-coupon, and U. S. Seven-thirties at 105⅝@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864 ..... 119⅛	May, 1865 ..... 114¼
July, 1864 ..... 118⅝	August, 1865 .... 113¼
August, 1864 .... 118⅛	September, 1865.. 113
October, 1864 .... 117⅛	October, 1865 .... 112¾
December, 1864 .. 116⅛	

Railway and miscellaneous stocks have been quite depressed, since our last, and the tendency of the market has been almost uniformly to lower figures. The latest dealings were on a very limited scale; and indicative of weakness in the speculation, despite the growing ease in money.

Domestic produce has been in much less request, since our last, though prices have favored buyers, decidedly in most instances. Middling grades of cotton left off here on Wednesday quite heavily at 27@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 105,000 bales. The receipts at the port this week, have averaged nearly 1,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 553,500 bales, against exports of 381,395 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,710,000 bales against 1,857,686 bales same time last year; exports, 1,298,000 bales, against 1,380,066 bales same time last year; estimated stock at latest dates, 342,500 bales, against 363,208 bales same time last year. In the line of foreign merchandise, we can note only a fair business in groceries, with a very light trade in most other articles. The dry goods interest has been particularly flat, and productive only of loss to sellers. The total imports of foreign dry goods, last week, were $915,820, and the total amount marketed $1,004,119. The value of foreign merchandise imported last week, was $3,017,495—making the grand total specie value of last week's imports of dry goods and merchandise, $3,933,315, and since July 1, 1866, $230,926,729, against $263,837,453 same time in the preceding fiscal year. The ocean freight market has been very dull and heavy, since our last, with 556 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 2½d.@3d. per bushel; cotton at ⅛@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@17s. 6d. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 8.	May 15.	May 22.
Consols	91¼	92¼	93
U. S. 5-20's of 1862	71¼	72¾	72½
U. S. 5-20's of 1865	69¾	70¾	70½
Erie	41	42	42¼
Ill. Central	75½	76¼	76¾

The New York exports, exclusive of specie, for the week ending May 21, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,117,494	$3,982,634
Prev. reported	91,141,509	75,155,956
Since January 1	$94,259,003	$79,138,620

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,892,218	$915,820
Gen. merchandise	4,238,164	3,017,495
Total for the week	$6,130,382	$3,933,315
Previously reported	115,622,873	95,430,382
Since January 1	$121,753,255	$99,363,697

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$263,837,453	$230,296,729
Exports produce.	201,137,139	160,745,015
Exports specie	29,051,930	31,765,748

The balance in the Sub-Treasury on Wednesday was $130,467,727 65.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, ex-coupon 45¼; Ohio 6s, 1881, 103; Connecticut 6s, 100¾; N. Y. State 7s, Bounty Loan, coupon, 108½; Georgia 7s, 85; Brooklyn 6s, Water Loan, 95¾; Chicago, Rock Island and Pacific 7s, 88⅞; Morris and Essex,

67; do., 1st mort., 94¼; Joliet and Chicago 1st mort., 104½; Goshen Line bonds, 98½; Chicago and Milwaukee 1st mort., 87; Troy, Salem and Rutland 1st mort., 97; N. Y. and N. Haven R. R., 116; N. J. Central R. R., 118; Dubuque and Sioux pref., 60; Indianapolis and Cincinnati, 80; Sixth Avenue R. R., 116; Boston Water Power Co., 27¾; Pennsylvania Coal, 155; Wilkesbarre Coal, 32; Mariposa pref., 18½; Adams' Exp., 64; Wells-Fargo, Exp., 65; Am. Exp., 68½; Merchants' Union Express, 18½; U. S. Express, 71; Citizens Gas, 130; Western Union Telegraph, 42⅞; do., 7s, 80; Park Bank, 148; Continental Bank, 104; Bank of North America, 107; Ocean Bank, 102; Shoe and Leather Bank, 110; Bank of Commerce, 118; Hanover Bank, 102; Central National Bank, 110; Fourth National Bank, 106¾; Union Bank, 117; Bank State of New York, 109½; Atlantic and Pacific Gold, 2.90; Benton Gold, 0.65; Consol. Gregory, 7.25; Corydon, 6.60; Columbian G. & S., 0.60; Charter Oak Copper, 10.00; Davidson Copper, 0.01; Gunnell Gold, 3.50; Holman Gold, 0.15; Keystone Silver, 0.01; New York Gold, 0.85; Ohio and Colorado G. & S., 1.05; People's G. & S., 0.37; Quartz Hill 2.55; Rocky Mt., 0.75; Rockland Copper, 8.25; Reynolds Gold, 0.04; Smith and Parmalee, 4.70; Sensenderfer, 10.15; Walkill Lead, 0.60.

Philadelphia.—Allegheny County coupon 5s, 74¼; New Jersey 6s, 102¾; Schuylkill Navigation Boat Loan 7s, 80½; Union Canal 1½; Lehigh Navigation scrip, 50¼; Lehigh Valley scrip, 25¼; Morris Canal Boat Loan, 90; 13th and 15th streets R. R., 19¾; Ridge Avenue R.R., 9; Huntingdon and Broad Top R. R. 7s, 50½; West Chester 7s, 96; Camden and Atlantic 2d mort., 73; Harrisburg R. R., 52½; Wilmington R. R., 55½; New Creek Coal, 0.31; Ocean Oil, 2⅝; Caldwell, ⅜; Maple Shade, ½; Mechanics' Bank, 32; Philadelphia Bank, 154; Manufacurers' Bank, 31; Bank of North America, 240. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101⅞@102; State 5s, 95@96; do., coupon, 93½@94½; do., 6s, W. L., 102¼@102¾; Reading 51¾@51⅞; do., 6s, 1870, 94@95; do., bonds, 91@92; do., conv., 103@105; Camden and Amboy, 129¼@129¾; Penn. R. R., 51¼@51½; do., 1st mort., 99@99½; do., 2d mort., 93@93½; Little Schuylkill R. R., 27@29; Morris Canal, 64@65; do., pref., 116@119; do., bonds, 90½@91; Wyoming Valley Canal, 54@54½; do., 6s, 84@85; Susquehanna Canal, 15½@15¾; do., 6s, 65@65½; Sch. Nav., 20½@21½; do., pref., 30@30¼; do., 6s, 1882, 76¾@77¼; Union Canal bonds, 22¾@23; Delaware Div. Canal, 56½@57; do., bonds, 85@87; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 95½@96¼; do., 5s, 62@63; Lehigh Coal and Navigation, 52⅜@52¾; do., bonds, 1884, 89@89½; North Pennsylvania, 33@34; do., 6s, 88½@90; Philadelphia and Erie, 27⅞@28½; do., 6s, 92¼@93; Minehill, 58½@60; Catawissa, 13@13½; do., pref., 27@27⅛; Lehigh Valley, 58½@58¾; do., bonds, 90@90¾; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 78@80; West Philadelphia, 65@69; Spruce and Pine, 27½@27½; Green and Coates, 30¼@30½; Chestnut and Walnut, 46@46¾; Thirteenth and Fifteenth, 19⅝@19¾; Girard College, 28@30; Tenth and Eleventh, 64@67; Union, 35@38; Hestonville, 12½@13.

Boston.—Vermont Central 2d mort., 30; Boston, Hartford and Erie, 13; do., 7s, 55⅞; Old Colony and Newport 6s, 1875, 96¼; Vermont Central and Vermont and Canada 8s, 1876, 98½; N. Y. and Boston Air Line 6s, 51; Northern (Ogdensburg,) 1st mort., 91; New York, Providence and Boston 6s, 1873, 90½; Ogdensburg and Lake Champlain, pref., 98; Indianapolis and Cincinnati, 41; Union Railway, 87¾; Connecticut and Passumpsic Rivers R. R., 80; Summit Branch R. R., 80⅛; Essex Co., 102; Boston Water Power Co., 28½; Adams Express, 66¼; Merchants' Union Express, 20¼; Wells-Farge Express, 67; Ophir (N. S.) Gold, 2; Massachusetts 5s, 1894, gold, 99⅝; do., 5s, 1883, gold, 99¼; do., 1872, gold, 108¼; Maine 6s, 1883, 99½; Salem 6s, 1877, 98; Charlestown 6s, 1874, 98; Lynn 6s, 1877, 98; Brooklyn 6s, 1891, 95; Portland 6s, 1876, 94¼; Bangor 6s, 1874, 93½; St. Louis 6s, 1877, 88; do., 1887, 80; Boston 6s, 1876, currency, 100¾; do., 5s, 1875, gold, 101; do., 1868, gold, 129½; Chicago 7s, sewerage, 99½; East Boston Gas, 27¼; Suffolk National Bank, 114; Fanuel Hall National Bank, 127; Traders' National Bank, 98; Third National Bank, 108½; National Bank of Redemption, 110; Eliot National Bank, 105½; National Bank of Commerce, 114¾; Merchants' National Bank, 108; Tremont National Bank, 117¼; Globe National Bank, 124½; Revere National Bank, 129¾; Continental National Bank, 109⅝; Union National Bank, 118½; State National Bank, 88¾; Columbian National Bank, 116¼; Allouez Mining Co., 6½; Bay State, 3; Canada, 30c.; Calumet, 30; Hancock, 4; Humboldt, ⅞; Pontiac, 50c.; Superior, 1½; Winthrop, 50c.

Baltimore.—Marietta and Cincinnati 1st mort., 79½; Western Maryland 6s, 75; do., guaranteed, 95; Orange and Alexandria 8s, 58; N. W. Virginia 3d mort., 91¼; Virginia 6s, coupon, 67; do., old, reg., 42½; do., reg., 1866, 36; do., 1867, 32¾; Bare Hill Mining Co., 0.30; Santa Clara, bonds, 30; Bank of Baltimore, 104; National Exchange Bank, 96¼; Farmers' and Planters' Bank, 30¼; Merchants' Bank, 106½; Union Bank, 61; Marine Bank, 31⅛; Mechanics' Bank, 95⅝. The latest quotations are: Balt. and Ohio, 113¼@113½; do., 6s, 1875, 98@98¼; do., 1880, 98@98¼; do., 1885, 97¾@98; Northern Central, 43¼@43½; do., bonds, 1885, 85¾@86¼; N. W. Va., 15@18; do., 1st mort., 1873, 95@96; do., 2d mort., 91@92½; do., 3d mort., 90@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79½@79¾; Central Ohio, 26¾@27; do., 1st mort., 89@90; Western Md. 6s, 75@76; do., 6s, guar., 95@96; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 95@96½; do., 1873, 96@97; do., 1875, 97@97½; do., 1886, 97@98½; do., 1890, 99@99; do., coupon, 100@100; do., Park, 98@98; do., 1892, 93@—; do., 5s, 1838,-'70, 82@82½; City Passenger R. R., 19¾@20¼; Canton Co., 42@45; Gardner, 0.45@0.45; Am. Gas Coal, 0.50@0.50; Maryland Anthracite Coal, 2@5; George's Creek, 74@90; Santa Clara, 3⅞@4¼; Balt. Chrome, 0.20@0.40; Bare Hill, 0.30@0.33; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.35@0.40; Baltimore Coal, 150@155.

☞ Hon. John P. King has been re-elected President of the Georgia Railroad Co., and E. W. Cole, Esq., General Superintendent.

Oregon Central Railroad.

The following is an extract from a letter from J. Gaston, Esq., Secretary of the Oregon Central Railroad Co. It is dated Salem, Oregon, April 18, 1867, and says: "The land grant of the Oregon Central Railroad Company amounts to 12,800 acres per mile, and if the land was on the Atlantic slope, would be estimated at $5 per acre. It embraces some of the finest agricultural lands on this coast, and the *best* timber lands on the continent. Our State aid amounts to $10,000 per mile in gold bearing bonds, for the first 100 miles—$1,000,000. I will commence canvassing this week, and I think I can raise cash and land subscriptions to the amount of $1,000,000 more. The road will be commenced at once, and we hope to finish it to the head of the Great Willamette Valley, from Steamship Landing on the Columbia, 150 miles, within three years."

Dexter and Newport Railroad.

The directors of the Dexter and Newport Railroad Co. will receive proposals until the 3d of June, for the construction of about 15 miles of railroad, extending from Newport to Dexter. Newport is on the line of the Maine Central Railroad, 27 miles from Bangor, and Dexter lies about 16 miles to the north of it. Both places are in Penobscot County, Maine. Proposals will be received for the entire work, or for the grading, bridging, etc., in sections of one mile each. Plans, etc., can be seen at the office of Col. A. W. Wildes, Engineer, in Dexter. Proposals should be addressed to Charles Shaw, Esq., President.

Erie Railway.

The Erie Railway Company have accepted all bids made under the Circular of April 1, for the extension of the first mortgage bonds at the office of the company in New York, at a premium of one per cent., and all bids above that premium are also accepted, and the bonds will be extended at the same rate of one per cent. premium.

The company are now ready to attach coupon sheets to and extend the bonds of those holders whose bids are accepted as above specified, on their presentation at the office of the company in the City of New York and payment of the premium of $10 on each bond. The same terms are accorded to other holders who have bid a less premium than one per cent., or have failed to make proposals, on notice to the company, to be given in writing on or before the 15th of June next.

All other holders will be paid the principal of their bonds at maturity, after which interest will cease.

☞ The Erie City passenger Railway Co., will receive proposals, until the 1st of June, for the construction of 2 miles and 3,906 feet of the main line of their road, including rails, stringers, cross-ties, etc. A full description of the route of the road will be found in their advertisement in another column. A copy of the Act of Incorporation can be seen at the office of this paper.

☞ At a meeting of the stockholders of the Cairo and Fulton Railroad Company, at Little Rock, Ark., on the 13th inst., a board of directors was elected, with M. Brayman, Esq., as president. The route of this road runs through some of the richest sections of the State, and it is hoped that measures will shortly be adopted which will ensure the commencement of work upon it an early day.

Railroad Earnings.---Weekly.

The earnings of the Marietta and Cincinnati Railroad the 2d week in May, 1867....$20,423 00
Corresponding week previous year.... 21,578 00

Decrease $1,155 00

The earnings of the Western Union Railroad for the week ending May 14, 1867. ...$11,746 88
Corresponding week previous year.... 18,693 36

Decrease $6,946 48

The earnings of the Detroit and Milwaukee Railroad for the week ending May 16th, 1867, were $33,384 00
Corresponding week of 1866.... 34,477 00

Decrease $1,093 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in May, 1867, were $60,863 00
Corresponding week of previous year.. 65,925 00

Decrease $5,062 00

The earnings of the Chicago and Northwestern Railroad for 2d week in May, 1867....$198,558 00
Corresponding week previous year .. 164,955 00

Increase $33,603 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in May, 1867, were $83,928 00
Corresponding week of 1866 .... 94,831 00

Decrease $10,903 00

The earnings of the Chicago and Alton Railroad for the second week in May, 1867, were $90,353 00
Corresponding period previous year.. 79,836 00

Increase.... $10,517 00

The earnings of the Michigan Central Railroad for the 2d week in May, 1867, were .. $73,976 17
Corresponding week of previous year.. 72,164 62

Increase.... $1,811 55

The earnings of the Atlantic and Great Western Railroad for the second week in May, 1867, were.... $112,873 00
Corresponding week previous year... 116,618 00

Decrease $3,745 00

Newark and New York Railroad.

The first annual meeting of the stockholders of this company was held in Newark on the 15th inst., when the old Board of Directors was re-elected for the ensuing year, and the following report of the Chief Engineer submitted:

To the President and Board of Directors of the Newark and New York Railroad Co.:

Gentlemen:—I have the honor to submit to your consideration, my report of the operations of this department, during the year about ending.

The best months of last summer were so occupied with the surveyors of the line that we could not begin work until the autumn was far advanced.

The only considerable physical obstacle in the way of reaching New York Harbor is Bergen Hill; and over this ground we ran several lines, examining every portion with great care.

The route already mentioned in my report of that survey was adopted by your board, and upon that line has proceeded the construction of the Newark and New York Railroad since October of last year. We have done work on the cut and adjoining embankments to the value of little less than one hundred thousand dollars.

Our line is perfectly straight, and the steepest grade does not exceed twenty-one feet per mile. It seems proper to state in this connection my reasons for recommending to your adoption a low grade; I make this explanation because I learn that many friends of the road think it bad economy. It will be seen, however, that even in first cost, the light grade upon our short road is no extravagance. I premise, that the Bergen Hill cut is the only point at which any saving can be made by a steep grade; here by an assent at the rate of fifty feet per mile we could save about fifty thousand dollars on the cost of excavation. This grade will be a half mile in length on each side of the Summit. But it will require engines of as much power to ascend that half mile as if the entire road were a continuous ascent of the same grade. These engines will cost, each $4,000 more than those required to ascend a grade of twenty-one feet per mile.

Again, if we have heavier engines consequent on a steep grade we must have a heavier rail. It will demand for these engines a rail weighing ten lbs. more per yard than is used with our lighter grade.

With these data we arrive at the following result:

10 locomotives at an extra cost of $4,000 each $40,000
132 tons of rails extra, at $84 per ton.... 11,220

$51,220

Thus it is seen that an increase of grade, saving us $50,000 in cost of excavation, will increase the first cost of machinery and iron $51,220; and this a constantly increasing figure, since every new engine and every new rail must be in accordance with these higher rates; while if the same amount be expended on the Bergen cut, it is laid out once for all, and results in saving on every engine and every rail, that is bought in all time, as well as in the annual working expenses.

If we were building a long line of road, so that a steeper grade would save such an amount that its interests might properly be offset against the increased cost of machinery and iron, then it would be proper to consider the expediency of increasing our gradients.

The same comparative estimate may be made of the difficulties and expense of curvature.

Under the principle of construction adopted by us, the road will be put on its feet at less money, even at first cost, than on any narrow policy which has in view the construction of a cheap road.

We shall be able to do what has not yet been accomplished in this vicinity, and what cannot be accomplished with any other road than ours. We can run trains from Broad street to the Ferry at Hudson river, in ten minutes; thus approaching, though not quite equalling, the perfectness of some of the railways out of the city of London.

We have procured nearly all the right of way, during the year, in the county of Hudson. It is a fact upon which the company may congratulate itself, that we have settled our land damages at a much less figure than we had reason to expect, taking the average experience of railroad companies.

Contracts are now let sufficient to ensure the completion of the road within the year, if the people are liberal with their stock subscriptions.

In addition to the graduation contracts, we have recently contracted for the timber trestle across the Passaic and Hackensack rivers, and for iron draw-bridges, all of which are to be done by the first of October.

It has not been possible to locate the line as yet in the city of Newark, because we have not felt at liberty to disburse our funds in that direction, seeing we require all our money for the heavy construction contracts now under way; but so much of the line as extends from the Passaic River to Ferry street, may be regarded as settled, and nearly all the right of way upon that portion has been procured and paid for.

The encouraging results of the year just passed, leads us to hope that the time now rapidly approaches when a means of communication with New York will be established by the people of Newark, that shall be worthy of our character as a great manufacturing city.

All of which is respectfully submitted.

ALFRED F. SEARS, Chief Engineer.

Journal of Railroad Law.

TITLE OF A BONA FIDE HOLDER OF STOLEN BONDS, WHO IS A BONA FIDE HOLDER.

Since the unprecedented number of "bond robberies, which have occurred within the past few years, there has been a good deal of litigation upon the question of the title of a party holding a stolen bond. The Supreme Court of the United States, in the case of Murray *vs.* Lardner, has lately decided the question. In that case Lardner was the owner of three one thousand dollar coupon bonds of the Camden and Amboy Railroad Company, *payable to bearer*. On the 23d of February, they were stolen from Lardner's safe at his residence in Philadelphia. The theft was not discovered until the 26th, and in the meantime on the 24th, four days before the loss was advertised, one Murray, a broker in New York, was applied to for a loan of $2,000 upon the three bonds. The person so applying represented himself as a physician residing in Milford, New Jersey, and gave references to some New York physicians, "was gentlemanly in appearance, well dressed, &c.," and explained what he wanted the money for. Without making further inquiries, Murray took the bonds and paid the money. The party from whom they were stolen sued Murray for them, and the jury rendered a verdict for plaintiff Larned. Defendant Murray then appealed to the Supreme Court, when the judgment below was reversed.

Mr. Justice SWAYNE delivered the opinion of the Court. The question presented by the instruction excepted to is not a new one, either in commercial jurisprudence or in this Court. The general rule of the common law is, that, except by a sale in market, overt, no one can give a better title to personal property than he has himself. The exemption from this principle of securities, transferable by delivery was established at an early period. It is founded upon principles of commercial policy, and is now as firmly fixed as the rule to which it is an exception. It was applied by Lord Holt to a bank bill in Anon, 1st Salkeld, 126. This is the earliest reported case upon the subject. He held that the action must fail, "by reason of the course of trade, which creates a property in the assignee or bearer." The leading case upon the subject, is Miller *vs.* Race, (1 Burr., 452,) decided by Lord Mansfield. The question in that case also related to a bank note. The right of the *bona fide* holder for a valuable consideration was held to be paramount against the loser. He put the decision upon the grounds of the course of business, the interests of trade, and especially that bank notes pass from hand to hand, in all respects, like coin. The same principle was applied by that distinguished Judge in Grant *vs.* Vaughan, (3 Burr, 1516,) to a merchants' draft upon his banker. He then said in "Miller *vs.* Race, 31st, Geo. II. B. R., the holder of a bank note recovered against the cashier of a bank, though the mail had been robbed of it, and payment had been stopped. It appearing that he came by it fairly and *bona fide*, and upon a valuable consideration, and there is no distinction between a bank note and such a note as this is." In Peacock *vs.* Rhodes, (2 Dong., 633,) he said,

"The law is settled that a holder coming fairly by a bill or note has nothing to do with the transaction between the original parties, unless, perhaps, in the single case, which is a hard one, but has been determined of a note for money won at play." The question has since been considered no longer an open one in the English law as to any class of securities within the category mentioned. What state of facts should be deemed inconsistent with the good faith required was not settled by the earlier cases. In Lawson *vs.* Weston, (4 Esp., 56,) Lord KENYON said, "If there was any fraud in the transaction, or if a *bona fide* consideration had not been paid for the bill by the plaintiffs, to be sure they could not recover; but to adopt the principle of the defence to the full extent stated would be at once to paralyze the circulation of all the paper in the country, and with it all its commerce. The circumstance of the bill having been lost, might have been material if they could bring knowledge of that fact home to the plaintiffs. The plaintiffs might or might not have seen the advertisement; and it would be going a great length to say that a banker was bound to make inquiry concerning every bill brought to him to discount. It would apply as well to a bill for £10 as for £10,000."

In the latter case of Gill *vs.* Cubitt (3 B. & Cress, 466,) Abbott, Chief Justice upon the trial, instructed the jury, "That there were two questions for their considerations; first, whether the plaintiff had given value for the bill, of which there could be no doubt, and secondly, whether he took it under circumstances which ought to have excited the suspicion of a prudent and careful man." The jury found for the defendant, and a rule *nisi* for a new trial was granted. The question presented was fully argued. The instruction given was unanimously approved by the Court. The rule was discharged and judgment was entered upon the verdict. This case clearly overruled the prior case of Lawson *vs.* Weston, and it controlled a large series of later cases. In Crook *vs.* Jadus, (5 B. & Adol, 909,) the action was brought by the indorsee of a bill against the drawer. It was held that it was no defence that the plaintiff took the bill under circumstances which ought to have excited the suspicion of a prudent man that it had not been fairly obtained. The defendant must show that the plaintiff was guilty of gross negligence.

In Backhouse *vs.* Harrison (5 B. & Adol. 1098) the same doctrine was affirmed, and Gill *vs.* Cubitt was earnestly assailed by one of the Judges. Patterson, Justice, said: I have no hesitation in saying that the doctrine laid down in Gill *vs.* Cubitt, and acted upon in other cases, that a party who takes a bill under circumstances which ought to have excited the suspicion of a prudent man, cannot recover, has gone too far and ought to be restricted. I can perfectly understand that a party who takes a bill fraudulently, or under such circumstances that he must know that the person offering it to him has no right to do it, will acquire no title; but I never could understand that a party who takes a bill *bona fide*, but under the circumstances mentioned in Gill *vs.* Cubitt, does not acquire a property in it. I think the fact found by the jury here that the plaintiff took the bills *bona fide*, but under the circumstances that a reasonably cautious man would not have taken them, was no defence. In Goodman *vs.* Harvey the subject again came under consideration. Lord Denman speaking for the court, held this language, "I believe we are all of opinion that gross negligence only would not be a sufficient answer where the party has given a consideration for the bill. Gross negligence may be evidence of *mala fides*, but is not the same thing. We have shaken off the last remnant of the contrary doctrine. When the bill has passed to the plaintiff without any proof of bad faith in him there is no objection to his title." A final blow was thus given to the doctrine of Gill *vs.* Cubitt. The rule established in this case has ever since obtained in the English courts, and may now be considered as fundamental in the commercial jurisprudence of that country. The burden of proof lies on the person who assails the right claimed by the party in possession. Such is the settled law of this court, and we feel no disposition to depart from it, the rule may perhaps be said to resolve itself into a question of honesty or dishonesty, for guilty knowledge and wilful ignorance alike involve the result of bad faith; they are the same in effect. Where there is no fraud there can be no question, the circumstances mentioned, and others of a kindred character, while inconclusive in themselves, are admissible in evidence, and fraud established whether by direct or circumstantial evidence is fatal to the title of the holder. The rule laid down in the class of cases of which Gill *vs.* Cubitt is the antetype is hard to comprehend and difficult to apply. One innocent holder may be more or less suspicious, under similar circumstances, at one time than at another, and the same remark applies to prudent men. One prudent man may also suspect where another would not; and the standard of the jury may be higher or lower than that of other men equally prudent in the management of their affairs. The rule established by the other line of decisions has the advantage of greater clearness and directness. A careful judge may readily so submit a case under it to the jury that they can hardly fail to reach the right conclusion. We are well aware of the importance of the principle involved in this inquiry. These securities are found in the channels of commerce everywhere and their volume is constantly increasing. They represent a large part of the wealth of the commercial world. The interest of the community at large in the subject is deep rooted and wide branching. It ramifies in every direction and its fruits enters daily into the affairs of persons in all conditions of life. While courtsshould be careful not so to shape or apply the rule as to invite aggression or give an easy triumph to fraud, they should not forget the considerations of equal importance which lie in the other direction. In Miller *vs.* Race, Lord Mansfield placed his judgment, mainly on the ground that there was no difference in principle between bank notes and money. In Grant *vs.* Vaughan he held that there was no distinction between bank notes and any other commercial paper. At that early period his far reaching sagacity saw the importance and the bearing of the subject. The instruction under consideration in the case before us is in conflict with the settled adjudication of this court.

Judgment reversed, and the case remanded for further proceedings in conformity to this opinion.

Interest and Dividends.

The Atlantic Mail Steamship Company have declared a dividend of 2½ per cent., payable at the office of the Company in New York, on the 10th of June.

The Vermont and Canada Railroad Company have declared a dividend of 4 per cent., less Government tax, payable June 1 in the stock of the company at par.

The Rockport Railroad Company have declared a semi-aunual dividend of 4 per cent.

Coupon No. 2 of the First Mortgage Bonds of the Vermont Central Railroad Company, due June 1, will be paid at No. 5 State St., Boston, from the 1st to the 10th day of June, inclusive, in the notes of the Trustees and Receivers of the Vermont Central and Vermont and Canada Railroads dated July 1, 1867, and payable twenty years from date, with interest semi-annually at the rate of seven per cent. per annum, issued by virtue of a decree of the Court of Chancery of Vermont, and secured by a pledge of the stock, bonds and earnings of the Stanstead, Shefford and Chambly Railroad.

Coupon No. 1 of the Second Mortgage Bonds of the Vermont Central Railroad will be paid at the same time and place, and in the same manner, to the holders of said bonds who comply with the decree of the Court of Chancery, authorizing said loan, by taking said notes and paying in cash therefor to the amount of five per cent. of the par value of their bonds, in addition to their coupon.

Morris and Essex Railroad.

The Morris and Essex Railroad Company have purchased several acres of land in Chatham township, adjoining the Passaic River, where, it is said, they are about to erect buildings for a large locomotive station and repair shops. They are also building a cistern, which they will fill from the Passaic by an Ericsson engine, to supply their locomotives with water. It is further said that the Chatham depot is to be removed a short distance below its present situation, and that the railroad company have extensive improvements in contemplation at various points. The double track is now completed and mostly in use between Chatham and Hoboken. The coal traffic averages about 900 tons per day, the freight traffic is very large, and the passenger continually on the increase.

☞ The National Convention of Railroad Car Masters, which was held in Springfield, Mass., on the 15th inst., was attended by representatives of all the leading railroads in the country. Several new inventions were exhibited. They adjourned to meet at Altoona, Pa., September 18th, when the National Association of Car Masters will be organized.

☞ The Loew Aerial Iron Bridge, at the intersection of Broadway and Fulton streets, this city, was thrown open to the public on the 16th inst. It is stated that the city, through the Street Commissioner, has accepted the bridge, and the contractor will receive the contract money for his work, $14,000.

☞ A dispatch from San Francisco says it is rumored that the Western Pacific Railroad Company has sold their franchise privilege to the Central Pacific, the work to be commenced immediately, and the road to be in operation from Sacramento to Stockton in ninety days.

Interest on the Alabama State Debt.

We learn from the Montgomery *Advertiser* that John Whiting, Esq., the State's financial agent, left that city on the 16th inst., for New York, for the purpose of carrying into effect the arrangement for paying the interest on the bonded debt of the State which will shortly be due in London. The interest on a portion of the London bonds is payable annually on the 1st of June, and upon another portion the interest is to be paid semi-annually, on the 1st of January and 1st of July. Governor Patton, with characteristic energy, has provided the funds necessary to pay this interest. The aggregate amount of currency required for the purpose, including the premium on exchange, is $93,286. The sterling exchange for the June interest having been forwarded to London through the agencies of the Bank of Mobile, Mr. Whiting will remit from New York the amount necessary to pay the coupons falling due the 1st of July. The interest on the New York bonds is payable semi annually on the 1st of May and 1st of November. The May interest has already been paid. The amount required for that purpose was $64,-731. Hence, the aggregate amount of interest paid at New York and London in May, June and July, is $158,005.

McGregor Western Railroad.

We learn that the work on the extension of the McGregor Western Railway to Owatonna is progressing as fast as men and money can push it. Seven hundred laborers are at work on the road. This will be news of the most cheering kind to business men in Milwaukee and to everybody in Minnesota.

It had been supposed that recent litigation would compel a suspension of this most important work; but as yet no cessation has taken place. This work of binding to us in interest and commercial intercourse the young and vigorous State of Minnesota, cannot be accomplished a moment too soon.—*Milwaukee Wisconsin.*

Montgomery and West Point Railroad.

The earnings of this road for the year ending February 28, 1867, were as follows:

From passengers		$226,127 19
" freight		214,880 07
" mails		8,000 00
		$449,007 26

The expenses were:

Maintaining road	$76,970 23	
Maintenance of rolling st'k	64,818 16	
Operating	106,253 60	
Taxes	13,563 02	
		261,605 01
Net earnings		$187,402 25
Interest on bonded debt		80,884 51
Leaving a surplus of		$106,517 74

—or a fraction over six per cent. on the capital stock.

There has been expended during the year for reconstruction and renewals so far as the same was justly chargeable to the effect of the war, and not to ordinary wear and tear, the sum of $123,-760 14; and for changing the gauge of the road, $68 850—making the total extraordinary expenditures, $192,610 14. The President, in his report, says:

The past railroad year has been a very important one in the history of the company. With a past due debt in bonds and coupons, of over $300,-000, which matured during the war, a mortgage debt of $450,000, to become due on the 1st day of July, 1866, to arrange, and a large amount of money to be raised to put the road and its outfit in a condition to work, I felt great anxiety as to the result; although, in my last report to you I was encouraged to hope the debts could be arranged and the means provided to bring up the road to an effective condition.

The following statement will place before you the financial operations of the past year:

Under resolutions of the Board of Directors, I executed and issued the income bonds of the company dated 1st January, 1866, and payable 1st July, 1876, for		$310,000 00
The mortgage bonds, dated 1st June, 1866, payable 1st July, 1881, for		750,000 00
		$1,060,000 00
Of these we have yet on hand—		
Income bonds	$10,800 00	
Mortgage bonds	110,500 00	
		121,300 00
		$938,700 00
The floating debt of the company, which is now, $288,781 78; has been increased within the year		134,424 65
The net earnings of the road over and above expenses and interest on debt, amounts to		106,517 74
We have realized from sales of old iron		12,642 23
Making a total of		$1,192,284 62
Which has been applied as follows:		
To the settlement of bonds due in 1863 and 1865		$146,000 00
To the settlement of coupons which became due during the war, and prior to 1st January, 1866		144,917 50
To the settlement of mortgage bonds due 1st July, 1866, by exchanging new bonds for old, at par		388,500 00
For the payment of extraordinary expenses, being for change of guage of road, building bridges, depots, workshops, division houses, etc.		192,610 14
For purchase of locomotives, cars, machinery, materials, &c., as shown by the increased value, as per inventory compared with the inventory of 1st March, 1866		176,423 44
For the payment of iron taken from the Alabama and Florida Railroads, of Alabama and of Florida, (during the war)		49,563 83
For purchase of 300 tons iron rails.		27,817 14
For purchase of 3000 acres of land, and erection of steam, saw, and grist mill		20,533 33
Discount on bonds sold for cash below par, and commissions for selling bonds, and for advance of money on hypothecation of bonds		22,292 83
On subscription to stock of Western Railroad Company		8 643 95
In compromise and settlement of debts contracted during the war		14,982 46
		$1,192,284 62

Upon reference to the foregoing statement, you will notice that in the arrangement and settlement of so large a portion of your outstanding debt, and in making provision for money before the bonds of the company could be disposed of at satisfactory rates, the loss by sale of bonds below par, and all the expenses and commission amount to only $22,292 83, showing that the bonds sold for cash, amounting to $259,700, have averaged 88¼ net.

Of the bonds which became due in 1863 and 1865, amounting to		$176,000 00
We have taken up, by giving new ten year income bonds in exchange		146,000 00
Leaving yet outstanding		$30,500 00
Of the mortgage bonds which became due on 1st July, 1866, amounting to		$450,000 00
We have taken up, as per report from the books, up to 1st March	$388,500	
Taken up since 1st March	7,500	
		396,000 00
Leaving outstanding		$54,000 00
It is therefore a most gratifying result, that out of a bond and coupon debt due and pressing upon the company, amounting in the aggregate to		$771,000 00
We have taken up and arranged		687,000 00
Leaving now to be arranged only		$84,000 00

The most important consideration now is, what can be done to place the finances of the company in such a condition as will enable it to pay dividends on its capital stock; and the only obstacle to this now is the floating debt, which can probably be paid off from the net income for two years. But it is a long time to defer dividends, and although it is objectionable to increase the debts of the company, I can see no other plan but to issue such an amount of bonds as will provide for it; and I advise you, therefore, to pass resolutions instructing the Board of Directors to issue such an amount as may be necessary to accomplish this object, and also to provide for a responsibility which rests upon the company as joint guarantors of the Alabama and Florida Railroad Company, of Alabama.

In the year 1857, you authorized the Directors to guarantee the bonds of the Alabama and Florida Railroad Company, jointly with the Atlanta and Lagrange Railroad Company, for the sum of three hundred thousand dollars. These bonds become due on 1st July, 1867. Such is the embarrassed condition of the Alabama and Florida Railroad Company, that it cannot provide for the payment; and to renew them by a new guarantee would release the first lien on the road now protecting the endorsements. I can therefore see only one safe course to be pursued: It is for the company to issue its bonds for such a sum as will redeem one half of the guaranteed bonds, upon condition that the Atlanta and West Point Railroad Company will agree to do the same, and tender these bonds in exchange for the guaranteed bonds due on the first day of July. I have but little doubt they will be readily accepted, and if the bonds can be so arranged and a sale of the road avoided, I think the entire debt of the Alabama and and Florida Railroad Company can be arranged, and time given for it to work out of its difficulties. In this you are very largely interested, as Stockholders in that company to the extent of 1,408 shares, which may be hereafter valuable; but which would be entirely lost if the road and property of that company should be sold.

Within the year we have paid in our subscription to the capital stock of the Western Railroad Company $8,643 95, making our full payments up to this time $23,643 95 on the subscription of $100,000. The payment of $8,643 95 has been used on the work now in progress through the city, which, when completed, will make a permanent connection of the tracks of both the Alabama and Florida Railroad and the Western Railroad with the track of your road.

The speedy completion of the Western Railroad becomes daily more and more important, and every effort is being made to hasten its construction, a contract having been made, upon very favorable terms, to complete the entire grading within one year, and if arrangements can be made for the iron, by the close of this year I hope to see some part of it in operation.

The equipment of the road consists of 21 locomotives; 4 first-class and 8 second-class passenger cars, 5 baggage, 2 mail, 2 express, 7 cab, 60 box, 22 platform, 1 stock, 3 crank, and 21 repair cars. Miles run by locomotives, 170,707. Passengers carried, 56,618. Bales of cotton transported, 25,226.

The assets and liabilities of the company, March 1, 1867, were as follows:

ASSETS.

Road account, cost of 117 miles		$2,439,419 90
Locomotives, value of 21		194,600 00
Cars, value of 135		114,867 00
Machine shop, including materials		34,797 68
Car factory " "		28,720 07
Road master's department		36,145 70
Commissary department		1,471 85
Real estate and land at Montgomery depot		64,318 95
Ala. & Fla. R. R. stock	$56,320 00	
Paid in on Western R. R. stock	23,643 95	
North and South Ala. R. R. Stock	3,600 00	
Land on line of road	22,750 00	
Real estate in Columbus, Ga.	1,195 03	
Steam mill property	20,533 33	
Due on open accounts	20,626 22	
Cash in Treasury	1,076 10	
		149,744 63
		$3,063,585 78

LIABILITIES.

Capital stock paid in		$1,644,104 00
Mortgage bonds, due July 1, 1866		61,500 00
Bonds, due 1863 and 1865		30,500 00
Bonds, due July 1, 1870		100,000 00
Bonds, due July 1, 1876	$310,000	
Do., on hand	10,800	
		299,200 00
Mort. b'ds due July 1, 1881	$750 000	
Do., on hand	110,500	
		639,500 00
Bills payable		144,287 95
United States Government		17,450 94
Southern Express Co		27,392 88
Change bills in circulation		30,000 00
On open accounts		69,650 01
		$3,063,585 78

President.—CHARLES T. POLLARD.
Engineer & Superintendent.—DANIEL H. CRAM.

New Orleans, Jackson and Great Northern Railroad.

We have a letter from G. D. Bustamante, Esq., C. E., dated Kosciusko, Attala Co., Miss., May 7, 1867, in which he says: We are directly on the line of the New Orleans, Jackson and Great Northern Railroad to Aberdeen and the Tennessee River. It is expected that work will be resumed this year, and the road finished from Canton to Kosciusko next year, as the grading is mostly done between the two points. He then adds:

The extension of the road from Canton, by the way of Kosciusko and Aberdeen, has been a bone of contention ever since 1858, until now there is happily no longer any division upon the subject, and the present able Directory, composed almost exclusively of the same gentlemen who have administered the affairs of the company so satisfactorily since the surrender, are disposed to do all in their power to have the road built. But for the great difficulty with which the company meets its liabilities and carries on the work of repairing the road, it would commence the work of extension itself at once; our political status having prevented the leasing of the road on the 1st of April, and the prospects of an early reconstruction of our Southern States being now more flattering, the Board of Directors have determined to send two commissioners to the North "for the purpose of getting capitalists to come forward and build the extension through Aberdeen to Decatur, so as to have at that point direct communication with Chattanooga and Nashville." One of the Directors who is to be one of the commissioners, writes me that he has "strong hopes that the object will be accomplished." I am decidedly of the opinion that with the inducements held out by the company, with forty and a half miles of road nearly all graded between Canton and Kosciusko, and nine and a half miles almost ready for the iron between Prairie Station and Aberdeen, with the right of way nearly all obtained, with the bonus of a large subscription now due and the prospect of additional subscriptions when the building of the road will be a fixed fact, with the immense patronage which the extension road will command, and finally, with the personal representation of the whole subject by the commissioners, their mission will be successful.

The new route from Aberdeen to Decatur will be a little longer than that to Chickasaw, as originally intended; it will lose the advantage of tapping the Tennessee River at the head of uninterrupted navigation, but will connect with the Memphis and Charleston Railroad nearer Chattanooga, and with the Decatur road already built to Nashville, advantages of great importance in competing for the travel over the Great Southern Mail route. The route from Aberdeen to Decatur will pass through Marion, Lawrence and Morgan Counties, Alabama, containing a population of 24,659 whites and 11,831 negroes, in 1860, and which made 26,035 bales of cotton. It will also touch the corners of Franklin and Winston, very large counties, and which, with the adjoining counties, are full of iron and coal. These counties, as will be perceived, have a large preponderance of white inhabitants—the hope of the South—and their population has much increased since the surrender.

Should no negotiations be effected North, there is every reason to believe that in view of its own vital interests in the matter, the company will undertake to make some arrangements after a short time to build the road themselves, and they may be assisted with another million of dollars by the city of New Orleans.

☞ Arrangements are now being completed for the purpose of opening another railroad to connect the upper portion of Westchester county with Connecticut. The proposed construction is to run from Portchester, Westchester county to Ridgefield, Conn., a distance of about twenty-three miles, and will pass through Poundridge, Lewisboro' and Greenburg. The portion of the road within the limits of this State will be built under the general railroad act, and a petition for a charter granting power to construct the remainder, is now in the hands of a committee for presentation before the Connecticut Legislature. The estimated cost of the undertaking will not exceed, equipments included, more than $30,000 per mile.

☞ The Sussex Railroad extension from Newton to Branchville, N. J., will be ready for the ties and iron by the 1st of August. The means are furnished by a strictly agricultural community, from two townships in the county. The extension will be ten miles in length, and will cost $250,000, for which the present stockholders will be reimbursed to the extent of their subscriptions by the bonds or stock of the Sussex Railroad Company.

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ERIE CITY PASSENGER RAILWAY.
CONTRACTORS TAKE NOTICE.

PROPOSALS WILL BE RECEIVED UNTIL 1st June next, for the construction of the Main Line of the ERIE CITY PASSENGER RAILWAY, located in the City of Erie, Pa., and commencing at the corner of Second and Holland Streets, extending Westerly on Second St., a distance of 1,100 feet to State Street, and thence Southerly on State, Turnpike, and Peach Streets, a distance of 6,130 feet to Buffalo Street. That portion of the route located on State, Turnpike and Peach Streets is paved with stone. The part on Second Street is unpaved. The above being designed to be a double track railway, is equal to 14,460 lineal feet or 2.738 miles.

It is intended in the course of another year to build some four miles of branches.

Parties making proposals will please state the style and weight of rail; size of stringers; kind of timber; size of cross-ties, and distance apart; together with the manner of construction generally.

References will be required from contractors, and the Company reserve the right to reject any bids as they may deem for their interests.

Proposals should be enclosed in an envelope, marked "Proposals," and directed to
EDWARD J. COWELL,
Secretary of the Erie City Pass. R. W. Co.,
2t20 Erie, Pa.

RICHARD B. OSBORNE.
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, May 3, 1867.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the Election of Directors, and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on Wednesday, the 29th day of May, 1867, at 3 o'clock p. m.

The Transfer Books of the Company will be closed at the close of business on the 14th instant, and re-opened on the 1st day of June next.

3t19 L. A. CATLIN, Secretary.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 1, 1867.

Pittsburg, Ft. Wayne & Chicago Railway.

A meeting of the Stockholders of this company was held at Pittsburg on the 25th ult. for the purpose of considering the proposition of the directors to increase the capital stock 15,000 shares, a portion of the proceeds of which, or $1,200,000 is to be expended in providing additional equipment and shop machinery, in the purchase of real estate, the erection of buildings, bridges, etc., and in the construction of side track. The president presented the resolutions passed at the last meeting of the board in New York, after which the followig rsesolution was offered and adopted by a vote of 44,577—none opposing it:

Resolved, That pursuant to, and in accordance with the bondholders' resolutions of the 7th of April, 1864, and subject to all their conditions, we, in compliance with and for the purposes mentioned in the foregoing resolutions of the Directors of the 22d of April, 1867, do hereby authorize an increase of capital stock to the extent of fifteen thousand (15,000) shares, as proposed in the aforesaid resolutions of the 22d of April, 1867, and provided that no fractional share shall be issued.

The Board of Directors have therefore granted to them the power of increasing the capital stock $1,500,000, twenty per cent. of which representing the amount of bonds redeemed by the sinking funds, is to be credited to the shareholders, and the remainder, eighty per cent. is to be paid in cash within the term allowed for subscribing, which is from the 20th to 29th of June; certificates for the new stock will be issued after July 1, and will carry the dividends for the quarter ending Sept. 30. Those who appear as shareholders on the 10th of June will possess the privilege of subscribing.

Atlantic and Great Western Railway.

The receipts of this company from all sources during the ten months ending October 31, 1866, were as follows:

From freight		$3,464,103 91
" storage of do		14,811 92
" passengers		1,116,779 87
" mails		36,666 66
" express		78,162 19
" extra baggage		2,824 67
" military earnings		22,833 38
" engine and car service		81,439 20
" rents		15,868 06
		$4,833,489 86
Expenditures, viz:		
Office and station exp.	$312,620 75	
Cost of running	1,119,663 96	
General expenses	259,713 80	
Repairs of engines and cars	833,662 61	
Repairs of track and roadway	520,151 18	
Repairs of structures	43,714 39	
Incidental	237,162 62	
Miscellaneous	195,770 92	
		3,522,460 23
Balance		$1,311,029 63
Payments not chargeable as working expenses:		
Rent of leased railway.	$265,860 00	
Exchange and interest and profit and loss.	16,296 20	
Interest on stock and bonds, and exchange on coupons	1,833,309 29	
		2,115,465 49
Net deficit		$804,435 86
Net revenue 1862	$179,234 71	
" 1863	410,919 88	
" 1864	992,460 07	
" 1865	1,593,977 67	
		3,176,592 33
Balance net revenue to Oct. 31, 1866		$2,372,156 47

Represented by the following:

Cash in hands of Treasurer and Paymasters	$159,736 19
Cash in hands of Gurney, Kennard and Mozley and in Bank to pay coupons	1,314,687 45
Materials in general supply store	315,139 22
" department of M. P. & M.	397,407 90
" stationery store	28,096 15
Balance due station agents	77,554 19
Balance of capital and unsettled general accounts on the general ledger	79,535 37
Total, as above	$2,372,156 47

The following is a comparative statement of the earnings and operating expenses of the road for the *ten months* ending October 31, 1865 and 1866:

	1865.	1866.
Earnings	$4,614,727 38	$4,833,489 86
Expenses	2,804,474 38	3,522,460 23
Balance	$1,810,253 00	$1,311,029 63

The earnings, expenses, etc., for the *whole year* of 1865 and 1866, were as follows:

	1865.	1866.
Earnings	$5,825,335 18	$5,696,119 32
Expenses	3,686,033 00	4,210,881 51
Balance	$2,139,302 18	$1,485,237 81

The per centage of working expenses for the *ten* months of 1866 was 72.8; for the *year* 1866, 73.9; against 63.3 for the *whole year* of 1865. The President, in his report, says:

Since my last annual report, the by-laws of this company have been amended for the purpose of closing the fiscal year on October 31st. This change has been made to enable the Auditor to have all his accounts closed, and full and complete reports made for your annual meeting in the month of January. Owing to this change, the accompanying reports represent the business of your road for only ten months.

The gross earnings for the ten months, compared with the same months of 1865, show an increase of $218,762 48. This amount is short of our estimate made for the business of the period named.

Our passenger traffic has fallen far below our expectations, both local and through. The stagnation of business following the close of the war—the prevalence of cholera in our country—the interruption of our roads by floods unprecedented, have most seriously affected the local passenger business on most of our western roads, amounting to an average of 30 per cent., and in some cases as high as 40 per cent. By reference

to the reports of your Auditor you will find our passenger receipts have decreased $178,959 31 in 1866. Your road has lost from local causes that have not materially affected other roads. The great excitement and speculation in the oil regions during the year 1864–'5, was the source of an immense travel to and from that section. This excitement passed away early last year, and with it the large amount of travel. The opening of new lines of railroads to that region has also divided the lesser amount of travel. The local travel on other portions of your road has increased, and bids fair to continue to do so.

Our estimate for through travel was based on the expectation that the Buffalo Extension would be completed early in the past season. The importance of this connection, for both passengers and freight, must be apparent to all. As yet our through passenger business is confined mainly to one line between New York City and the west. We have no line that connects us with Buffalo, Niagara, Canada, the great and populous portion of the State of New York, and with the New England States. Nor have we any fair connection by which we can reach either Baltimore or Washington. We are confined to one great city in the east, from and to which we have had the larger share of passengers; but the travel to and from New York city is small compared to that of the country named.

Our freight earnings amount to $3,478,915 83 This shows an increase of $335,390 55 over the same months of 1865. Our tonnage shows an increase of 366,578 tons—almost 50 per cent. Had we obtained the same average price per ton (which was in 1865 $3 70 and in 1866 $2 87) our estimates would have been fully realized. The great reduction in price of freight was occasioned by the opening of new roads to the oil regions, and by the resumption of competition on the part of the Baltimore and Ohio road and the coast route, which had been previously suspended by the war of rebellion.

It should be a source of gratification to all interested in our company to find this great increase of tonnage. It proves the location a success, enabling our road to compete favorably with all the great trunk lines of this country. With only one connection in the south-west, of the same gauge, it was generally supposed your tonnage would have been much less than it has proven. The prompt manner in which freights have been carried, without delay or transhipment at any point, both by the Erie and A. & G. W. R'y, has given the line a reputation, that has secured a great increase of through freights the past year, and the volume will doubtless continue to swell.

Our transportation expenses this year amount to 72.8 per cent. of our gross earnings. Last year they were 63.3 per cent. The cause of this will readily be seen. The extra number of tons moved could not be done with the same number of trains. Men and supplies were from necessity increased, and the price both was quite as much as last year. Had there been a corresponding reduction in the cost of men and supplies with the reduction in rates of transportation, our net earnings would no doubt haven proven highly satisfactory. The present stagnation in eastern markets indicates a material decline in the expenses of living, and in the cost of both labor and supplies, the coming year.

Arrangements recently completed between the Erie, and A. & G. W., and C. H. & C., and Ohio and Mississippi Companies, by which the several roads are to be operated as one great through freight line, from New York to St. Louis, will largely increase our through traffic the ensuing year, and give still greater satisfaction to the business public. And here it may not be out of place to say that the relations now existing between the several companies owning the broad gauge roads of our country, are of the most friendly character; and there is a proper appreciation on the part of all of the great importance of unity of feeling and action.

Our local freight business bids fair for a large increase. The building of a number of furnaces—the opening of new coal fields, and the general improvement of the country, on your line, will certainly give you a largely increased traffic. It has been the policy of the company to encourage manufactures at all points on the line for the past two years; and as an instance of the good effect of such a policy, we may mention that in the city of Cleveland, in the year 1864, there were but five refineries of petroleum on our line; now they number forty-six and consumed 474,132 barrels of crude oil during the ten months ending October 31st last.

The extension of your line into Oil City, referred to in the Superintendent's report, has largely increased the oil traffic on the Franklin Branch, and it has enabled you to get your proportion of the increased shipment, which for the ten months of 1866, amounts to 609,932 barrels over 1865, and 634,655 over the year 1864.

This important branch of your business has attracted the attention of the managers of the New York Central and Pennsylvania Central roads, and they are now making large expenditures for the purpose of dividing this traffic, of which you have heretofore had so large a proportion. With our present arrangements we confidently expect to retain a full share.

The improvements on your line, contemplated at the commencement of the year, in filling trestles, putting in stone piers in place of those of wood, etc., and completing such buildings as were thought necessary to enable the road to be worked with greater economy, have had to be principally suspended. Only such expenditures as could not be avoided without great loss have been made. Orders were given early in the season for such materials as were expected to be used in the construction of the buildings, but were countermanded as soon as we were informed by your Financial Agent, in London, that means to pay for the same could not be provided for months to come. A small portion of the orders had been filled, and were paid for out of the earnings instead of the capital, as was originally intended.

The financial panic in England deprived us of not only what was required to put your main line in complete working order, but also defeated the completion of the branches to Buffalo and New Lisbon, which, when completed, must so largely increase your earnings both from passengers and freights.

The consolidated bonds and shares authorized, were, under direction of your Board, issued and forwarded to Trustees in London, appointed by your Board, a part of which were held by said Trustees for the purpose of exchanging for the State or divisional bonds. Of these divisional bonds $3 257,100 have been cancelled and returned to your Treasurer. The remainder of the bonds in the hands of your Trustees, after providing for the divisional bonds, were deemed sufficient to pay the balance due Mr. James McHenry for work done and complete the main line and branches, and were to be used for that purpose solely.

A proposition was made to our company, through the Chairman of the Board of Control in London, that Mr. James McHenry complete the main line and branches, for the remaining securities of the company, then in the hands of said Trustees. This proposition was agreed to, and a contract ordered to be drawn up by the solicitor of the company. The contract, however, has not yet been executed, nor any of the work since performed, except a small portion on the main line in the early part of last year.

The amount expended on construction has been principally paid out of the earnings, and the remainder of the net has been used in paying coupons here, and forwarded to London for a like purpose.

By reference to the report of your Superintendent it will be seen that the amount of work required to be done will consume a large part of the net earnings of the road for the ensuing year or two, unless the amount can be derived from your capital account. No report has been furnished by the Board of Control, or by your Financial Agent, that will enable us to say what can be realized for this purpose out of the remaining securities. Should you not be able to realize from this source, then your net earnings should be used to complete what is essential to be done, in order to work the road to the best advantage, and to develop fully its traffic and thereby give greater value to its securities.

The number of passengers and tons of freight carried during the ten months of 1865 and 1866, compare as follows:

	Passengers.	Freight.
1865	847,608	831,959
1866	742,077	1,198,537
Increase in freight		366,578
Decrease in passengers	105,531	

The number of passengers carried eastward in 1866, was 371,217, of which 59,974 were through, and 311,243 way; do., westward, 370,860, of which 58,249 were through, and 312,611 way. Total passengers carried, 742,077, of which 118,223 were through, and 623,854 way. Total mileage of passengers, 33,790,988. Average rate per passenger per mile, 3.29 cents.

The number of tons of freight forwarded eastward in 1866, was 499,095, of which 84,963 were through, and 414,132 way; do., westward, 699,442, of which 91,570 were through, and 607,872 way. Total number of tons carried, 1,198,537, of which 176,533 were through, and 1,022,004 way. Total number of tons carried one mile, 125,286,364. Average rate per ton per mile, 2.75 cents.

From this it will be seen that while travel eastward and westward is very nearly equal, the through is comparatively small, being only 16 per cent. of the total travel, and 19 per cent. of the way travel. In the through travel 65,784 passengers were received from other railways; the balance, 52,439 passengers, started from points on this road and passed on to other roads.

It will also be seen that on eastward bound freights, the through freight is 17 per cent. of the total, and on westward bound it is 13 per cent. On the total freight traffic the through freight is 15 per cent. of the total tonnage. Of the total tonnage forwarded 354,319 was delivered to this road through other transportation companies, the balance, 844,218 tons, being derived from the section of country immediately adjoining.

The passenger and freight earnings during the ten months of 1865 and 1866, were as follows:

	Passenger.	Freight.
1865	$1,291,476 61	$3,083,320 11
1866	1,112,517 80	8,437,897 25
Increase in freight		$354,577 14
Decrease in pass	$178,959 31	

The average rate per passenger in 1865, was $1.52; and per ton of freight, $3.70. In 1866, it was $1.50 per passenger; and $2.87 per ton of freight.

The freight traffic shows a large increase in the tonnage, while the average rate per ton is much lower. Had the same rates been received during the past, as during the previous year, the freight earnings would have been increased by about $1,000,000.

While the average rate per passenger is about constant, the travel has diminished. Had this traffic continued as large as in the previous year, the revenue would have been additionally increased by about $150,000.

Had this additional revenue been realized, the

earnings would have been sufficient to meet all payments properly chargeable to the revenue account, such as bonded debt, operating expenses, rents of leased roads, etc., as the revenue account shows a deficit of only $804,435 86, while the estimated increase, as above, would have amounted to about $1,150,000.

Had this additional amount of earnings been realized, the operating expenses would have been reduced to about 60 per cent., as the expenses would not have been increased above the present amount, the supposed increase of earnings being from increased rates, and not from any increase over the actual tonnage moved.

The following are the names of the principal roads from which passengers were received, and the number and amount from each:

	Passengers.	Amount.
Erie	31,117	$177,285 70
Pittsburg, Ft. W. & Chicago	13,378	36,331 51
Erie and Pittsburg	3,886	6,655 28
Oil Creek	3,177	19,014 15
Phila. and Erie	2,683	4,922 30
Mich. S. and Nor. Ind.	1,862	8,426 28
Ohio and Miss.	1,124	12,064 90
Pennsylvania	1,055	2,886 79
Sundry other roads	7,502	51,014 04
	65,784	$318,600 95

The following are the roads from which freight was received, and the number of tons and amount from each:

	Tons.	Amount.
Erie Railway	142,823	$822,098 21
Oil Creek	101,182	419,031 39
Cin., Ham. and Dayton	51,624	455,357 58
Reno. Oil Creek & Pithole.	9,468	53,259 91
Cleveland and Toledo	9,413	30,899 56
Erie and Pittsburg	9,278	24,432 20
Col. and Ind. Central	8,398	30,560 99
Bellefontaine	2,756	11,555 78
Pa. and Ohio Canal	2,595	5,042 65
Phila. and Erie Railway	2,354	6,790 61
Sundry other roads	14,428	68,309 07
Total	354,319	$1,927,337 95

The number of barrels of petroleum (both crude and refined,) forwarded eastward in 1866, was 730,531; westward, 492,306—total number of barrels, 1,222,837, yielding $932,490 46, or an average rate of 76 cents per barrel. The average monthly shipment in 1866, was 122,284 bbls.; in 1865 it was 65,336 bbls.—showing an average increase per month of 56,948 bbls. The average rate per barrel in 1865, was $1.08.

The classification of the freight forwarded during the ten months, were as follows:

	Pounds.	Amount.
Lumber	71,454,513	$47,313 35
Other products of the forest	22,943,967	14,628 22
Live stock	15,518,495	49,726 66
Products of animals	38,748,508	103,172 26
Flour and grain	154,075,444	302,129 02
Other vegetable food	13,547,119	33,547 95
Agricultural products	38,951,618	89,313 08
Spirits, leather and salt	15,278,164	31,720 07
Manufactured articles	218,487,828	378,174 80
Merchandise	182,197,121	541,701 98
Mineral coal	834,438,950	393,564 21
Iron and other ores	207,384,157	136,065 93
Crude petroleum	313,664,415	709,116 77
Miscellaneous	270,384,218	607,722 95
Total	2,397,074,517	$3,437,897 25
Or	1,198,537 tons.	

The equipment of the road consists of 132 broad and 18 narrow gauge locomotives; 87 passenger, 7 sleeping, 6 smoking, 1 superintendent's, 2 paymaster's 34 baggage, 9 express, 3 post office, 59 caboose, 821 box, 849 open, 1,471 coal and platform, 4 boarding, and 8 wrecking cars. Of the above, 6 passenger, 3 baggage, and 756 freight, etc., cars are of the narrow gauge. Miles run by locomotives, 2,656,764. Number of cars hauled one mile, 29,851,318. Total length of main line, 388 miles; length of branches, 119 miles—total length of line operated, 507 miles.

CONDENSED BALANCE SHEET.

Total cost of line, etc., to date		$56,357,560 15
Cash in hands of Treasurer and paymasters		159,736 19
Cash in hands of bankers and Trustees		1,314,687 45
Materials and supplies		740,643 27
Bills receivable		27,383 73
Accounts receivable		4,251,652 23
Real estate		83,348 32
Penn. and Ohio Canal stock		20,022 45
Interest on bonds		1,229,500 60
Sinking fund		439,117 83
		$64,623,652 22
Capital stock—		
Common shares	$27,645,405 26	
Less amount in trust	1,800,000 00	
	$25,845,405 26	
Preferred shares	1,919,000 00	
	$27,764,405 26	
Bonds, $29,940,900,) viz:		
First mort. bonds, N. Y. Division	886,000 00	
Second " "	761,000 00	
Erie and New York City bonds	14,000 00	
First mort. bonds, Penna. Division.	2,151,500 00	
Second " "	757,500 00	
E. C. F. Br. and extension bonds	349,000 00	
First mort. bonds, Ohio. $3,740,900		
Less amount in trust 59,000		
	3,681,900 00	
Second mortgage bonds, Ohio	2,653,000 00	
First " " Buff. Extn.	1,382,000 00	
" " " S. Cr. Br.	200,000 00	
Consolidated mort. b'ds. $30,000,000		
Less amount in trust 12,895,000		
	17,105,000 00	
Machine shop subscription	1,107 10	
Bills payable	227,226 91	
Accounts payable	929,592 24	
Unpaid coupons	3,376,507 75	
Military receipts	62 99	
West Salem Eating House	1,500 00	
Insurance	9,549 45	
Railway Passengers Assurance Co.	644 05	
Balance net revenue Oct. 31, 1866.	2,372 156 47	
	$64,623,652 22	

The general office of the company is at Meadville, Penna. The officers and directors are:

President.—S. S. L'HOMMEDIEU.

Vice President.—J. J. SHRYOCK.

Directors.—S. S. L'Hommedieu, J. J. Shryock, Hon. John Sherman, Marvin Kent, Hon. G. Church, Hon. John Dick, E. P. Brainerd, J. W. Tyler, A. F. Allen, Jacob Crall, Jacob Riblet, C. V. Culver, Charles Day, Henry Martin, G. R. Babcok, S. L'Hommedieu, Pearson Church, T. W Kennard, C. E. E. Blakesley, Wm. Thorp, John Howard.

Treasurer.—J. M. DICK.

Secretary and Auditor.—J. C. CALHOUN.

Gen'l Superintendent.—D. MCLAREN.

☞ A party, consisting of ten civil engineers, in charge of A. M. Peak, left Albany a few days since for the North Woods. They are in the employ of the State, and entrusted with the survey of the Schenectady and Ogdensburgh Railroad. This work will detain them in the Northern Wilderness until late in the Fall.

Frederick and Pennsylvania Line R. R.

Messrs. Gitt and Irwin commenced the preliminary survey of this road at Littlestown, on the 10th ult. Taneytown was reached on the 18th and Frederick on the 24th. We are informed that a line of easy grades and very direct in its course was found. Our informant states that the engineers were greatly surprised on finding such a beautiful and level country intervening between Littlestown and Frederick. The route is represented as being nearly level all the way, with the exception of a short distance between the two Pipe Creeks, consequently the earthwork or grading will be comparatively light. From Littlestown the distance is thirty miles, or three miles shorter than the public road. The line was run into the western end of Frederick. Another route will be surveyed, starting from the depot of the Branch Road east of the city to Worman's Mill, there connecting with the line already surveyed. At Woodsboro' it will diverge from this line to the left, by Double Pipe Creek, leaving Taneytown to the right, by which, it is expected, a further reduction in the distance can be made.

Covington and Ohio Railroad.

The committee appointed by the meeting of stockholders of the Virginia Central Railroad have reported adversely to the creation by the Central road of three millions of eight per cent. preferred stock for the completion of the Covington and Ohio road. The stockholders of the Virginia Central, however, at their meeting in Richmond on the 23d ult., adopted the following resolutions:

Resolved, That it is inexpedient for this company to undertake to construct the Covington and Ohio road with borrowed capital.

Resolved, That the board of directors of this company be instructed to offer to contract with the commissioners of Virginia and West Virginia to construct the Covington and Ohio Railroad on the following terms and conditions:

1st. That if the amount of money required to put the road in operation from Covington to steamboat navigation on the Kanawha River, with the necessary buildings and equipments, (not less than five millions of dollars,) be not raised within six months from the date of the contract, by subscriptions of stock which the board of directors believe are available, and they are willing to receive as cash, then and in that case this company shall be released from the contract if they desire it.

2d. This company will guarantee to those stockholders who furnish the funds to construct and equip the road to steamboat navigation on the Kanawha, and on any such additional stock thereafter subscribed, four per centum semi annually, as preferred dividend on all the stock fully paid after the road is completed to the Ohio River.

St. Paul and Chicago Railroad.

We have received a pamphlet copy of the statement of this company respecting the issue of its bonds, which are now about to be offered for sale to the amount of four million of dollars. The bonds are to bear eight per cent. per annum interest, with coupons payable quarterly, the principal and interest being guaranteed by the Farmers' Loan and Trust Company of the city of New York. The St. Paul and Chicago road will connect with the Chicago and Northwestern Railroad at Winona, the two roads running nearly upon an air line between these two points. The company has a large grant of lands from the Government, which, together with the road, are mortgaged for the security of the bonds.

New Jersey Railroad and Transp. Co.

At a meeting of the directors of this company, held in New York on the 13th of April, 1867, the following resolutions were passed:

Resolved, That in pursuance of the power granted by the third section of the "Act to validate and confirm certain agreements between the companies owning the railroad lines between New York and Philadelphia," passed by the Legislature of the State of New Jersey, Feb. 27, 1867, the capital stock of the New Jersey Railroad and Transp. Co. be divided into shares of $100 each, instead of the present division of $50 each, and for that purpose that the present certificates of stock be called in, and new certificates be issued for one-half the number of shares thereof, exclusive of any fractional parts of a share; and that the Treasurer be and he is hereby authorized to buy and to sell fractions of such consolidated shares, (at the option of the stockholder, to be expressed on or before the 15th of June next,) at the price of $70 for each half share.

Resolved, That in pursuance of the power granted by the third section of the aforesaid Act of the Legislature of the State of New Jersey, the capital stock of the New Jersey Railroad and Transp. Co. be, and the same is increased to the sum of $6,250,000, and that the new stock be apportioned on the 20th day of June next, to the stockholders, in the proportion of one share of $100 of new stock to every four shares of the stock consolidated as above, and standing in their names on that day in the books of the company, subject to the payment of 60 per cent. on the par value thereof (being $60 on every new share) to be paid as follows, viz:

Twenty dollars per share on the 1st of July next,
Twenty dollars per share on 1st October next,
Twenty dollars per share on 2d January next,

Provided that the apportionment of such new stock be made only to such stockholders as shall have consolidated their present stock (as provided in the foregoing resolution,) before the 20th June next, and that no such apportionment be made for, or on account of, any fractional part of a share.

Resolved, That the Treasurer be authorized to buy and sell fractions of the new issue of stock at the price of $16 for every fourth part of a share of such new issue of stock; and further, that the fractions of shares of such new issue of stock be not entitled to receive any dividends until the same be consolidated into full shares, and that all such fractions not consolidated into full shares as above, on or before the 30th September next, will be forfeited to the company, who will pass to the credit of the owner thereof the sum of $16 for each fourth.

Resolved, That any stockholder may postpone the payment of the first instalment (payable 1st July next,) on his shares until the 1st of August, he paying interest on such instalment at the rate of seven per cent. per annum.

Resolved, That the Treasurer give notice to the stockholders of the increase of stock above authorized, and of the call for payments thereon, and also of the division of the stock into shares of $100 each, instead of the present division of $50 each, and that the stockholders be required to surrender their present certificates on or before the 15th June next, in order that new certificates be given therefor.

☞ The Connecticut and Passumpsic Rivers Railroad Co. have subscribed $150,000 in gold to complete the Massawippi road from Lenoxville, Canada, to the present terminus of the Passumpsic road, provided an equal amount be raised on the Canada side.

☞ Work on the Pocomoke and Wicomico Railroad is being rapidly pushed forward. Two miles of the grading has already been done, and it is expected that the end of the year will find the work nearly completed.

Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1863, 1864, 1865 and 1866, have been as follows:

Earnings:	1863.	1864.	1865.	1866.
From freight	$3,341,033 65	$4,148,503 00	$4,739,067 88	$4,707,582 12
" passengers	1,562,409 05	2,696,387 00	3,391,221 46	2,441,895 70
" express	33,053 75	68,306 22	149,658 02	100,298 43
" mails	93,900 00	93,900 00	93,900 00	93,900 00
" rent of railway	85,000 00	85,000 00	85,000 00	85,000 00
" rents	2,835 33	1,345 83	4,861 12	2,869 00
" miscellaneous	14,701 96	27,023 71	25,354 08	35,672 31
Total earnings	$5,132,933 74	$7,120,465 76	$8,489,062 56	$7,467,217 56
Expenses:				
Transportation	$779,316 48	$1,036,209 41	$1,220,978 76	$1,280,472 44
Motive power	904,246 19	1,260,900 37	1,520,948 54	1,567,196 04
Maintenance of way	893,311 96	1,113,496 62	1,344,674 25	1,270,533 01
" of cars	232,078 98	334,946 91	531,103 94	552,910 50
General expenses	217,356 95	355,850 32	587,810 09	475,574 55
Total expenses	$3,026,310 56	$4,101,398 63	$5,205,515 58	$5,147,686 54
Earnings less expenses	$2,106,623 18	$3,019,067 13	$3,283,546 98	$2,319,531 02
Earnings per mile	$10,960 78	$15,214 67	$18,135 65	$15,989 76
Expenses "	6,462 33	8,763 67	11,122 89	10,999 33
Earnings less expenses per mile	$4,498 45	$6,451 00	$7,012 75	$4,990 43

OPERATIONS OF THE ROAD, 1863-'64-'65-'66.

Mileage of engines	3,472,914	3,918,438	4,623,073	4,934,767
" of cars	30,523,395	33,965,246	41,785,082	45,485,011
Freight carried (tons)	788,090	858,528	832,615	1,025,778
" (mileage)	166,570,631	174,621,870	193,789,901	233,274,794
" (revenue)	$3,341,034	$4,138,503	$4,739,068	$4,707,582
Passengers carried (number)	842,032	1,284,205	1,461,195	1,280,322
" (mileage)	61,436,269	107,490,117	121,367,938	82,672,464
" (revenue)	$1,562,409	$2,696,386	$3,391,221	$2,441,896
Mileage of locomotive engines in further detail:				
Passenger	1,068,170	1,287,158	1,499,293	1,456,185
Freight	2,114,853	2,293,560	2,888,569	3,118,019
Wood	108,289	120,334	121,510	148,985
Gravel	181,732	217,386	263,701	211,578
Total	3,472,914	3,918,438	4,623,073	4,934,767
Mileage of cars in further detail:				
Passenger	2,855,280	4,315,650	5,522,129	5,208,081
Baggage and express	1,258,797	1,710,665	2,169,054	2,091,384
Freight	26,409,318	27,938,931	34,093,899	38,185,546
Total	30,523,395	33,965,246	41,785,082	45,485,011
Classification of freight weights in tons:				
Product of forest—lumber	51,190	57,987	47,210	61,658
" other articles	1,502	15,914	26,000	31,608
" animals—live stock	156,849	164,262	184,242	156,913
" other articles	70,165	61,660	57,108	57,767
Agricultural products—flour & grain	105,430	101,180	96,206	149,403
" " other articles	31,583	36,855	32,512	42,746
Manufactures	131,782	166,792	150,033	186,250
Merchandize	103,470	75,590	75,086	108,751
Iron rails	.....	6,702	13,584	25,959
Miscellaneous—coal	120,773	150,153	129,770	158,382
" other articles	15,346	21,823	20,864	46,341
Total weight in tons	788,090	858,928	832,615	1,025,778
Carried westward	336,219	371,652	366,723	419,064
Carried eastward	451,871	487,276	465,892	606,714
Included in the above are the following specifically enumerated articles:				
Head of stock—horses	41,654	26,198	22,011	11,796
" cattle	129,573	163,395	221,717	159,386
" sheep	348,721	444,383	331,744	299,792
" hogs	480,687	451,654	463,690	453,790
Bbls. of produce—beef	8,759	6,304	5,953	15,952
" pork	30,147	44,723	41,691	49,870
" flour	407,504	301,809	437,381	680,861

SCHEDULE OF ROLLING STOCK.

	1863.		1864.		1865.		1866.	
Locomotive engines		146		812		189		189
Passenger—1st class coaches	67		73		93		93	
" 2d class and emigrant	24		26		26		26	
Mail, baggage and express	37—	128	44—	143	48—	167	50—	169
Freight—box cars	626		812		883		1,057	
" stock, etc	433		535		547		548	
" platform	520—	1,579	629—	1,976	759—	2,189	776—	2,381
Total of all cars		1,707		2,119		2,356		2,250

CONDITION OF THE ROAD.

	1863. E. D.	W. D.	Total.	1864. E. D.	W. D.	Total.	1865. E. D.	W. D.	Total.	1866. E. D.	W. D.	Total
Miles of road	188	280	468	188	280	468	188	280	468	188	280	468
Miles of siding	34	34	68	41	41	82	48	49	97	52	54	106
Miles of 2d track	..	..	..	10¾	..	10¾	26	7	33	26	7	33
Total track	222	314	536	239¾	321	560¾	262	336	598	266	341	607

INCOME ACCOUNT, 1863–'64–'65–'66.

	1863.	1864.	1865.	1866.
By balance	$.....	$97,055 00	$1,713,970 45	$3,062,130 75
Sinking fund—amount transferred to Trustees' account	.....	.....	104,100 00	.....
Gross earnings	5,132,933 74	7,120,465 76	8,489,062 56	7,467,217 56
Amount due from C. & P. R. R. on account of joint earnings	90,042 33	39,035 33	.....	.....
Assets of trustees credited to income account	362,782 24	116,017 58	.....	.....
Profits operating New Castle Branch	.....	.....	.....	89,771 99
	$5,585,758 31	$7,372,573 67	$10,307,133 01	$10,619,120 30
To balance	$183,671 11	$.....	$.....	$.....
Operating expenses	3,026,310 56	4,101,398 63	5,205,515 58	5,147,686 54
Construction, etc	1,517,162 25	.....	.....	.....
Interest on bonds	761,559 39	922,322 09	889,630 00	871,361 93
Sinking fund	.....	104,100 00	.....	.....
Dividends on stock	.....	530,782 50	872,827 50	1,035,315 79
Due C. & P. R. R. Co. on account of joint earnings	.....	.....	277,029 18	209,048 06
Balance to credit side	97,055 00	1,713,970 45	3,062,130 75	3,355,707 98
Total	$5,585,758 31	$7,372,573 67	$10,307,133 01	$10,619,120 30

GENERAL ACCOUNT, 1863–'64–'65–'66.

	1863.	1864.	1865.	1866.
Capital stock	$6,164,531 89	$8,181,126 12	$9,312,442 00	$9,910,987 95
1st mortgage bonds	5,250,000 00	5,250,000 00	5,250,000 00	5,250,000 00
2d " "	5,160,000 00	5,160,000 00	5,160,000 00	5,160,000 00
3d " "	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	188,000 00	187,500 00	163,500 00	158,500 00
Chicago depot bonds	337,173 00	59,500 00	.....	.....
Due to other companies	34,439 48	60,481 82	184 871 85	40,822 02
Miscellaneous liabilities	242,188 22	371,676 71	448.041 24	364,295 73
Due J. F. D. Lanier, Trustee	12,110 56	124,993 66	115,331 13	88.238 79
Due for current exp. in Dec. and prior.	544,297 75	833,421 14	849,376 12	568,987 14
Balance to credit of income account	97,055 00	1,713,970 45	3,062,130 75	3,355,707 98
Total	$20,029,795 90	$23,942,669 90	$26,545,693 09	$26,927,539 61
Cost of property	$18,191,293 70	$21,164,329 77	$23,183,381 33	$24,253,746 81
Stock of supplies	536,719 22	1,052,058 70	969,053 93	631.918 82
Due other companies	296,436 59	606,185 41	417,948 84	386,954 73
Miscellaneous assets	674,506 29	768,519 86	963,550 14	708,333 63
Sinking fund 1st and 2d mort. bonds.	.....	.....	.....	275,910 03
Cash in hand	330,840 10	351,576 16	1,011,758 85	670,675 59
Total	$20,029,795 90	$23,942,669 90	$26,545,693 09	$26,927,539 61

The results of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road.	Gross Earnings. Passenger.	Freight.	Mail, etc.	Total.	Operating & Rep'rs, etc.	Earnings less exp.	Dividends. Amt.	Rate.
	M.	$	$	$	$	$	$	$	p. c.
1856	338	370,446	402.015	23,108	795,579	273,434	522,145	.....	..
1857	383	942,765	657,686	59,974	1,660,425	1,036,011	624,414	349,830	6
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659	.....	..
1859	465	795,739	964,133	206,116	1,965,988	1,291,333	674,655	.....	..
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761.555	.....	..
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721	.....	..
1862	467	1,116,741	2,401,630	226,940	2,845,311	1,878,399	1,966.912	.....	..
1863	468	1,562,409	3,341,034	229,491	5,132,934	3,026,311	2,106,623	.....	..
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7½
1865	468	3,391,221	4,739,068	358,774	8,489,063	5,205,516	3,283,547	901,282	10
1866	468	2,441,896	4,707,582	317,740	7,467,218	5,147,687	2,319,531	1,035,316	10

The earnings and expenses for 1856 are for 5 months only, viz., from Aug. 1, to Dec. 31. The amount of capital at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating.	Total.
1857	$5,258,937 66	$7,371,000 00	$1,418,922 09	$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,557,777 88
1860	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861	5,480,865 54	9,660,825 00	1,860,430 87	17,002,121 41
1862	5,709,591 61	12,935,173 00	.....	18,644,764 61
1863	6,164,531 89	12,935,173 00	.....	19,099,704 89
1864	8,181,126 00	12,657,000 00	.....	20,888,126 00
1865	9,312,442 00	12,573,500 00	.....	21,885,942 00
1866	9,940,987 95	12,568,500 00	.....	22,509,487 95

In the floating debt are included coupons past due and unpaid—1858, $9,341; 1859, $252,150; 1860, $912,677, and in 1861, $1,519,212.

Texas Indemnity Bonds.

The United States Supreme Court has taken up the case of The State of Texas *vs.* White, Chiles, Hardenbergh, Birch, Murray & Co. It came up on a motion by Brent & Merrick to enforce the collection of several hundred thousand dollars of Texas Indemnity bonds. These bonds were issued to the State of Texas by the United States on the annexation, and were payable to bearer, and transferable on delivery. Many of them were sold by the rebel authorities to White and Chiles for cards and medicines, and became current in New York. The question whether the *de facto* Government of Texas was competent to dispose of these bonds was mooted, and the decision really involves the Statehood of Texas during the rebellion. It is an exciting case, as political as well as pecuniary questions are involved. The rebel authorities who negotiated these bonds—by Governors Throckmorton and Epperson—now come into Court and say that the Government they helped to establish and keep up in Texas against the United States was a usurper; and seek to get back the means they themselves dedicated to the help of Texas, on the plea that they were usurpers.

Dorchester and Delaware Railroad.

At a meeting of the directors of this road on the 15th ult., the route from Cambridge to Federalsburg was decided upon. From thence to Bridgeville or Seaford the route had not been selected. The most desirable terminus was, however, to be determined upon at the next meeting. The route and distances are as follows: From Cambridge to Airey's, 5 miles; from thence to a point one-half mile from New Market, 7½ miles; thence by a perfectly straight line to Federalsburg, 10¾ miles; thence to Bridgeville or Seaford, about 10 miles—making in all 33¼ miles, from which is deducted the six miles the Delaware Railroad Company propose to build to the State line, leaving but 27¼ miles. For the construction of this the following subscriptions have been made:

By the State	$101,175 00
" County	50,000 00
By private persons, unconditionally	80,000 00
By conditional subscriptions	22,000 00
Total	$253,175 00

Mr. Hessey, the Engineer, is engaged making estimates, etc. Work will be commenced in a few days.

Northern Pacific Railroad.

At a meeting of the directors of this company held in Boston on the 16th ult., to fill vacancies existing in the Board, the following gentlemen were elected: Wm. B. Ogden, of Chicago, President Chicago and North-Western Railroad; J. Edgar Thomson, of Philadelphia, President of Pennsylvania Railroad; Robert H. Berdell, of New York, President of the Erie Railway; Geo. W. Cass, of Pittsburgh, President of Pittsburgh, Fort Wayne and Chicago Railroad; William G. Fargo, of Buffalo, Vice-President of New York Central Railroad, Thomas H. Canfield of Burlington, Vt., Hon. John Gregory Smith, President of Vermont Central Railroad, Hon. R. D. Rice, President of Portland and Kennebec Railroad, Hon. Onslow Stearns, President of Old Colony Railroad, and Benj. D. Cheeny, of Messrs. Wells, Fargo & Co.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145	------	------
Allegheny Valley 50	1,498,400	------	------
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point...100	1,232,200	------	------
Atlantic & N. Carolina ...100	5,345,225	------	------
Atlantic & Gt. Western ... 50	11,522,150	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Baltimore and Ohio.....100	18,152,962	A. & O.	Apr.'67 4
Do. Washington Br. 100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	997,112	------	------
Belvidere Delaware 100	600,000	J.A J&O	A. 67 1½
Berkshire* 100	250,000	J. & D.	D'c.'66 2½
Blossburg & Corning.*.... 50	250,000	------	------
Boston, Concord & Mont.100	459,900	------	------
Do., do. pref.100	1,340,400	------	------
Boston and Lowell.....100	1,000,000	J. & J.	Jan. 67 4
Boston and Maine 100	4,076,974	J. & J.	Jan.'67 5
Boston and Providence...100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston) 100	325,000	------	------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000	------	------
Buff., New York & Erie*..100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000	------	------
Cape Cod 50	721,926	J. & J.	Jan. '67 5
Catawissa, ... 50	1,150,000	------	------
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	------	'65 3
Central of Georgia..... 100	4,666,300	------	------
Central of New Jersey ...100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio..... 100	2,800,000	------	------
Central Ohio, pref 100	400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River.100	956,900	------	------
Charlotte & S Carolina...100	1,201,000	------	------
Chemung*..... 100	380,000	J.A.J&O	Apr.'67 2
Cheshire, prefetred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton..... 100	3,886,643	M. & S.	Mar.'67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	------	------
Chicago, Iowa & Nebras*.100	1,000,000	------	Jul. '66 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western.....100	13,160,927	------	------
" " pref.100	12'994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	------	------
Cin. & Indianap. Junction.100	1,000,000	------	------
Cincinnati and Zanesville. 50	1,600,250	------	------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*... 50	2,044,800	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn.100	500,000	------	------
Conn. & Passump. Rivers.100	------	------	------
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,300	------	------
Dayton and Michigan*....100	2,284,941	------	------
Delaware..... 50	406,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley..... 100	1,550,080	------	------
Detroit & Milwaukee.....100	452,359	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat.100	1,200,000	------	------
Dubuque and Sioux City .100	1,673,641	------	------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.) 100	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '67 4
East Pennsylvania 50	604,400	------	------
East Tenn. and Georgia...100	------	------	------
East Tenn. and Virginia...100	------	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'66 4
Do. pref..... 100	8,535,700	Annual.	Jan. '67 7
Erie & North East*..... 100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834	------	------
Fitchburg 100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly	------	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	------	------
Frankf. and Southw.(Ph.) 50	421,620	J. @ J.	Jan. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,123,480	------	------
Great Western (Ca.).....	16,802,748	------	------¼
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Apr.'67 3
Hannibal and St. Joseph..100	$1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch..... 50	116,350	M. & N.	M'y '67 5
Housatonic..... 100	820,000	------	------
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central..... 100	23,386,150	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*..... 100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1,335,000	------	------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J A.J&O	Ap.'67 2½
Lexington & Frankfort ... 100	514,646	M. & N.	Nov.'66 5
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000	------	------
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	------	------	------
Mahanoy & B'd Mount n* 50	921,615	------	------
Maine Central..... 100	1,600,860	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 5
Marietta & Cincinnati..... 50	2,029,778	------	------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '67 5
Michigan Central 100	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. '65 3½
" " guaranteed.100	787,000	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	------	------
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 5
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	------
" " " pref.....100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuyl. Haven 50	3,775,000	J. & J.	Jan. 67 4
Mississippi Central.....100	2,030,261	------	------
Mobile and Ohio	3,588,300	------	------
Montgomery & W. Point..100	1,419,060	------	------
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950	------	------
Nashua and Lowell.....100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,644	------	------
Nashville & N. Western...	------	------	------
Naugatuck.....100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan '67 5
New Haven & N. London..100	738,538	------	------
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'67 3
New Jersey.....	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	------	------
N. O., Opel. & Gt. West'n.100	4,083,425	------	------
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	8,285,050	J. & J.	Jan.'67 4
" " pref. 50	1,500,000	J. & J.	Jan.'67 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'67 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jan.'67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 5
Ninth Avenue..... 100	795,360	------	------
North Carolina..... 100	4,000,000	------	------
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh..100	3,006,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	------	------
North Missouri 100	2,369,307	------	------
North Pennsylvania..... 50	3,150,150	------	------
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi..... 100	20,222,647	------	------
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,500	J. & J.	Jan. '67 3
Orange and Newark	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,581,000	------	------
Panama..... 100	7,000,000	J.A.J&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	M'y '67 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,365,500	------	------
Phila. & Balt. Central.....	218,100	------	------
Philadelphia and Erie*.... 50	5,569,450	------	------
Philadelphia and Reading 50	22,742,867	J. & J.	Jan.'67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 100	999,200	J. & J.	Jan.'67 5
Phila., Wil. & Balt..... 50	9,919,300	A. & O.	Apr.'67 5
Philadelphia City 50	100,000	J & J.	Jan.'67 5
Philadelphia and Darby... 20	100,000	J. @ J.	J. '67 2½
Phil'a. and Grey's Ferry .. 25	217,697	J. @ J.	Jan.'67 6
Pittsburg & Connellsville. 50	2,799,6.3	------	------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin. 100	------	------	------
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec...100	1,000,000	------	------
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec '66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia 50	605,019	------	------
Rensselaer and Saratoga ..100	$500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb'g..100	847,000	------	------
Rich., Fred. and Potomac.100	1,041,800	------	------
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb..100	2,385,600	J. & J.	Jan. '67 5
Rutland and Burlington...100	2,233,376	------	------
St. L., Alt. and T. Haute..100	2,800 000	------	------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
St. Paul and Pacific..... 100	------	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000	------	------
Saratoga and Hudson R...100	1,020,000	------	------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200	------	------
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	------
South Carolina 100	2,819,275	------	------
South Shore 100	259,685	------	------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	------	------
Springfield and Columbus.100	------	------	------
Staten Island..... 100	628,600	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 180	------	------
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama ..100	595,922	------	------
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)....100	1,750,000	------	------
Thirteenth and Fif. (Ph.).. 50	------	J. @ J.	Jan. '67 2
Tol., Peoria and Warsaw..100	1,650 000	------	------
" " " 1st pref.100	1,700,000	------	------
" " " 2d pref.100	908,176	------	------
Tol., Wabash and West... 50	5,400,000	------	------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston..... 100	1607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	------	------
Union Pacific..... 100	------	------	------
Union Pacific (E. D.)..... 100	------	------	------
Union Pacific (Cent. Br.)..100	------	------	------
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River 100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*..... 100	2,250,000	J. & D.	Jun.'67 4
Vermont Central..... 100	5,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley..... 100	510,104	------	------
Virginia Central 100	3,353,679	------	------
Virginia and Tennessee... 100	3,456,815	------	------
Western (Mass.)..... 100	6,710,800	J. & J.	Jan. '67 5
Western Union 100	2,687,237	------	------
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester...100	1,130,470	------	------
Wilm. and Weldon..... 100	1,340,213	------	------
Winona and St. Peter 100	------	------	------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,965	J. & D.	Dec.'66 3
Chesapeake and Ohio 25	8,228,595	------	------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson....100	10 000,000	F. & A.	Feb'67 8
Delaware and Raritan....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000	------	------
Illinois and Michigan 100	------	------	------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie.....	------	------	------
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 858,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000.000	------	Jn.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Jun.'67 3
Union Navigation 100	4,000.000	M.JS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 100	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600 000	------	------
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000	M. & N.	Nov.'66 5
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	------	------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	------	------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'alt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capitul.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	——	——	8,860	7,525	6½	——	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	——	20,451	168,846	44,263	7	——	45½
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	——	65,502	9	——	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	46,000	——	——	20,399	3,261	——	——	——
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,052	164,742	5,253	——	——	15
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	——	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	——	139,096	753,414	113,472	——	——	53
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	——	——	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	——	4,627	2,686	211	——	——	——
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	——	——	——
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	——	——
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	——	——	4,379	2,251	3	——	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	——	——	9,628	1,901	6	——	——
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	——	——	——	——	——	——	——
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	——	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	——	——	——	516	4½	——	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	——	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	——	——	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	——	65,155	501	——	——	——
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	——	100	——
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	229,286	200,000	27,500	5,802	81,027	12,500	——	100	——
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,682	——	100	——
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	——	100	——
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	——
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	——	857,701	148,758	5½	10	——
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	——	100	——
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	——	——	——	100	——
30 Sep. '65	——	2.50	—	—	—	Brooklyn City & Rockaway	——	7,500	35,000	——	——	——	——	——	——
30 Sep. '65	24.00	—	—	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	——	528,090	74,053	——	100	——
30 Sep. '65	——	2.00	—	—	—	Clinton Avenue (Albany)	——	2,800	——	——	——	——	——	——	——
30 Sep. '65	——	2.00	—	—	—	Cohoes & Waterford	——	500	——	——	——	——	——	——	——
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	——	100	——
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,585,290	1,200,000	211,000	50,000	298,714	80,362	——	100	——
30 Sep. '65	——	6.00	—	—	—	East & North River (W. Co.)	650	650	——	——	——	——	——	——	——
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	——	621,153	90,670	6	100	——
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227,062	63,047	5	100	——
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	——	——	——	——	——	——	——	——	——
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,780	2,600	——	100	——
30 Sep. '65	——	19.00	—	—	—	Harlem & Tarrytown	——	3,550	——	——	——	——	——	——	——
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	——	74,514	loss.	——	100	——
30 Sep '65	——	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	——	80,028	29,616	——	100	——
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	——	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	——	139,004	482,224	loss.	——	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	——
30 Sep. '65	——	5.00	—	—	—	Third Avenue & Fordam	975	975	——	——	——	——	——	——	——
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	——	ope:by	T. & L. R. R.	——	——	——	——
30 Sep. '65	——	——	—	—	—	Troy and Lansingburg	——	——	——	——	——	——	——	——	——
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	——	30,752	loss.	——	——	——
30 Sep. '65	1.60	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	——	12,839	808	——	——	——
30 Sep. '65	——	—	—	—	—	Westchester	5,949	7,370	——	——	——	——	——	——	——
30 Sep. '65	——	4.00	—	—	—	West Shore	1,457	2,200	——	——	——	——	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec. '66	17.00	—	150	24	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	——	50	——
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	——
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	——	——	——
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,806	491,650	200,000	——	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	——	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	——	——	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	——	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	——	25	——
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	——	——	183,600	8,250	242,181	30,388	——	50	13
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	——	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	——	59,500	52,157	6,174	43,264	loss.	——	——	——
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	——	39,291	13,479	——	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	——	50	——
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	——
31 Oct. '66	2.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,000	——	80,135	29,938	20½	50	——
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	9
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	——	——	(op. by S. & P.)	——	——	——	——
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	60	50	78½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	57,662	12,333	——	50	12
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	——	——	101,996	38,491	8	50	27½
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	——	——	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	——	994,950	——	——	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	——	344,895	67,574	7½	50	40½
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,900	100,000	——	292.461	80,847	10	50	75
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	——	6,260	9,168	3,424	——	——	——
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	——	1,124	7,652	1,157	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	20½
						OHIO.									
31 Dec. '62	5.00	—	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	—	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	—	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec '62	3.63	—	——	——	——	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	——
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.	——	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	——
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	——
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	——	——	——
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	——
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	——	——
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	——	——
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	——
Real Estate	134,500	7	J. & J.	——	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	——	——	——
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	——
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	——	——
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	——
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	'71–'72	91½
Malden and Melrose:					
1st Mortgage Unamortized	58,727	6	——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	——	——	——
Middlesex:					
1st Mortgage	38,000	——	——	——	——
Maldan & Melrose bonds	36,971	——	——	——	——
Real Estate	6,000	——	——	——	——
Ninth Avenue:					
1st Mortgage	112,000	7	——	——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1861	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	——
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	——
Quincy:					
Plain bonds	58,400	——	M. & S.	1868	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	——	——
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	——
Real Estate bonds	180,000	——	——	——	——
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	——
Utica City:					
1st Mortgage	100,000	7	——	——	——
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	——	——
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1.					
Loan of Jan. 28, 1847 registered	$6,770,100	6	Jan. & July.	1867	151½
Loan of March 31, 1848 registered	8,715,542	6	" "	1868	134
" " " coupon		6	" "	1868	134
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103¼
" " " coupon		5	" "	1874	103¼
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	111
" " " coupon		5	" "	1871	109
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " coupon		6	July.	1881	108
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	111
" " " coupon		6	" "	1881	111¼
Loan of July 17, & Aug. 5, 1861 registered	264,315,200	6	" "	1881	111
" " " coupon		6	" "	1881	111¼
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	106⅝
" " " (5-20s) coupon		6	" "	1882	109¾
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	108⅜
" " " (5-20s) coupon		6	" "	1884	108⅜
Loan of March 3, 1865 (5-20s) registered	416,365,650	6	May & Nov.	1885	106¾
" " " (5-20s) coupon		6	" "	1885	106¾
Loan of March 3, 1864, (10-40s) registered	171,499,350	5	Mar. & Sept.	1904	99½
" " " coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 30, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	100⅛
" March 3, 1865 2d series		7.3	June & Dec.	1868	100⅛
" 1865 3d series		7.3	Jan. & July.	----	100⅛
Matured Debt not presented	11,381,190	6	At maturity.	----	----
Gold Certificates of Deposit	15,490,440	---	---	3 yrs	----
Compound Interest Notes of 1864	134,776,510	6	At maturity.	----	----
United States Notes (greenbacks)	374,247,687	---	---	----	----
Fractional currency	28,975,379	---	---	----	----
Navy Pension Fund	12,500,000	---	---	----	----
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " "	648,000	5	Jan. & July.	1876	----
" " " "	688,000	6	" "	1868	----
" —Funded Interest Bonds	----	---	---	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	121
" —War bonds	1 548,000	7	" "	'72-'90	100
Connecticut—State Bonds coupon	10,400,000	6	Jan & July	1892	----
" " " (free)		6	" "	1869	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	----
" " " "	2,271,750	6	" "	'72-'86	----
" " " "	434,000	7	" "	1870	75
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	99½
" " " "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" " " 1862-'79 "	436,000	6	" "	'62-'79	----
" " " 1865-'79 "	229 372	6	" "	'65-'79	----
" " " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" " " "	1,778,677	6	" "	1877	100
" " " "	241,000	6	" "	1879	----
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	99½
" " " "	2,058,173	2½	" "	1866	----
" " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds coupon	300,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	447,000	6	" "	'66-'73	----
" " " "	3,204,000	6	" "	'68-'72	99½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Fu de Coupons	----	6	---	1883	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" " " "	1 727,000	6	"	1870	102
" " " coupon	3,192,763	6	"	1890	102
" " " inscribed		6	"	1890	----
" " " (sterling) coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" " "	244,000	5	Jan. & July.	'70-'74	108½
" " "	375,000	5	April & Oct.	'72-'74	108½
" " "	220,000	5	May & Nov.	1880	109½
" " War Loan	6,429,000	5	" "	1894	99½
" " Scrip	297,000	6	June & Dec.	'68-'77	113
" " "	150,000	6	April & Oct.	1868	131½
" " "	1,024,000	6	Jan. & July.	'71-'75	109½
" " "	2,030,000	6	" "	'76-'78	111½
" " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" " " "	1,750,000	6	" "	'73-'83	92
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan	216,000	6	" "	1878	92
" —War Loan Bonds	1,122 000	7	" "	1886	102
" —Bounty Bonds "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	97½
" " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	82½
" " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	97½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds general fund	70),000	7	quarterly.	1870	103½
" " " bounty fund	25,566,000	7	Jan. & July.	1877	108½
" " " general fund	1,1•9,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6	"	1866	----
" " " general fund	500,000	6	"	1868	100
" " " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	101
" " " "	2,250,000	6	"	1874	99½
" " " "	500,000	6	"	1875	100½
" " " "	900,000	6	"	1877	100
" " " general fund	800,000	6	"	1878	92½
" " " "	909,807	5	"	pleas.	----
" " " canal fund	192,885	5	"	1866	----
" " " "	1,163,000	5	"	1868	----
" " " general fund	442,960	5	"	1868	----
" " " canal fund	167,000	5	"	1871	----
" " " "	4,500,000	5	"	1874	93½
" " " general fund	900,000	5	"	1875	93
" " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	62
" " " (new) "	3,560,000	6	Jan. & July.	'90-'92	48
Ohio—State Bonds coupon	634,658	5	Jan. & July.	1865	----
" " " "	536,798	6	" "	1860	98
" " " "	379,866	6	" "	1868	----
" " " "	2,183,532	6	" "	1870	100
" " " "	1,600,000	6	" "	1875	101
" " " "	4,095,309	6	" "	1881	103
" " " "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds "	2,889,000	6	Jan. & July.	'71-'94	98
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1888	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "	----	6	" "	----	----
Tennessee—State Bonds coupon	1,945,440	5	April & Oct.	'76-'90	58½
" " " "	239,167	5½	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	21,382,852	6	" "	long.	85
" —Funded Interest "	872,813	6	" "	1892	66
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	67
" " " coupon	11,108,000	6	" "	'86-'95	----
" " (sterling) "	1,866,000	5	" "	1872	----
" —Funded Interest registered	----	6	" "	'76-'96	----
" " " coupon	----	6	" "	'76-'96	----
West Virginia—State Bond coupo	----	6	---	----	----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" " (war) "	641,800	6	Jan. & July.	'77-'88	----
" " (") certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	----
" " "		6	"	1870	95½
" " "		6	Jan. & July.	1873	97
" " "		6	May & Nov.	1875	97½
" " "		6	Jan. & July.	1886	98
" " "		6	quarterly.	1890	99
" " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" " "	7,846,026	5	Various.	'66-'70	125½
" " "		5	"	'71-'75	120
" " "		5	"	'76-'80	99½
" " "		5	"	'81-'86	10
" " "		6	"	'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" " "	305,000	5	Jan. & July.	'77-'78	106
" " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	93
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	96½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" —(new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	101
" " " "	275,000	6	" "	1898	----
" —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	5	" "	1870	94½
" " "	319,000	5	" "	1873	----
" " "	1,000,000	5	" "	1874	----
" " "	334,700	5	" "	1875	----
" " "	2,016,000	5	" "	1876	----
" " "	2,375,000	5	" "	79-'80	88
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" " " (new)	739,222	5	" "	'67-'82	83
" " " (old)	2,232,800	6	" "	'66-'93	97
" " " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds coupon	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds "	1,500 000	6	April & Oct.	68-'71	95½
Sacramento City—Municipal Bonds	1,498,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement bonds coupon	2,643,000	6	Jan. & July.	'66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	77
" —Sewerage Loan "	425,000	6	" "	'79-'88	80
" —Railroad Loans "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds coupon	1,352.600	10	May & Nov.	1871	103
" —City and County B'ds "	329,000	6	Jan. & July.	1875	----
" "	1,133.500	6	" "	1888	----
" "	2,200.000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,403	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	435,046	443,029	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	210,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	184,497	253,507	280,283	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	------	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,455	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,066	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,428,689	1,522,472	1,429,765	15,434,779
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,599,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	------	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206.246	269.282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324.087	407,992	345,929	511,305	478,576	496.433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,666	614,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7.181.208
1866	603,053	509,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,088,166
1865	96,672	87,791	93,763	78,807	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,787	1,224,054
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1.201,239
1867	94,136	78,976	92,910	92,768	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,965,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,108	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	------	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.188	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,641	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,869	4,260,112
1867	304,095	283,661	375,210	362.783	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,691
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,671	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,026	1,105,664	1,004,435	1,029.736	1,055,793	1,275,117	1,450.076	1,227,113	1,187.505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,839	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,763,005
1866	267,541	246,109	326,246	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,224,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170.241	1,125,435	754,551	1,032,149	812,178	9,655.510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,528	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489.062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143.748	162.921	1,554,913
1864	100.872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234.194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,895	151,052	134,563	111,339	1,439,764
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	206,154	2,050,322
1865	144,084	139,171	155,758	144.001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,965	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,880	689,293
1866	45.102	36,005	39,301	43,332	86,913	102,916	85,276	60,698	84,462	100,313	75,249	64,466	814,034
1867	39,078	27,667	36,392	40,710	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	319,000	7	June & Dec		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850.	628,500	6	Jan. & July.	"	1880	98½
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834.	915,280	6	Ja. Ap. Ju.Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101¼
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.	" "	1896	88½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	75
Equipment Bonds	270,483	7	May & Nov.	" "	1874	94
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	102
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	91
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	67
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	84
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston.	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,200	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	" "	1875	
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	93
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	759,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju.Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,302	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,250,000	7	Feb. & Aug.	" "	1888	102½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73–'78	82½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,583,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			100
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104½
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67–'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86–'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,254,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N. Y. & Boston	1860	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	103
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	103
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	89½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63–'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	546,950	7	" "	" "		84
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,388,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov	" "	1883	
" " " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875	94½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	'73–'75	90½

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Jn. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88¼
Chattel Mortgage	380,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	115,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	91
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101⅛
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93⅜
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	92⅛
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	99½
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102¼
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250 000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200.000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	33½
2d Mortgage	937,500	7	" "	"	1863	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'89–'91	
Steri. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	276,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	89
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	78½
Toledo and Wabash:						
1st M. (Toledo and Wabash)	500,000	7	Feb. & Aug.	New York.	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1873	"
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7	May & Nov.	New York.		65
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	29½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94†
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983.000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83 125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
Income Mortgage	448,500	6	" "	" "	1965	
3d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	205,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	900,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	90
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,955	1,515,704	54.0	-------	101,102	37,880	—	----
28 Feb '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,582	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,628	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	—					57.0	236,391	76,773	21,006	—	----
31 Dec, '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,561,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	303,967	715,199	1,644 104	1,130,700	238,781	3,063,586	116.9	170,707	442,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	---	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,350	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	----------	----------	23.8	53,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----------	----------	122.4	319,435	614,725	166,188	—	----
30 Nov. '66	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927.000	----------	3,927.000	75.2	-------	1,591,804	635,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124 0	192,989	478,095	65,483	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100.000	295 000	34,065	----------	62.0	159,074	419,469	138,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	----------	----------	62.0	-------	67,143	loss.	—	—
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	668,805	*	—	895,000	353.283	122.500	1 370,783	100.0	228,845	382,570	58,004	8	85
31 Mar. '66	61.3	1.0	63.8	—	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5.000 000	2,000 000	140.785	8,081,181	117 4	625,109	1,982,213	549,854	9	116
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	565,000	6,112	3,380,357	66.4	366,149	760,678	230,522	10	95
								DELAWARE.													
31 Oct, '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406.132	870,000	271,877	1,607.684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	----	----	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	----	----	-----	*Fla., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153 5	----	----	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 : 00	36,500	22,721	1,296,541	86.7	-------	415,411	54,648	4	----
-- -- '62	92.6	—	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	----	----	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----------	----------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	45.5	—	—	23.7	----	----	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,368,800	*	—	4,368,800	----------	----------	6,690,173	229.0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	----	----	-----	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	----------	8,123,343	232.0	----------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,295	1,658,976	102 5	226,241	404 618	212,67?	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	----------	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71 6	----------	----------	----------	—	----
31 July '66	106.1	100.8	16.2	—	2.	20	230	South Western	3,350,606	411,373	34,173	3,202.400	437,500	12,532	4,808,553	228.8	264,524	856 945	343,802	—	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	----------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,990,904	280 0	1,934,115	3,695,153	1,484,616	84	107
30 Apr. '66	317.0	83.0	47.0	—	111	54	2.142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10,193,010	5,754,406	204,207	17.518,440	400 0	2,083,550	6,175,553	2,799,435	31	152
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,483	825,398	39,680,4 2	930.0	----------	6,820,750	1,802,272	—	38½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050.132	*	2,265,632	6 500.000	1,448,000	----------	10,315,7 4	228.4	1,224,851	2,154 236	1,442,781	10	89
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----------	4,214,342	180.0	----------	742,097	377,476	—	----
31 Dec '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,455	*	10,323,828	23,415,780	12,144,000	----------	41,478,280	708.3	3 603,862	6,546,741	2,175,447	10	116
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	209.0	----------	2,240,744	488 598	—	39
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	----------	4,390,000	5,600,000	----------	----------	224.0	----------	----------	----------	—	15
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4.562	2,728,187	132.0	246,145	559,128	246,720	—	----
31 Dec, '62	72.4	—	----	—	19	17	268	Indiana Central	1,667,039	274,081	28.641	d11,050	1,254.500	15,900	2,102,761	109.0	----------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25.689	1,689.900	1,362.284	140.689	3,458,108	110.6	----------	448,858	230,934	9	----
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240.322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.6	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	----------	1,538,782	132.0	----------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800.000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	—	36½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,421	73 0	411,278	1,248,726	598,671	12	150
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,119	7,717	3 451 713	75.5	125,325	466,745	181,117	—	----
31 Dec. '66	142 5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 0	3,862,425	960,000	653,963	5,429,203	158 5	319,880	805,271	237,861	—	----
1 Jun. '66	38.5	—	----	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,4 0	570,000	----------	----------	38.5.11	mo s.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----------	----------	----------	—	----
								KENTUCKY.													
31 Oct, '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,532.169	2,930,000	337,532	4,375,99	111.8	----------	426,408	227,534	—	----
30 Jun. '66	29.0	—	3.1	— }	14	13	225	} Lexington and Frankfort	605,248	52,900	71,669	614,646	79,000	8,644	729,257	29.6	239,026	174,049	55,707	7	80
30 Jun. '66	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,994	319,519	20,497	1,675,258	65.1		389,171	108,903	5	50
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,109	3,125,491	453,051	12,754,348	334	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	173.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4.254,217	551.218	1,315,464	4.093,425	1,730 600	2,804,768	8,628 793	80 0	105,960	414,741	280,220	—	----
30 Nov. '66	208.0	—	----	205.0	24	23	275	*N. O. Jackson and Gr. Northern*	6,154 172	1,386,874	—	4,087,477	3,451,000	281,157	12,089,935	206.0	----------	1,533,042	586,288	—	----
31 Aug '60	53.7	—	----	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,253,015	248,969	108.434	1,710,81	53	----------	----------	----------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	od by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----------	----------	----------	—	----
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	847,596	—	2,950,000	4,250,000	----------	9,008,369	188	----------	340,898	----------	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316.423	—	87 ,767	6,982 866	7,463,489	281,032	15,188,190	220	1 741 070	4,446,490	1,638,114	15	110
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625 53t	2, 69,517	1,745,795	10,301,200	9,125,340	736,9 1	20,473,9 1	523.8	2,386,193	4,975,1 3	1 609,557	—	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	—	—	----------	575,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	—	—	----------	600,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	—	—	----------	500,000	----------	----------	----------	----------	----------	----------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	805,892	6,331,39	236.0	----------	884,342	328 092	—	—
31 Oct, '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,918	—	798,285	456,949	275,060	1,971,444	59.7	----------	176,462	116,433	—	—
31 Dec. '58	53.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----------	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	----------	----------	206.8	579,224	1,047,567	420,026	—	45
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,538	815,013	205,715	2,489,540	4,400.000	106,243	8,023,361	182.0	----------	1,020.089	267,804	—	—
31 Dec. '62	152 0	—	3.6	----	---	---	-----	*Platte County*	1,200.000	*	—	500,000	700,000	----------	----------	52.0	----------	----------	----------	—	—
8 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13.6 5,014	1,504,015	439,157	8.581,559	9,290 000	1 150,743	15,628,18	283.0	831,433	1,794,356	400,826	—	—
8 Feb '67	90 0	—	3.9	260.0	6	2	60	*South-West Pacific*	5,000,000	110.7 8	1,200,000	1,280,000	2,000,000	----------	5,000,000	127.0	----------	----------	----------	—	—
30 Sep 61	66.5	3.6	4 2	—	10	13	219	*St. Louis and Iron Mountain*	5,42 :0	6 2,0	—	1,971 2	3,01 00	40 58	6,35 ,0	70.1	235,139	396,291	2 0	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	140,527	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	238,767	6	102½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	113⅞
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	268,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,788,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	120½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	488,499	10	129½
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,643	10	133½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	139
30 Nov. '64	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,808	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115½
30 Nov. '66	44.1	30.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,996	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,582	46,018	134,000	500,000	124,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	96
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	248	Providence and Worcester	1,453,596	302,798	48,606	1,750,000	—	55,000	1,805,000	44.4	293,180	701,147	153,414	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L.Co.)		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	53½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb.& W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,920	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	150
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,585	1,141,000	—	15,196	1,265,385	45.7	250,869	474,362	178,965	10⅔	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	57½
30 Nov. '66	58.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '68	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '68	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	119
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,640	681,301	242,997	8	105
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	66.1	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,807,062	1,444,705	15	129
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964.600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581 244	1,617,268	10	117
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,921	2,181 121	208,899	3,600,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	67
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,051	loss.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,850	511,400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	33.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	—	233,100	13½	105½
30 Sep. '65	88.3	—	18.6	—	34	37	697	Buffalo and State Line	2,267,838	516,576	660,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,929	5,085,864	54,287,874	784.0	7,109,139	14,396,413	2,238,704	4	59½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,492,380	994,668	8	102
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	202	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3 291,112	6	99½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,196	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	.....
30 Sep. '65	118.0	4.0	18.0	—	26	25	358	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,819	—	61½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240 637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,827	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.8	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer		and	Saratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,648	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,108	23,738	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	—	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	.....
—	59	97.0	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,841	—	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469.458	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,564	236,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562 251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 996,577	202.0	.....	1,61,566	532,289	9	80
31 Dec. '64	131.8	—	—	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	—	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '65	135.4	55.8	.....	—	44	28	784	Cleveland, Columbus and Cinc.	4,000,000	750,000	2,093,260	6,000,000	475,000	325,060	6,843,260	191.2	967,820	2 386,132	663,205	10	98½
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	672,916	2,359 222	1,148 561	35	150½
30 Nov. '66	101.0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,890,848	83,292	9,674,307	203.5	1,429,741	2,696.377	736.794	5.	75½
31 May '66	109.3	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,868	1,035,717	13	113
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	128.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '66	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	5,850,779	*	1,578,999	12,667,668	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445.302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	6,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	13,985,354	595 400	391,992	3,282,163	1,218,972	109,918	4,972,740	205.9	340,671	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	398,204	1,291,800	38,820	2,228,824	125.0	241,240	382,807	166,183	—	.....
Dec. 31	1424	—	—	—	48	18	489	Toledo & Wabash	9,080 918	*	—	3,427,050	6 653,868	—	10,243,015	250.0	1,244,258	2,060.322	945,492	3½	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,542	44.0	134,201	356,277	123,861	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,557,560	*	85,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,585,400	1,476,630	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,006	*	—	3,350,000	266,000	—	3,634,000	67.5	227,045	447,052	170,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,057	*	—	1,516,900	384,000	—	1,691,057	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	1.5
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,631	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	800,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	813,902	618,460	235,138	—	.....
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,016,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,908	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,140	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,452	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,078,411	3,718,680	2,260,027	20	58½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,666,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,993	665,222	467,050	3,150,150	3,124,737	—	6,887,245	67.5	345,588	962,217	382,500	—	33½
31 Dec. '66	354.8	33.3	166.3	—	452	230	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,082,265	—	44,251,544	665.5	7,080,026	to 583,883	5,967,520	9	50½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristt'n	1,139,079	268,459	409,980	1,491,850	159,800	—	1,817,554	24.2	274,879	609,546	247,446	9	65
31 Dec. '66	237.5	—	63.5	—	—	—	—	Phila. and (Sunbury) Erie	17,969,733	—	—	5,083,760	13,000,000	600	18,084,360	287.5	1,424,140	2,541,052	454,077	—	28
30 Nov '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,868	22,742,867	6,719,562	—	32,577,548	474.8	4,361,536	10,929,289	6,016,651	10	61½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	819,446	316,754	15	131
31 Oct. '66	96.0	—	105.5	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,836	2,450,958	1,067,687	10	56
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,098	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	50.9	324,068	739,109	245,000	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,543	26,927,540	468.5	4,945,413	7,467,217	2,319,581	10	16½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,958	348,138	130,582	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	58	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	932,600	113,865	1,760 501	35.4	144,402	257,510	147,750	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,601	549,400	816,000	26,292	1,095,918	36.6	120,084	264,125	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,781	500,000	—	.....	62.0	340,600	625,641	169,523	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.8	.....	283,203	151,536	6	.....
1 Jan. '59	142.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '66	136.0	108.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,975	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June 66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,349,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,322	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,285,990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,079	3,015,107	99.2	.....	337,252	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	88,128	44,866	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,810	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,050,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	67,950	127,953	87,245	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,580	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	126,005	3,081,400	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,186	119.6	449,351	423,027	112,168	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	206,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	.....
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	*	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	95½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,275	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	63,85	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	42,406	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,600,124	590,610	156,161	9 months	79 2	47,702	54,121	16,33	—	.....
30 Sep '66	108.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	.....	696,703	127,9	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	125	Orange and Alexandria	.....	.....	.....	2,000,655	2,923, 00	380,780	.....	167.	6 mos.	300,101	102,6	—	.....
30 Sep. '68	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,000	1,631,900	124,981	3,565,187	133.4	.....	289,581	49,65	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,85	7	.....
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,700 000	1,717,500	900,939	7,301,983	191.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	.....	78.0	159,981	279,940	145,38	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,076	847,100	317,000	44,524	1,210,624	43.5	67,094	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	25	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	—	221,684	868,200	409,893	112,236	2,052,977	80.0	168,037	391,577	220,52	—	.....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	250,966	3,453,679	1,799,822	04,785	6,254,288	195.0	.....	487,449	120,13	—	.....
30 Jun. '66	204.7	9.4	10 6	—	29	18	2.5	Virginia and Tennessee	7,19 ,5 0	*	1,256,575	3,497,291	2,177,000	649,174	8,443,12	214.9	2 8,8 9	55 ,022	95,8	—	.....
								WISCONSIN.													
31 Dec. '66	196 0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	8,5 8,574	2 5 0	966,727	2,538,80	934,10	—	74
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,996	390,500	—	.....	230.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (5)	11,338,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	236 798	67,65	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,466 588	*	15,311	1,651,150	911,029	22,981	2,663,370	49.0	.....	242,798	117,84	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	2,210,345	*	—	15,125,130	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,51	1,154,85	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	—	220,000	16,802,742	9,281,435	—	26,084,180	357.0	.....	011,866	1,649,51	14	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,95	5,678,939	98.1	402,670	467,269	191,13	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,058,70	—	—	.....	108.0	.....	138,73	55,77	—	.....
July, '61	90.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	03 ...	—	1,580 08	13,10	136.000	1 799,23	80.0	.....	134 85	36,07	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.8	.....	—	20	18	166	Nova Scotia	4,273,401	*	—	4,273,401	—	—	4,273,28	92.0	158,41	136,10	87,1	—	.....
								NEW GRANADA.													
31 Dec 63	6.			—	11	22	120	Pan ma	2,000,000	*	—	.....	.....	.....	.....	.....	.....	27,45	22,42	—	25

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	—	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	26½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	53½
Chicago & Alton (preferred)	2,425,400	7	7	111½
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	71½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	55½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70
Toledo & Wabash (preferred)	984,700	7	7	65½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,667,343	6	J. & J		1886	94
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18--	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	86
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,980	6	"		1868	----
Lehigh Navigation:						
1st Mortgage	414,158	6	Qrtrly.		1870	----
Six per cent. Loan	5,434,351	6	"		1884	83½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	" "		1865	----
Morris:						
1st Mortgage	425,500	6	A. & O.		1876	91½
2d Mortgage	302,750	6	----		----	89
Boat Loan	232,807	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	90½
2d Mortgage	3,980,670	6	J. & J.		1882	76½
Improvement	1,601,670	6	M. & N.		1876	74
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	65½
Preferred Interest b'ds.	227,569	6	"	"	1878	21½
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	23
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	90
Wyoming Valley.						
1st Mortgage	600,000	6	J. & J.		1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	56½
Delaware and Hudson	100	10,000,000	10	153
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	50½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	60
" (preferred)	100	1,175,000	10	119
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	21
" " (preferred)	50	2,888,988	—	30
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	---	---	---	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	41 50 @ 44 —
Pig, American, No. 1			42 — @ 44 —
Bar, Refined, English			80 — @ 90 —
Bar, Swedes, assorted sizes	(in gold)		95 — @100 —
		(Store Prices.)	
Bar, Swedes, assorted sizes			100 — @ — —
Bar, English & American, Refined			110 — @115 —
Bar, English & American, common			100 — @105 —
Scroll, English			140 — @190 —
Ovals and Half round			135 — @145 —
Band, English			140 — @ — —
Horse Shoe			135 — @ — —
Rods, English			115 — @172 50
Hoop, English			145 — @205 —
Nail Rod		per lb.	— @ — 10½
Sheet, Russia		per lb.	18½@ — 19
Sheet, English, Single, Double and Treble			5½@ — 8
Rails, English	(gold)	per ton	53 — @ 54 —
Rails, American			82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	18 @ — 23
English Spring	(1st & 2d qlty.)		10½@ — 12½
English Blister	(1st & 2d qlty.)		11½@ — 20
English Machinery			13½@ — 16
German			14 @ — 16
American, Blister			11½@ — 17
American, Cast, Hammered			19 @ — —
American, Cast, Rolled			— @ — —
American Spring			12 @ — 15
American Machinery			15 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits)	per lb.	— 34 @ — 35
Sheathing, Yellow			— — @ — 24
Pig, Chile			— — @ — —
Bolts			— 34 @ — 35
Braziers'			— — @ — 35
American Ingot	(cash)		— 23½@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— — @ — —
Spanish			6 50 @ 6 62½
German Refined			6 50 @ 6 62½
English			6 50 @ 6 87½
Bar		per lb.	— — @ 10 —
Pipe and Sheet			— — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	—	@	—	25½
Straits	(gold)	—	@	—	23½
English	(gold)	—	@	—	22½
		(Gold.)		(Currency.)		
Plates, I.C. Charcoal, p. box		9 —	@	9 50	12 25 @	12 25
Plates, I. C. Coke		7 50	@	8 75	10 50 @	12 25
Plates, Coke Terne		6 75	@	7 —	9 50 @	9 75
Plates, Charcoal Terne		8 50	@	8 75	11 75 @	12 25

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash)	per 100 lb.	— — @ 6 —
Clinch	(cash)		7 50 @ — —
Copper			— — @ — 42
Ausable Horse, Norway Iron, Forged			— — @ — —
Zinc Nails	(6 mos.)		— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity			— — @ — 16
Refined, free L. S. to White			— — @ — 41
Refi'd, in bond, prime L. S. to White			— — @ — 24½
Refi'd, in bond, Standard White			— 25½@ — 26
Naptha, Refined (60@63 gravity)			— 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th 23.	F 24	Sat. 25.	M 27	Tu. 28	W. 29
Atlantic M. S. S. Co.	102½	102½	102½	----	101	101
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	94	----	----	----	----	----
California 7s	120	----	----	----	----	----
Canton Co.	42½	42½	42½	41½	42½	43½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	107	----	107½	----
" " pref.	111½	----	----	----	----	----
" " 1 M.	----	----	----	----	100½	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	132	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	33½	33½	32½	31½	32½	33
" " pref.	59	58½	57½	57	57½	59½
" " 1st M.	----	82½	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	93½	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	88½	88	87½	86½	87½	88½
" " 1st M. '75	----	----	----	----	102½	----
Clev., Col. and Cin.	----	----	----	99	98½	----
Clev. and Pittsburg	73½	73½	73½	73½	74½	74½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	112½	112½	----	----	113	----
" S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	30	31	30	----	----	----
Del. & Hudson Canal	----	154	----	----	----	153
Del., Lack. & West.	----	125	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	61½	60½	59½	58½	59½	60
" pref.	----	72	----	----	----	71½
" 1 M. 7 p.c. '67	100½	----	100½	100½	100½	101
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	96	----	----	----	96	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	89
Hudson River	102	101	101	100½	101	102
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	113½	115½	116	115½	116
" Can. bd. sc.	----	----	----	----	----	----
" bonds	111	110½	----	----	111	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	6½	6½	6½	----	----
Michigan Central	110	110	----	109½	----	110
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	67½	67½	66½	65½	66½	67½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	97½	97½
" " 2 M.	90	----	----	10	----	----
Mil. and P. du Chien	----	----	----	----	----	87
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	34½	----	34½	34	34	34½
" " pref.	55½	54½	54	----	53½	55½
" " 1st mort.	----	----	89½	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	97½	97½	97½	97½	97½	97½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	98	98	98	98	98½	99
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	104	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	94½	93½	93½	93½
" 6s, S. F. '87	----	96	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	----	48	48	47½	48	----
" new	46½	----	47½	48	----	----
Ohio & Miss. cer.	25	25½	25	25½	25	25½
" " pref.	----	66	----	----	----	----
Pacific Mail S. S. Co.	132	128½	128	127½	128½	129½
Panama	----	260	260	----	----	----
Phila. and Reading	103½	101½	103½	102½	103	103½
Pitts. Ft. W. & Chicago	96	95½	96½	95½	95½	97½
" " 1M.	----	----	----	----	102½	----
" " 2M.	----	----	----	----	----	96½
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25	25	24	24	----	25
St. L., Alton & T. H.	----	37	36½	39	----	----
" " pref.	----	69	----	70	70	----
" " 1M.	89	----	----	89	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	76	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	65	65	65	65	65½	----
" new	62½	63½	----	63½	63½	65½
Tol. Wab. & Western	42	41½	41	41	41½	43½
" Pref.	----	----	----	----	66½	65½
" 1M. ex.	----	----	----	----	----	----
" 2M.	77	----	----	77	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	67	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th. 23.	F. 24	Sat. 25.	M. 27.	Tu. 28.	W. 29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	111	112
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	104½	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99⅞	99⅝	99⅝	----	99½	----
U. S. 5s, 10-40s, reg.	92⅝	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, coup.	----	111⅝	111⅝	111⅝	----	111⅝
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ₰y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	109⅞	109⅝	109⅛	109⅜	109⅜	109⅛
U. S. 6s, 5-20s, c. 1864.	106	105⅞	105⅝	105⅝	105⅝	105⅝
U. S. 6s, 5-20s, c. 1865.	106⅜	106⅛	106⅛	106⅛	106⅛	106⅛
U. S. 6s, " reg.	106⅛	106⅛	----	----	106⅞	106⅛
7.30 Notes, 1st series.	----	----	----	106⅛	106⅛	106⅛
" " 2d series.	----	----	----	105⅝	105⅝	105⅝
" " 3d series.	106⅜	105⅝	105⅞	105⅞	----	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W. 22.	Th 23	F. 24.	Sat. 25.	M. 27.	Tu 28
Catawissa	----	----	----	----	----	----
" preferred	27	27	----	----	26½	26½
Camden & Amboy	129½	129½	----	----	----	129⅝
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	94	----	95	----	94	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	56½	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	52½	58	52⅝	53	50⅝	----
" " 6s, '84	----	89	----	88⅞	----	----
Lehigh Valley R. R.	----	----	55	----	58	58
" " os	----	----	91	91	91	----
Little Schuylkill R. R.	----	28	----	----	28	----
" " 7s	----	93½	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58⅞	----	----	58	58	58
Morris Canal	----	63	----	----	----	----
" " pref.	110	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	33⅜	----	----	33⅜
" 6s	----	----	88⅛	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	43	----	----
Pennsylvania R. R.	51⅞	51⅛	50⅞	50⅛	50⅛	50⅛
" 1st m.	----	----	----	99⅞	----	----
" 2d m.	93⅛	----	93⅛	93⅛	93⅛	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	101⅛	102⅛	----	102½	102	----
Philadelphia City, 6s	97⅛	97	----	----	97	97⅛
" " new	101⅛	101⅛	102	101⅞	101⅛	101⅛
" " munc	----	----	102	101⅞	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52	51⅛	51⅛	51⅛	51⅛	51⅛
" " 6s, '86	----	----	----	----	102½	----
" " 6s, '70	----	94½	95	----	----	----
Philadelphia & Erie	----	----	28	----	28⅛	----
" " 6s	92½	----	----	92½	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	21	20½	----
" " pref.	----	30½	----	30	----	----
" 6s '82	----	77	76⅜	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	----	16	16⅛	----	16⅛	16⅛
" " 6s '78	64⅛	65	65½	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	23	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	12½	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	27

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W. 22.	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28
Baltimore City 6s, 1875	97⅜	97⅛	97⅛	----	----	97⅜
" " 1886	97⅛	97⅛	----	----	----	98
" " 1870	----	----	----	----	----	----
" " 1890	----	98⅜	99	----	99⅛	99⅛
Balt. and Ohio	----	----	----	113⅛	113⅜	113⅜
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	98⅛	----	----	----	99
" " " '80	----	----	----	----	----	98⅛
" " " '85, 98	----	----	----	----	----	----
Northern Central	----	43¼	----	43	43⅛	----
" " b'ds, 1885, 86	----	----	----	----	85⅛	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	20⅜	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th. 23.	F. 24	Sat. 25.	M. 27.	Tu. 28.	W 29
Boston and Lowell	----	----	----	----	----	120⅛
Boston and Maine	----	----	127	128⅛	129	129⅛
Boston and Providence	----	----	133⅛	----	----	133⅛
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	83½	----	----	58½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	110	----	----	110
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	118½	----	----	----
Manchester & Lawr'ce	----	----	120	120	----	119
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	102	105	----	----
Old Colony & Newport	----	----	96	----	97	----
Ph., Wil. & Baltimore	55⅛	----	----	56	56	----
Portl'd, Saco & Ports.	----	----	102½	----	----	102½
Vermont & Canada	----	94	----	----	----	94½
Vermont & Mass.	----	----	53	53⅛	53⅛	----
Western	----	----	----	----	----	150
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	90	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	21	----	22	22
Franklin "	----	12½	13	15½	15½	16
Huron "	----	4	4⅛	4⅛	4⅛	5½
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	10½	11	11½	13	14
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	25	----	25
Rockland	----	----	----	----	----	8

London Stock Exchange.

The following were the closing prices for American Securities on the 3d and 10th of May.

	Closing Prices. May 10.	May 3.
Atl. & Gt. Western, N. Y. sec., 1st mort., 1980, 7 per cent	53 @ 58	55 @ 60
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	53 @ 58	55 @ 60
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	21½ @ 22½	20 @ 22
Erie shares, $100 (all paid) 8 p. c.	42 @ 42½	41½ @ 42½
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76 @ 76½	75½ @ 76½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @ 103	101 @ 103
Penn. R.R. bonds, 2d mort. con. 6 p. c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	75 @ 78

American Railroad Journal.

Saturday, June 1, 1867.

Stock Exchange and Money Market.

Money has again advanced a point in price to speculative borrowers, through the influence of the reduction of the floating supply, by the absorption and accumulation of funds at the U. S. Sub-Treasury, in this city, where there is a cash balance on hand at present of $129,238,225, against $106,566,247 on the 3d of the current month of May, showing an increase of $22,671,978 in less than four weeks. In these four weeks, the legal tender reserve of the city banks has been reduced $10,024,967, or from $70,587,407 to $60,562,440. This accumulation in the Sub-Treasury, of so enormous a cash reserve, has lessened the facilities for speculative operations, and led to a gradual rise in the price of call loans, which are now quoted at six per cent. as the rule, with exceptional negotiations more numerous at seven, than any figure below six per cent. In the discount line, there has been comparatively little animation, and on the best paper rates have been quoted nominally a shade firmer, or at 6½@7½ per cent. per annum. There has been no special pressure for accommodation at the advanced rates, because of the unusual inactivity at the Stock and Gold Boards, the Produce Exchange, and in nearly every branch of business. Had there been an average call for pecuniary aid during the absorption of funds at the Sub-Treasury, which has been in progress for some weeks, a very stringent market would have been inevitable. As it is, the policy of hoarding money on Treasury account, even to prepare for the redemption of the maturing Seven-thirty and Compound Interest Notes, has been quite freely canvassed in the street, chiefly in speculative circles, whose plans and manipulations have been disturbed, or thwarted altogether, by the apprehensions resulting from the diminution of the floating supply, and the steady rise in the price of money. Aware of the prevalence of these adverse views of the financial policy of the Government, as well as of a dread of impending embarrassment to the National Treasury, because of increasing expenditures and reduced revenues, Secretary McCulloch in declining, under date of May 22, an invitation to visit Boston, extended to him, as far back as April 30, by several of the foremost residents of that city, took occasion to explain in an informal manner, his views of the financial situation, and of the immediately prospective action of the Treasury Department, as follows:

"I need not assure you, gentlemen, that it shall be my earnest purpose to continue to so administer my office as to justify the confidence you have so generously given me. You must not expect, however, that our monthly statements for the rest of the present year and the early part of the next fiscal year will be as satisfactory as they have been for many months past. The donations of bounties to soldiers, preparations for a threatening Indian war, even if the war itself should be avoided, and very liberal appropriations of a miscellaneous character will cause unusual heavy drafts to be made upon the treasury, while on the other hand the general failure of the wheat crop and the partial failure of the corn crop last year, slow progress in the restoration of the southern states to their proper relations with the federal government, the dullness of trade throughout the country—partly the result of a decrease of production, and partly of the natural reaction which always follows periods of excitement and speculation—together with reduced taxes, will very considerably effect our revenues. This combination of adverse circumstances may retard a return to specie payments, and with large issues of bonds to be made to the Pacific Railroad and its branches or divisions, will prevent for a brief season a reduction of the public debt, and may even render a temporary increase of it unavoidable; but it will not weaken my faith in our ability to move on again in the right direction at an early day. On the contrary, I believe that this check to our progress will lead to improvements in our revenue laws and to an increase of efficiency in their execution, hasten the representation in Congress of the Southern States, and secure greater economy in all branches of the public service.

"Some surprise may exist that I have not for some months past reduced the circulation of United States notes according to the authority conferred upon me by Congress, and an inference may be drawn from it that my opinion upon the subject of contraction has undergone a change. Permit me to say, therefore, that I am as much persuaded as ever of the importance of an early return to specie payments, and of a reduction of the currency, as a means of checking extravagance and speculation, and of increasing production, without which all efforts to restore permanently the specie standard will be ineffectual. What the country needs in order that specie payments may be resumed and maintained, and real prosperity secured, is an increase of industry and a restoration of our former habits of economy. As a people, among ourselves, we must earn more and spend less. In our trade with foreign nations we must sell more or buy less. Any different prescription for existing financial evils is, in my judgment, quackery. That contraction will tend to bring about this desirable condition of things I have never doubted, but I have nevertheless suspended the reduction of the circulation of United States notes, and for the following reasons, either of which would perhaps have justified my course,

and all of which have had more or less influence in determining it.

"First—The views of a majority of the members of Congress, as indicated by a number of votes last winter, were adverse to immediate contraction, and I have not felt at liberty to place myself in practical opposition to the law-making branch of the government, without whose support I must be powerless.

"Second—There have existed for some months past anxious forebodings of financial troubles, and while they continued I have been apprehensive that a contraction of the currency, the object and effect of it being misunderstood or misinterpreted, might produce a panic in the commercial cities which, extending over the country and beyond the speculative interests, would injuriously affect legitimate business and the revenue dependent upon it.

"Third—Large amounts of interest-bearing notes are to be paid or converted with the present and next fiscal year, to which it seemed prudent for me first to direct my attention, leaving the question of a curtailment of the circulating notes to be determined from month to month, by the condition of the country and of the treasury.

"Fourth—Anticipating that the failure of the crops and the other circumstances alluded to, would seriously effect business, I have considered it important that the public mind should not be diverted, by the criticisms and complaints of those who are opposed to contraction, from the real causes of trouble; that a sound policy should not be put in peril by being made the 'scapegoat' for evils resulting from different causes.

"You will not infer from what I have written that I am not hopeful in regard to our financial future. It has been my constant aim so to manage the national finances as to aid in bringing the country to a healthy financial condition, without being subjected to the severe disasters which many judicious persons have supposed a large debt and the derangement of business, and the diminution of industry occasioned by the war and a redundant currency, would render inevitable. My faith that this can be accomplished is unshaken. The causes which are now operating against us are exceptional and temporary. The prospect of a good crop of winter wheat was never better. More spring wheat has been sowed and more corn has or will be planted this season than ever before. The people are beginning to comprehend again this important truth, which seems to have been disregarded for some years past, that prosperity is the result of labor, that industry and economy are as indispensable to national as well as to individual wealth. I shall be grievously disappointed if another year does not witness a large increase of industry, of enterprise and of revenue, decided progress towards a resumption of specie payments, and a steady reduction of the public debt.

These eminently frank and conservative explanations have been quite satisfactory to the more reflective portion of the public; but they have been interpreted by the street speculators, as meaning practically renewed inflation, favorable to the *bull* operators at the Gold and Stock Exchanges. Money closed firmly on Wednesday at the figures already quoted by us. The city banks are less liberal of accommodation. Last week, they contracted their loans $1,870,069, while losing $3,266,031 of legal tender, $7,763,589 of deposits, and $1,483,585 of specie. They increased their circulation, $64,952. The specie reserve of the banks is now $14,083,667, against $19,736,929 same time last year. The city bank deposits are now $193,673,345, against $208,977,905 week ending May 26, 1866. The legal tender reserve amounts to $60,562,440, against $73,829,947 same time last year. The circulation now stands at $33,697,253, against $26,223,867 same time last year. The loans are now $256,091,805, against $257,969,593 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $71,955,437 a day, against a daily average of $83,945,965 the preceding week, and $87,386,628 the week ending with May 11th. The current week's exchanges average $79,067,422 a day.

National Bank notes to the amount of $45,150 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $303,193,706, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,237,232, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,630,124. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,641,450; and for the public deposits, $39,052,950—making a total of $379,694,400. The Treasury Department, last week, redeemed and destroyed $320,800 of worn and mutilated fractional currency, and issued $266,089 worth of new.

The U. S. Sub-Treasury receipts, week ending with May 25, were $20,628,334, including $2,006,097 from customs duties; payments, $17,042,110; balance at the close of the week, $132,281,220, against $128,697,987, at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,135,609, and payments, $4,762,098; on Tuesday, receipts, $3,933,688; payments, $3,350,195. The balance at the close of business on Tuesday stood at $129,238,225, against $127,782,542 a week previous.

A moderate yield was reported at the Treasury Department, last week, from all the leading sources of revenue. The customs (currency value) again exceeded the excises. The excises, last week, yielded $2,450,467, against $2,595,869, the preceding week; customs at the port of New York $2,006,097, and at the outports, about $640,000 (in coin) more, making the grand total income for the week equal about $6,088,854 in currency, against disbursements of $1,853,253 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $242,000,000.

The Gold speculation was devoid of spirit early in the week, and the price steadily receded to 136⅜ by Monday. Since Monday, the disposition to operate for a rise has been on the increase, and the price has rallied to 138. The most marked advance was of full one per cent. on Wednesday, or from 137 at the opening of that day, to 138 by the early afternoon, brought about chiefly through the use made by the inflationists, of the letter of Secretary McCulloch, which we have given above. This sudden rise, having no substantial basis, was not maintained to the close, and the latest quotation was 137⅝. The export demand was light. On Wednesday, the total shipments to Europe were only $130,500. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,056,073. The customs demand for Gold last week, averaged $334,349 a day; thus far, this week, it has been equal to $395,425 a day, or equal to a weekly aggregate of $2,372,150. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $30,552, and from California, $568,998. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $112,882,216, against $122,040,166 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $35,656,446, against $26,953,251 same time last year, showing an increase this year, of $8,709,195. The exports of specie from this port, last week, were $1,483,667. The total outflow of specie from the port, thus far in the current fiscal year has been $33,249,415, against $38,473,706 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,499,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $52,127,392, against $44,565,961 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to April 27, reached $11,437,453, against $11,448,650 same time last year, showing a decrease, in 1867, of $11,207.

Foreign Exchange has advanced a fraction, on a less freely supplied and moderately active market. Bankers' 60 day bills on London closed on Wednesday at 109⅞@110, and on Paris to 5.12½@5.11¼; sight bills on London to 110⅜@110⅝; and on Paris to 5.10@5.08¾. The offerings of produce bills have been unusually light, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $1,815,222, making the total value of exports since July 1, 1866, $162,560,237, against $203,397,994 same time in the preceding fiscal year.

Government securities have been less active, and the coin-bearing bonds have yielded a trifle, while the compound-interest notes of the 1865 issues have advanced, and the Seven-Thirty Notes have ruled firm. At the close, the market was steady, on a moderate trade. An effort was made to depress the funds by the report that the impending embarrassments would necessitate the holding of a mid-summer session of Congress. Secretary McCulloch, in a private letter, set this apprehension at rest; thus, "The report that the condition of the finances would require a special session of Congress originated, doubtless, with certain persons who want a session for purposes of their own. I have been not a little surprised that some respectable journals should seem to encourage the movement. A session is certainly not needed as far as the Treasury Department is concerned; and I have no hesitation in saying that a special session would affect injuriously the credit of the Government. We need industry more than legislation. Improvements in our revenue laws are required, and it is possible that some financial legislation will be needed; but upon neither of the subjects could Congress act advisedly before the regular session." U. S. sixes of 1867 closed here on Wednesday at 136; U. S. sixes of 1868, at 135; U. S. sixes of 1881, 111⅛@111¼; U. S. Five-twenties of 1862, 109⅜@109½; U. S. Five-twenties of 1865 at 106⅜@106½; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Ten-forties at 99⅜@99½, and U. S. Seven-thirties at 105⅝@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864	119⅛	May, 1865	115½
July, 1864	118⅝	August, 1865	114⅛
August, 1864	118⅛	September, 1865	114
October, 1864	117⅛	October, 1865	113½
December, 1864	116⅛		

The railway and miscellaneous stock market

was very dull, and inclined to heaviness, through the forepart of the week; but has since Monday been on the recovery of strength, if not buoyancy, influenced by a moderate increase of speculative orders.

General business has been very quite, since our last, and prices of most kinds of produce have favored purchasers, decidedly. The favorable crop reports, and the increasing receipts from the interior, have tended to depress prices of Breadstuffs, quite seriously. Cotton has been lightly dealt in, and middling grades left off here on Wednesday rather heavily at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 98,000 bales. The receipts at the port this week, have averaged about 1,770 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 563,700 bales, against exports of 383,952 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,732,000 bales against 1,876,334 bales same time last year; exports, 1,324,000 bales, against 1,393,927 bales same time last year; estimated stock at latest dates, 305,000 bales, against 357,650 bales same time last year. Foreign merchandise has been lightly dealt in, and prices have been on the decline. Dry goods have been very seriously depressed. The total imports of foreign dry goods, last week, were $925,729, and the total amount marketed $1,009,516. The value of foreign merchandise imported last week, was $3,365,661—making the grand total specie value of last week's imports of dry goods and merchandise, $4,291,460, and since July 1, 1866, $234,588,219, against $268,222,837 same time in the preceding fiscal year. The ocean freight market has been unusually dull and heavy, since our last, with 594 vessels of all classes in port. For Liverpool we quote flour at 9d.@1s. per bbl.; grain at 1½d.@2½d. per bushel; cotton at $\frac{3}{32}$@$\frac{5}{32}$d. per lb.; and heavy goods at 7s. 6d.@15s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 15.	May 22.	May 29.
Consols	92¼	93	94
U.S. 5-20's of 1862	72¾	72½	72½
U.S. 5-20's of 1865	70¾	70½	71
Erie	42	42¼	40
Ill. Central	76¼	76¾	76½

The New York exports, exclusive of specie, for the week ending May 28, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,260,855	$1,815,222
Prev. reported	84,259,003	79,138,620
Since January 1	$86,519,858	$80,953,842

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,007,837	$925,729
Gen. merchandise	3,377,547	3,365,761
Total for the week	$4,385,384	$4,291,490
Previously reported	121,753,255	99,368,697
Since January 1	$126,138,639	$103,655,187

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$268,222,837	$234,588,219
Exports produce	203,397,994	162,569,237
Exports specie	38,473,706	33,249,415

The balance in the Sub-Treasury on Wednesday was $130,715,123 68.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1872, 101; do., 7s, Bounty Loan, coupon, 108¼; do., reg., 108½; do., 5s, 1874, 93¾; Virginia 6s, ex-coupon, 46; Georgia 7s, 73⅛; Brooklyn 6s, Water Loan, 95½; Chicago, Rock Island and Pacific 7s, 88¾; Great Western 2d mort., 70; Chicago and N. W. Equipment bonds, 93; Joliet and Chicago 1st mort., 104½; Morris and Essex, 1st mort., 94¼; Troy, Salem and Rutland 7s, 97½; N. Y. and N. Haven R. R., 116; do., 6s, 94¾; N. J. Central R. R., 117; Indianapolis and Cincinnati, 79; Chicago and Great Eastern, 15; Wilkesbarre Coal, 33; Boston Water Power Co., 27; Mariposa pref., 17; Adams' Exp., 66; Wells Fargo, Exp., 65; U. S. Express, 72; Merchants' Union Express, 13; Am. Exp., 68; Western Union Telegraph, 43; do., 7s, 80; Bank of Commerce, 119; Fourth National Bank, 107¼; Central National Bank, 110¼; Continental Bank, 104; Ocean Bank, 101½; Manhattan Bank, 135; Shoe and Leather Bank, 110½; Tradesman Bank, 145; Mechanics Bank, 118; Park Bank, 145½; American Flag, 0.60; Atlantic and Pacific Gold, 4.25; Benton Gold, 0.75; Consol. Gregory, 6.55; Corydon, 1.85; Columbian G. & S., 0.55; Davidson Copper, 10.0; Gunnell Gold, 2.50; Holman Gold, 0.15; Kipp and Buell, 0.65; Keystone Silver, 0.01; La Crosse Gold, 0.55; New York Gold, 0.70; Nye Gold, 0.06; Ohio and Colorado G. & S., 1.10; People's G. & S., 0.40; Quartz Hill 1.85; Reynolds Gold, 0.04; Rockland Copper, 8.75; Rocky Mt., 0.85; Smith and Parmalee, 4.70; Sensenderfer, 10.15; Texas, 0.15; Walkill Lead, 0.45.

Philadelphia.—Long Island R. R. bonds, 91; West Penusylvania R. R. 6s, 81½; Cumberland Valley R. R. 8s, 105½; Camden and Burlington 6s, 85; Belvidere Delaware 2d mort., 85; West Chester 7s, 87; Harrisburg bonds, 90; West Jersey R. R. 6s, 90; Reading mort. 6s, 44–'80, 92½; 13th and 15th streets R. R., 195⅛; Allegheny County coupon 5s, 75½; New Jersey 6s, 104; St. Nicholas Coal, 1; N. Y. and Middle, 3½; Ocean Oil, 2¾; Egbert Oil, ¼; Hyde Farm, ¼; Farmers and Mechanics Bank, 133¼; Commonwealth Bank, 61¼; Seventh National Bank, 104; Girard Bank, 56; Mechanics' Bank, 31⅞; Commercial Bank, 54½; Third National Bank, 111. The latest quotations are: City 6s, 97@97⅜; do., free of tax, 101¾@102; State 5s, 95@96; do., coupon, 93@94; do., 6s, W. L., 102@102½; Reading 51⅞@51⅞; do., 6s, 1870, 95@95½; do., bonds, 91@93; do., conv., 103@105; Camden and Amboy, 128½@129; Penn. R. R., 51@51½; do., 1st mort., 99@99⅝; do., 2d mort., 93@93½; Little Schuylkill R. R., 27@28; Morris Canal, 60@62; do., pref., 119@120; do., bonds, 90½@92; Wyoming Valley Canal, 54@54½; do., 6s, 84@85; Susquehanna Canal, 16⅛@16⅜; do., 6s, 65@66; Sch. Nav., 20@21; do., pref., 29½@30½; do., 6s, 1882, 76¾@77; Union Canal bonds, 21½@23; Delaware Div. Canal, 56@56¾; do., bonds, 85@87; Elmira and Williamsport, 29@32; do., pref., 40@45; do., 7s, 1873, 96@96½; do., 5s, 62@63; Lehigh Coal and Navigation, 49@49½; do., bonds, 1884, 87@88; North Pennsylvania, 33@33¾; do., 6s, 88½@87; Philadelphia and Erie, 27¼@28⅝; do., 6s, 92¼@93; Minehill, 58@58¾; Catawissa, 13@13; do., pref., 26½@26¾; Lehigh Valley, 58@58¼; do., bonds, 90¾@91; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 75@80; West Philadelphia, 65@68; Spruce and Pine, 26¾@27; Green and Coates, 30@30½; Chestnut and Walnut, 45@46¾; Thirteenth and Fifteenth, 19½@19¾; Girard College, 28@30; Tenth and Eleventh, 64@69; Union, 35@37½; Hestonville, 12½@12¾.

Boston.—Boston, Hartford and Erie, 13½; do., 7s, 56¼; Vermont Central 1st mort. 7s, consolidated, 57; do., 2d mort., 29½; Vermont Central and Vermont and Canada 8s, 1876, 97; N. Y. and Boston Air Line 6s, 51; Central Pacific 7s, 1883, 94¾; Boston and Lowell 6s, 1879, 97; Boston, Concord and Montreal 6s, 1889, 95; Indianapolis and Cincinnati, R. R., 40½; Summit Branch, 11¼; Connecticut and Passumpsic Rivers pref., 80; Ogdensburg and Lake Champlain, 61½; do., pref., 98; American Express Co., 69½; Adams' Express, 66; Boston Water Power Co., 28; Cary Imp. Co., 8¼; Massachusetts 5s, 1894, gold, 99½; New Hampshire 6s, 1875, 99; Rhode Island 6s, 1894, 98; Albany 6s, 1876, 90½; Chicago 7s, sewerage, 99¼; do., Imp., 99; do., Water Loan, 99½; Bangor 6s, 1874, 92½; Boston 6s, 1877, currency, 101; do., 1875, 100; Lynn 6s, 1887, 97½; Salem 6s, 1871, 98; St. Louis 6s, 80; Merchants' National Bank, 107½; Market National Bank, 108¾; Third National Bank, 108½; National Bank of Redemption, 109¾; National Bank of Commerce, 118¼; Suffolk National Bank, 113¾; Fanuel Hall National Bank, 127½; Washington National Bank, 120½; Old Boston National Bank, 63½; National Bank of Republic, 128¾; Traders' National Bank, 98¾; State National Bank, 88; Exchange National Bank, 112¾; Globe National Bank, 124; Atlas National Bank, 110½; Blackstone National Bank, 126; Allouez Mining Co., 7¼; Bay State, 2¾; Dana, 75c.; Eagle River, 1½; Hancock, 6¼; Humboldt, 1⅝; Native, 1¼; Pontiac, 25c.; South Side, 1; Tremont, 50c.

Baltimore.—Virginia bonds, old, reg., 43; do., 1867, 32⅝; Marietta and Cincinnati 1st mort., 80; Western Maryland 6s, 75¼; N. W. Virginia 1st mort., 94; Canton Co., 42; Merchants' Bank, 106¼; Franklin Bank, 13½; Union Bank, 60⅜; Mechanics' Bank, 95⅛; National Exchange Bank, 97; Farmers' and Planters' Bank, 30; Third National Bank, 99. The latest quotations are: Balt. and Ohio, 113¼@113¾; do., 6s, 1875, 98½@99¼; do., 1880, 98@98½; do., 1885, 97¾@98; Northern Central, 43½@43; do., bonds, 1885, 85½@86¼; N. W. Va., 15@18; do., 1st mort., 1873, 94@97; do., 2d mort., 91@92½; do., 3d mort., 90@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79¾@80; Central Ohio, 28@—; do., 1st mort., 89@90; Western Md. 6s, 75¼@76; do., 6s, guar., 95@96; Maryland 6s, coupon, 1870, 100½@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95½@96; do., 1873, 96@97; do., 1875, 97@97¾; do., 1886, 96@98; do., 1890, 99¼@99½; do., coupon, 100@100; do., Park, 98@98; do., 1892, 94@94; do., 5s, 1838,–'70, 81@82; City Passenger R. R., 19⅜@20; Canton Co., 41@45; Gardner, 0.45@0.45; Am. Gas Coal, 0.50@0.50; Maryland Authracite Coal, 2@5; George's Creek, 50@75; Santa Clara, 3⅞@4¼; Balt. Chrome, 0.20@0.40; Bare Hill 0.27@0.32; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending May 4th, 1867, were $112,264 00
Corresponding week of previous year. 125,780 00

Decrease $13,516 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in May, 1867.... $20,682 00
Corresponding week previous year.... 21,229 00

Decrease $547 00

The earnings of the Western Union Railroad for the week ending May 21, 1867. ... $11,232 12
Corresponding week previous year.... 20,744 36

Decrease $9,512 24

The earnings of the Detroit and Milwaukee Railroad for the week ending May 23d, 1867, were $30,864 00
Corresponding week of 1866..... 33,471 00

Decrease $2,607 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in May, 1867, were $63,707 00
Corresponding week of previous year.. 80,867 00

Decrease $17,160 00

The earnings of the Chicago and Northwestern Railroad for 3d week in May, 1867.... $193,522 00
Corresponding week previous year .. 179,808 00

Increase..... $13,714 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in May, 1867, were..... $77,325 00
Corresponding week of 1866 ..... 97,296 00

Decrease $19,971 00

The earnings of the Michigan Central Railroad for the 3d week in May, 1867, were .. $70,263 14
Corresponding week of previous year.. 73,656 98

Decrease $3,393 84

Journal of Railroad Law.

CHANGE OF OBJECT OF A CORPORATION—HOW FAR PERMISSABLE.

The case of Zabriskie *vs.* Hackensack and New York Railroad Company, just decided in the Court of Chancery of New Jersey, contains a question of great interest about which the Courts of some of the States differ. It appears that the company was chartered by the Legislature to construct a railroad from Hackensack to the Paterson Railroad at Boiling Spring. A supplementary charter was granted by the Legislature in 1861, by which the company was authorized to extend the road north to Nannet on the Erie Railroad, to increase its capital stock to any extent required, and to issue bonds for $250,000. The company built the extension, and mortgaged the whole road as extended to secure the payment of $10,000, but issued no new stock for this extension. The company afterwards located and laid out another extension to New Bridge further north, contracted for its construction, and by resolution determined to make a new mortgage of the whole road, to secure a hundred bonds of $1,000 each for the purpose of paying off the two mortgages now on the road, for relaying with new rails and ties the road first built, and for constructing the proposed extension to New Bridge.

The complainant, a stockholder, owned 324 shares out of 930 shares of the capital stock issued for $100 each, applied for an injunction restraining the company from constructing the extension to New Bridge, and from executing the mortgage, on the ground that the extension is a different enterprise from that for which his stock was taken and the money paid; and that neither the directors nor a majority of the stockholders could compel him to embark his capital in any undertaking but the one for which it was subscribed and paid.

The Chancellor decided that the company must be restrained from extending the road from its present terminus, and from spending any of the company's money in paying therefor, but he refused to enjoin the execution of a mortgage for any lawful object of either part of the road.

The opinion contains a thorough discussion of the rules of law applicable to the case, and at some length. We give the important features of the opinion.

Zabriskie, Chancellor.—After the effect of the rule established in the Dartmouth College case began to be felt in the States, it was found that by the numerous acts of incorporation freely and perhaps necessarily granted, great inconveniences resulted, and that provisions incautiously inserted, too much restricted the powers of future Legislatures; and that the laws which experience showed were necessary to govern corporations in the exercise of their powers could not be passed. And the Legislatures of many States by degrees, and successively, adopted the practice of inserting in acts granting franchises that they might alter, modify, or repeal the act. And also by general law provided that all acts of incorporation thereafter passed should be subject to such alteration and repeal.

The provision is contained in the general act of this State, passed in 1846, (Nix. Dig. 152, § 6,) that such charters should be subject to alteration, suspension and repeal, in the discretion of the Legislature. This and all similar special and general provisions were intended for the purpose specified, to give to the Legislature the clear right at their pleasure to alter or repeal the acts of incorporation. The State without this could have done it with the assent of the corporation. They could give them property; they could add to their powers or privileges. But they could not take away any power, privilege, or franchises conferred by the act, nor compel them to exercise any new power or franchise conferred.

Besides this general law of the State, the charter of the defendant contains this provision, "that the Legislature may at any time alter, modify, or repeal the same."

On general principles and the settled rules of construction, I would hold this to be the effect and only effect of the provision in the general act and in the charter of the defendants without any hesitation, were it not for a series of decisions, by most respectable Courts, which hold that this provision obviates the effect of the rule in Natusch *vs.* Swing, and Kean *vs.* Johnson, and enables a majority of the corporators in all charters subject to a like provision, to change by legislative permission, and within certain limits the object and purpose of the corporation. They hold that the contract between associate corporators that they will confine their business to life insurance, is changed by legislative permission to engage in marine insurance, or a contract to join in constructing a railroad from New York to Newark, can be changed to one from New York to Elizabeth by legislative consent. The reasoning is founded on the fact that the subscription to the stock, which is the contract, is made as in this case to a charter which authorizes a road from the Paterson road to Hackensack, and authorizes the Legislature to alter and modify the act, is a contract to join in building any road that the Legislature may by such alteration authorize the company to build. And that such authority or additional privilege may be accepted by a majority of the corporators.

This view of the case is so clear upon principle that I feel constrained to be guided by it, although the weight of the decisions in other States is against it.

In Maine the decisions of the Supreme Court are in accordance with it. In the case of The Meadow Dam Company *vs.* Gray (30 Me., 547.) the company was incorporated to build a dam across navigable waters; and under the power reserved to alter and repeal, an act was passed requiring the company to make in the dam a lock for the benefit of public navigation. This was not increasing the power or changing the enterprise of the corporation, but requiring in the work authorized an accommodation for the public omitted in the original act; what the change was is not mentioned in the report, but it is stated in Oldtown and Lincoln Railroad Company *vs.* Veasie, (39 Me., 571,) by Chief Justice Shepley, who delivered the opinion in both cases.

Now in this case the private contract between the stockholders and the corporation, or between them mutually, on subscribing for the stock, was, that their enterprise was the road from the Paterson Railroad to Hackensack, and the power reserved was not to authorize any of the parties to this private contract at their pleasure to violate it. The supplement of 1861 does not require the extension to be built; it only authorizes it at the option of the corporation. The words are, "it shall be lawful for said company to extend their railroad." And it is held in England, where the Courts, by *mandamus*, compel a company to construct the road it is incorporated to construct, that an act giving the privilege of extension is not obligatory on the company, and the *mandamus* is in such case refused. York and Midland Railway Company *vs.* The Queen, 1 E. & B., 858, in which the Exchequer Chamber reversed the decision of the Common Bench in the same case, 1 E. & B., 178.)

In New York a different rule has been established, and it is held that the power to alter will authorize the company, by consent of the Legislature, to extend its enterprise without the consent of the stockholders. The rule was first adopted to enable companies to subscribe to the stock or bonds of other enterprises that brought business to them, and then was extended to cases where they were authorized to build extensions or branches to their own works. (Northern Railroad Company *vs.* Miller, 10 Barb., 260; White *vs.* Syracuse and Utica Railroad Company, 14 Id., 560; Sch. and Sar. Railroad Company *vs.* Thatcher, 11 N. Y., 1 Kern., 102; Buffalo and New York City Railroad Company *vs.* Dudley, 14 N. Y., 5 Kern., 336.

The reasoning of the judges in these cases does not satisfy me. The Courts which decided the first cases would not have adopted the principle

which guided them, if they had been asked to apply it to a case like this, or like the later cases in New York, in 14 Barb., 570.

In the case of the Sch. and Sar. Plank-road Company *vs.* The Thatcher (11 N. Y. 109), the court put their decision on the ground that the change was unimportant and would not injure the defendant, and seem by their reasoning to admit, that if the change was as great as in the case of the Hartford and New Haven Railroad Company *vs.* Croswell, they would have decided differently. In the Buffalo and New York City Railroad Company *vs.* Dudley (14 N. Y. 355), SELDEN, J., in delivering the opinion of the court, places the decision on the ground that it was ruled in the case just quoted, "that no more addition to, or alteration of, the charter, however great, could operate to discharge a stockholder from his obligation to the corporation." And he questions the soundness of the decision in The Hartford and New Haven Railroad Company *vs.* Croswell. These decisions are not sufficiently consistent, or so based upon the principles that should govern this case, as to influence me to depart from the conclusions arrived at.

The Supreme Court of Massachusetts has followed the decisions in New York, and in the well-considered and well-argued case of Durfee *vs.* The Old Colony Railroad Company (5 Allen, 230) arrived at the conclusion that the reserved right to alter and repeal authorized a company to engage in a new enterprise without the consent of all the stockholders. The reasoning of the able counsel that combated this position is the best exposition of the law that I have found.

But the reasoning of Chief Justice Bigelow in delivering the opinion of the court does not convince me; he places the decision upon principles not acknowledged in this State, and relies upon the two cases in Maine cited above, as well as those in New York, as supporting his view. He assumes (on p. 244) that it is the object of the provision that an amendment may be made by the consent of both parties—the legislature on the one side and the corporation on the other, the former expressing its assent by a legislative act, and the latter by a vote of the majority of stockholders—and observes, "that it is nothing more than the ordinary case of a stipulation that one of the parties to a contract may vary its terms with the consent of the other contracting party." Now in this State it is settled that an alteration made by the legislature under this reserved power is valid and binding, without the consent and against the will of the corporation and all its members. The two decisions of the Court of Errors, not yet reported, upon the charters of the Morris and Essex Railroad Company and of the Jersey City and Bergen Railroad Company, settle that the legislature may against the will of the companies change the mode of taxation prescribed in their charters for one more burdensome. And the rule of the common law as to contracts adopted here, gives the power to the parties, where both assent, to alter any contract without the stipulation for that purpose, which would seem from the language of the opinion to be ordinarily inserted for it in Massachusetts. This view, that the object of the reserved power was to give the majority of the corporators the power to control the minority, with the consent of the legislature, has never been adopted in this State. The act of Massachusetts (Statutes 1831, ch. 81), to which reference is made, contains no provision as to consent of the stockholders, but it is a pure simple reservation of power like the act of New Jersey.

The decisions in the cases of Banet *vs.* Alton and Sang. Railway Company, 13 Ill., 504, The Pacific Railway *vs.* Renshaw, 18 Mo., 208, The Pacific Railroad Company *vs.* Hughes, 22 Id., 281, hold that the majority of the stockholders by authority of the legislature may make a change, provided it is not great or a radical one. They in express terms say that a change like this would not be warranted, and so far as of authority are on the side of the complainant. But the principle on which they are decided is wrong, and if it is once conceded that a majority of the corporators may, by authority from the legislature, change the object of the enterprise on small things, there is no principle of law by which they can be restrained in any a little larger, or in the character of the whole work. The same principle will lead the courts of Illinois and Missouri, as it did those in New York to allow radical changes, and must, if consistently applied allow a charter for a railroad to be used for banking or insurance business, or for a canal, theatre, brewery, or beer saloon.

The defendants must be restrained from extending the road beyond its present terminus at Passaic street, and from expending any money of the company to pay for any such extension, or from giving any mortgage for the cost of such extension. There is no foundation for an injunction against a mortgage for any lawful object of either part of the road. There is great doubt whether a mortgage on either of the two parts of the road heretofore constructed for the cost of the other, would pass the franchises of the company in such mortgage part, but it would be valid as to the property other than franchises, which the company can mortgage without any special power. And besides the bonds of the company, or its lawful contracts would entitle the holder to recover, and under the whole road and franchises could be sold.

The complainant, therefore, cannot be injured by the mortgage, whether valid or not, as to any part of the road.

Massawippi Valley Railway.

The township of Hatley has decided to pledge its credit for the sum of $25,000 in aid of the Massawippi Valley Railroad.

☞ At a recent meeting of the citizens of Albany, Schoharie and Greene Counties, in favor of the construction of a railroad from Catskill to Schoharie, to connect with the Susquehanna Railroad, held at Oak Hill, Greene County, a committee of seven was appointed to ascertain the most feasible route, and report to an adjourned meeting at an early day.

☞ The Eastern Shore (Maryland) Railroad is in future to be operated by the Philadelphia, Wilmington and Baltimore Railroad Co.; the cost of operating, maintaining and improving the road to be paid out of the receipts alone, which the Philadelphia, Wilmington and Baltimore Company are to retain until these expenses be fully met—the surplus to go to the Eastern Shore Railroad Company.

Albany and Susquehanna Railroad.

The contract for the construction of the remaining 20 miles of this road, extending from near Harpersville to Binghamton, has been let to John Wardrop of Brockville, C. W., and Timothy Hirdeen and Samuel Weed, of Binghamton. The work will be pushed forward with all despatch, and it is intended to have it completed and the road put in active use between Albany and its southern terminus at Binghamton within a year from this time. The road would, as we learn, be completed at an earlier day, if it were not for the great labor and length of time necessary to cut a tunnel upon the unfinished part.

National Trust Co.

The books for subscription to the capital stock of the National Trust Company, which were opened at the temporary office of the company 363 Broadway on the 22d of May, will remain open until the whole amount of the capital stock of one million dollars shall be subscribed. Trust Company stocks have always been considered among the safest and most profitable investments, and this charter was obtained only after the Legislature had imposed extraordinary restrictions to secure the interests of stockholders and dealers.

Western Maryland Railroad.

The engineers and contractors of this road are now at Hagerstown, Md., making preparations to commence active operations on the work. The section of the road from Hagerstown to Smithsburg and one mile beyond the latter place, a distance of ten miles, has been definitely located and the work upon it commenced. The same, we believe, is true of the section of seven miles from Monocacy to Mechanicstown.

☞ A meeting was held in Hudson, N. Y., on the 22d ult., to consider the projects of the Dutchess and Columbia and Lebanon Springs Railroads, and whether it would be advisable for the city to give aid to their construction. Many of the heaviest capitalists and business men were in attendance, and the expression of the meeting was unanimously in favor of extending aid to these important roads, such as would secure their termini at that city. Committees were appointed to take the whole subject into consideration, and to decide upon a plan of operations which shall best secure this object, and to report at a future meeting.

☞ At last account, the engineer corps of the Boston, Hartford and Erie Railroad were at Watertown, for the purpose of locating this railroad from some place on the Hartford, Providence and Fishkill Railroad, between Waterbury and Hoadley's station, to the Housatonic Railroad between Kent and Merwinsville, to the New York, Hartford and Albany Railroad near Dover, to intersect the Dutchess and Columbia Railroad, now being built in the Clove Valley, near Beakmanville.

☞ The Connecting Railroad will be opened to travel on the 3d of June. This road is the connecting link between the Philadelphia and Trenton, the Pennsylvania, and the Philadelphia, Wilmington and Baltimore Railroads. The road is being built by the Pennsylvania Railroad Co. It is to be leased to the Philadelphia and Trenton Railroad Co., at six per cent. on its cost. The length of the road is seven miles.

Erie Railway.

OFFICE GENERAL SUPERINTENDENT,
NEW YORK, December 31, 1866.

ROBERT H. BERDELL, ESQ.,
President Erie Railway Co.

DEAR SIR:—In addition to the tables prepared, and information furnished from the Auditor's Department for your annual report, I deem it proper to submit a statement, exhibiting in another form the work done and materials used in the ordinary and extraordinary repairs to road bed, track, bridges and buildings, during the year 1866.

The Erie Railway, for convenience in operating, is divided in four divisions, while the branches leading from the main line to Buffalo constitute a fifth division, each under the charge of an assistant, or division superintendent.

The Eastern Division, extending from Jersey City to Port Jervis, 87¼ miles, is double tracked the entire distance, the last completed portion of the second track (near Hohokus) having been brought into use early in March, 1866. A moderate force was employed in widening cuts and building retaining walls during the seasons, the cost of which was charged to construction of second track.

The Piermont, Newburg and Warwick branches are worked in connection with the Eastern Division, and with the exception of the Warwick Branch, owned and kept in repair by the Erie Company.

In addition to the ordinary repairs required to maintain the track and road bed in good condition, a new turn table (iron,) with substantial stone foundation, has been put in at Jersey City. A new pier, 790 by 80 feet, built at Long Dock by contract. The switch at Pen Horn has been extended six hundred feet and connected at East end with main track. Bridge abutments at Ramapo undermined by flood have been partially rebuilt. A stone foundation for tank house, and 700 feet of 4-inch iron water pipe has been laid at Greenwood. The steam heating fixtures in the Orange Hotel at Turner's, have been completed, and a large drain or sewer constructed to carry the water from the cellar and foundations of the building to the Ramapo River. A new passenger depot, 140 by 22 feet, of brick, has been erected at Goshen, and is nearly finished. A new bridge, 100 feet span (Howe's truss,) has been erected near Salisbury, in place of one destroyed by fire in 1865. An addition of more than a mile has been made to the length of side tracks, and about $6,000 expended in the repairs of sundry bridges on this division.

Of materials there have been used in repairs and construction on the Eastern Division: 126,-268 cross ties, 10,620 wrought iron joint chairs, 82½ tons railroad spikes, 4,500 tons new and re-rolled railroad iron, and 995 tons repaired iron; 39 miles, 1,580 feet of track has been relaid with new iron, and 8 miles, 4,431 feet do., with repaired iron; 19 per cent. of main track has been relaid with new iron, and 20 do., with new ties; 2,300 rods of new fence have been built, and 2,000 rods of old fence repaired—38,545 miles run by construction trains.

The Delaware Division, extending from Port Jervis to Susquehanna, a distance of 104 miles, has but 19½ miles of second track in use, 15 miles have been partly graded for second track, and authority has recently been granted to recommence the grading, and it is hoped that nothing will be allowed to interfere with the steady prosecution of this most important and essential work, until a second track shall be completed over the entire division.

The Hawley Branch Railroad, leased of the Pennsylvania Coal Company, extends from Lackawaxen to Hawley, 16 miles, and is operated in connection with this division.

During the past year the brick engine house at Port Jervis, commenced in 1865, has been completed, and this with the wood engine house built in 1855 and thoroughly repaired in 1866, affords shelter to 70 locomotives. The passenger depot at Port Jervis has been remodled and put in complete order. A new carpenter's shop and tool house erected at Narrowsburg to take the place of those burned in August. Three truss bridges on Hawley Branch, of an aggregate length of 580 feet, have been covered and painted, and one new engine stall built at Hawley.

The large amount of curvature and solidity of the road bed, taken in connection with the fact that the immense traffic of the road passes over a single track for more than four-fifths of the distance, will account for the large percentage of iron and ties used annually on this division in the repairs of track.

Of materials, the following quantity has been used in repairs of track on Delaware Division and Hawley Branch: 115,264 cross ties, 5,540 wrought iron joint chairs, 78¾ tons railroad spike, 4,470 tons of new and re-rolled iron, and 485 tons of repaired iron; 39 miles, 1,200 feet of track has been laid with new iron, and 4 miles 4,880 feet do., with repaired iron; 28½ per cent. of main track has been laid with new iron, and 27½ do., with new ties; 545 feet of new side track was laid; 125 cubic yards retaining wall built; 2,554 rods of new fence built, and 3,200 rods of old fence repaired—10,853 miles run by repair trains.

The Susquehanna Division extends from Susquehanna to Hornellsville, 139½ miles, of which 100 miles is double tracked; 5,366 feet of new side tracks have been laid during the year, mostly in extending the switches too short for the passage of trains.

A very large amount of work has been done at Susquehanna station about the new shops and depot, such as building drains, pits, foundations for machinery, plumbing, ventilating, raising and filling tracks, and cleaning up generally—foundations of piles and dry masonry for a steam hammer shop, have been put in. The station buildings at Great Bend, Binghamton, Owego, Smithboro, and Adrian have been thoroughly repaired. A new brick depot for passengers and freight is about ready for use at Barton. A water tank not needed at Elmira, has been removed to Smithboro, and erected there in place of one consumed by fire in 1865. Four new tool houses have been built, and an addition to the coal pockets at Chemung. Fourteen truss bridges, twelve of them for double track, have been renewed, making an aggregate length of 1,630 feet of new bridging. The bridge across the Chemung River, near Chemung station, has lower chords and straining rods of wrought iron, with posts and upper chords of wood, thus combining iron with timber, so as to give great strength and durability at a comparatively slight advance of cost over a wooden bridge. New piers of cement masonry have been built at Binghamton Island to take the place of the wooden trestle piers first erected. One stone pier of the bridge over the Chemung River, east of Corning, was so much damaged by the flood of 1865 as to require rebuilding. This has been done the past summer in the most substantial manner, and it is now fully protected by rip rap walls and ice breakers.

To protect the road, as well as adjacent lands, from damage by water, a large amount of work has been done in cleaning out and straightening water courses, piling and protecting with brush and stones the banks of the river, raising bridges and grade of track at crossing of stream, thus rendering structures and track safer and less liable to obstruct the flow of water. In some cases extension dykes have been raised to prevent the overflow of the river, and a considerable sum has been expended to guard against a recurrence of the floods that proved so destructive in 1865 in the valleys of the Chemung and Susquehanna Rivers.

Frequent claims have been made upon the company for damages arising from the overflow of water on farms near the Junction. To remedy this cause of complaint, a canal or ditch has been dug for two miles alongside of the railway, intended to carry the water to the Little Lake near Elmira. In making the improvements and repairs previously alluded to, there has been 800 cubic yards cement masonry laid, 590 yards dry walls, and 7,445 lineal feet of piling. 6,377 rods of new fence have been built, and 4,222 rods of old fence repaired, using 13,716 fence posts, and 412,000 feet of fence boards.

On the Susquehanna Division there have been used in repairs and construction, 134,454 cross ties, 8,758 wrought iron joint chairs, 83½ tons railroad spike, 4,675 tons new or re-rolled railroad iron, and 1,108 tons repaired iron; 41 miles, 3,-800 feet of track has been relaid with new iron, and 10 miles, 2,724 feet do., with repaired iron; 18 per cent. of main track has been laid with new iron, and 19 do., with new ties—72,832 miles run by repair trains.

The railroad known as the Chemung Branch, extending from the Junction, 4 miles west of Elmira, to Jefferson, is kept in repair by the Erie Company, but the trains are furnished and run by the Northern Central Railroad Company, except the Blosburg coal trains; 1,687 tons of railroad iron were used in laying third rail and extending switches on this branch, also—12,145 cross ties, 8,000 wrought iron chairs, 39 tons railroad spike, 470 rods new fence built, and 170 rods old fence repaired.

The brick depot at Horse Heads has been completed, and is a substantial and convenient building. The other stations on this branch are in fair condition.

The Western Division extends from Hornellsville to Dunkirk, 128 miles, all single track. During the past year 9,850 feet of additional side tracks have been laid, twelve new culverts built of substantial masonry, one large arch culvert partially rebuilt and extended twenty feet, three new truss bridges of 120 feet span and one of 100 feet span, and eight, varying from 25 to 75 feet, have been rebuilt.

The station buildings at Hornellsville Genesee, Cuba, Olean, Carrollton Cattaraugus and Forestville have been repaired and put in good condition. A new depot and tank have been erected at Perrysburg. The brick engine house and machine shops at Salamanca, commenced in 1865, have been completed and partly brought into use. New side tracks have been added, and increased facilities given for the transaction of the large business thrown upon the road at this point by the Atlantic and Great Western Railway. At Dunkirk extensive repairs and renewals have been made on the piers, warehouses, passenger depot, hotel and shops. The addition of 50 feet to the brick boiler shop has been finished and is occupied.

During the season of 1865 this disvision suffered severely from floods, particularly along Little Valley Creek. Great pains have been taken in filling and protecting banks, widening and clearing channels and increasing the capacity of bridges, and it is believed this portion of the road is now in much better condition to withstand a flood than at any former period.

Convenient coal platforms, with schutes for loading coal in tenders, together with track scale, have been constructed at Carrollton.

The following material has been used on Western Division: 95,170 cross-ties, 5,500 wrought iron railroad chairs, 70 tons railroad spike, 493 tons iron repaired, and 3,450 tons new or re-rolled iron; 260 rods new snow fence built, 3,170 rods common fence built, and 15,900 rods old fence repaired; 4 miles, 3,581 feet track relaid with repaired iron, and 30 miles 1,410 feet do. with new iron; 24 per cent of main track relaid with new iron, and 25 do., with new ties—19,424 miles run by repair trains.

The Buffalo and North Western Divisions now united under the charge of one Division Superindent, comprises the road from Buffalo to Corning, 142 miles; from Attica to Hornellsville, 60 miles; and from Avon to Rochester, 18 miles, making 220 miles of single track road; 20,729 feet of side track have been added during the year, principally in and about Buffalo, including new tracks to elevator and stock yards. A new brick freight depot has been built at Buffalo with sheds covering dock; brick engine house extended 50 feet; extensive and thorough repairs have been made on the Wadsworth House, enabling the company

to lease it at a largely increased rent; new wood sheds have been built at Attica; station platforms rebuilt at Avon and Liberty; sewer at Avon rebuilt; engine house at Corning repaired; new truss bridges have been erected at Avoca and Savona; bridges at Le Roy, Avon and Rush have been covered and painted; freight house, wood shed and water station at Warsaw built in place of those burned; $4,200 have been expended in rebuilding culverts on the North-Western Division, and about $2,000 in the repairs of highway bridges, culverts, &c., on Buffalo Division.

A heavy expense has been incurred in the renewal of timbers in the high bridge at Portage, all timbers giving evidence of decay having been removed and new timber substituted, which with the additional bolts and rods render it as substantial as when first built. $21,475 have been expended on Portage bridge the past season.

The materials used on the Buffalo and North-Western Divisions were as follows: 95,150 crossties, 9,307 wrought iron chairs, 61 tons railroad spike, 2,400 tons iron, repaired, and 2,442 tons iron new or re-rolled; 300 rods new snow fence, and 5,530 rods common fence built, and 7,550 rods do. repaired; 22 miles 1,800 feet track laid with repaired iron, and 22 miles 3,800 feet do. with new iron; 10 per cent. of track relaid with new iron, 10 do. with repaired iron, and 17 do. with ties—32,425 miles run by repair trains.

In connection with the work done on the different Divisions, the part performed by the bridge department and shop should not be lost sight of. At the company's mill located at Oswego, most of the lumber used in bridge and buildings on the entire line of the road is manufactured from the log. During the past year, 10,004,000 feet of lumber were sawed, 5,852,000 feet do. planed, 3,609,000 feet do. burnetized; 1,581,000 lath sawed; 6,800 lights of sash made, and 104 doors for depots; 35 truss bridges, of an aggregate length of 4,067 feet, or over three-quarters of a mile were framed at the Oswego bridge shop, together with a large amount of finishing work used in the construction of depots.

In the department of engine and car repairs a very marked and gratifying improvement has taken place within the past year. The engines have been kept in a highly efficient and improving condition. Important additions and improvements have been made to the passenger, freight and coal cars, the efficiency of the machinery in the various shops has been fully maintained, and yet the expenses for engines and car repairs has been reduced over $450,000 as compared with the previous year, notwithstanding there has been a material increase in the mileage of trains.

There have been added to the equipment of the road in 1866 to replace cars destroyed or worn out, charged to cost of repairs, as follows: 10 new passenger coaches; 7 baggage, 105 freight, 16 8-wheel coal, and 5 caboose cars. Charged to construction: 11 locomotives, 22 passenger coaches, and 100 8-wheel coal cars.

The present condition of the motive power and equipment of the road will, I am confident, compare favorably with any road in the country, and reflect much credit on the officers in charge of that department.

For further information in relation to the operations of the department of engine and car repairs, I would respectfully refer you to the report of the superintendent of motive power and machinery, and the tabular statement showing the number and condition of engines, both of which are herewith submitted.

The track, roadway and bridges, throughout the whole extent of your road, have very perceptibly improved during the past year, until I feel warranted in saying that the Erie Railway is in better condition and better equipped, than at any previous period during the last ten years. Trains have run with great regularity and exemption from accident, with the exception of a few casualities attending the movement of oil in bulk. No passenger has been killed or seriously injured during the year, and but one claim for damages on account of personal injury received during the year, has been made upon the company, and that was settled for the trifling amount of three hundred dollars.

The increased mileage of trains for the amount of tonnage and number of passengers carried as compared with 1865, is owing to the fact that in order to meet similar efforts of other lines competing for Western business, more of the Westward bound freight has been taken over the road on fast freight trains, and in order to obtain this increased speed we have been obliged to lighten the load by hauling a less number of cars per train; and for the accommodation of our local travel we have run two additional passenger trains on the Eastern and Buffalo Divisions.

RECAPITULATION.

MATERIALS USED ON THE ROAD AND BRANCHES.

Divison.	Number of cross ties.	Number of R. R. chairs.	Tons of R. R. spikes.	Tons of new iron.
Eastern	126,268	19,629	82½	4,500
Delaware	115,264	5,540	78¾	4,470
Susquehanna	134,454	8,758	83½	4,675
Western	95,171	5,500	70	3,450
Buffalo	77,250	6,283	43½	1,762
North-Western	17,900	3,024	18	680
Chemung Branch	12,145	8,000	39	1,687
Total	578,452	56,734	515¼	21,224

	Tons of repaired iron.	Feet of side-tr'ck laid.	Rods of new fence built.	Rods of fence rep'red.
Eastern	995	5,798	2,302	2,000
Delaware	485	543	2,554	3,216
Susquehanna	1,108	5,366	6,377	4,226
Western	493	9,850	3,429	15,900
Buffalo	1,296	17,104	5,250	6,900
North-Western	1,104	3,625	586	450
Chemung Branch	111	324	470	170
Total	5,592	42,610	20,968	32,862

Finally, in reviewing the operations of the year, I desire to commend generally, the efforts and interest displayed by the officers and employes, and only regret that the large falling off in passenger traffic, the low rate received on freight last spring, owing to competition, the suspension of the coal traffic for three months, and the high war price at which much of the material was used was purchased, all united to make the report of the year's operations much less favorable than it otherwise would have been, and prevented our earning a dividend on the Common Stock.

Very respectfully yours.

H. RIDDLE, *Gen'l Sup't.*

Boston, Concord and Montreal Railroad.

The annual meeting of the stockholders of this company was held at Plymouth, N. H., on the 27th ult. The report of the directors was presented and accepted, and a dividend of three per cent. announced. The old board were re-elected by an almost unanimous vote. The subject of the extension of the line towards Lancaster, about 20 miles, and within 10 miles of the Grand Trunk Railway, then came up, when the following resolution was offered:

Voted, That it is desirable for this corporation to aid in the extension of the White Mountain Railroad from Littleton, and that the matter be referred to the Board of Directors and full power given to them on behalf of this corporation to take such action as they may at any time think proper for that purpose.

An animated discussion was then had on the resolution, after which John E. Lyon, Esq., President of the company, made a strong statement on the general management of the Directory, and also in favor of the extension. Efforts were made to defeat the clear will of the large majority of the stock interest in passing the resolution, and one of entire confidence in the Directory, but the resolution was carried by a large vote. The extension of the road to Whitefield, to meet the wants of the immense lumber interest of that region is pretty sure to be made, as soon as complete powers for the purpose are obtained; and, further, provided other parties or interest beside the Boston, Concord and Montreal Railroad Company do their part.

NATIONAL TRUST CO.
OF THE CITY OF NEW YORK.

Notice of Opening of Books of Subscription to the Capital Stock.

At a meeting of the Trustees of the National Trust Company of the City of New York, held at the temporary office, No. 363 Broadway, on the 8th day of May, inst., the undersigned were appointed a Committee to open books for subscriptions to the Capital Stock of said Company.

Notice is hereby given, pursuant to the charter, that the books for subscription to the Capital Stock of said National Trust Company will be opened at the Ninth National Bank, No. 363 Broadway, corner of Franklin Street, in the City of New York, on the 22d day of May, 1867, and will remain open until the amount of Capital Stock of one million dollars shall be subscribed.

ELISHA A. PACKER
THOMAS W. SHANNON,
THOMAS B. READ,
JOSEPH U. ORVIS,
HENRY C. CARTER,
Commissioners.

Dated New York, May 9, 1867.

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2d. It will absorb 25 per cent. more oil.
3d. Has greater elasticity and will wear longer.
4th. It is less liable to ignite.
5th. And has a value as old waste.

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This waste is manufactured expressly for use in packing Locomotive and Car Journal Boxes, and will be sold as low as the best Cotton Waste.

The old waste taken in exchange at a price—including weight of oil, dirt, &c.—which will reduce first cost over one half.

Small Sample Bales furnished FREE for trial.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, June 8, 1867.

WHARTON'S SAFETY SWITCH

MAIN TRACK UNBROKEN.

Patented June 27th, 1865; August 29th, 1865; and December 5th, 1865.

The chief feature of this switch is that by its use the continuity and solidity of both rails of the main track are entirely undisturbed. The consequent great saving of wear and tear upon both the rolling stock and the rails themselves at that point, renders this invention of great importance to railroad companies as a matter of economy alone; although in addition to that it gives perfect protection to trains traversing the main track in case the Switch is by accident left wrong.

Both rails A and B, (see drawings annexed) of the main track are the same at the switch as at places where no switch exists; they are firmly spiked to the cross ties, and the track is **absolutely unbroken, level and continuous.** Therefore, the shifting rails of the main track usual at switches are dispensed with, and the battering out of the ends of the rails at the open joints necessary in such switches, together with the severe blows received by every wheel and axle passing over those open joints, are entirely avoided in this arrangement. Neither can any accident arise from the breaking of the clamp bars or switch rod, as now happens to cars moving upon the main track when any of the apparatus holding the shifting rails of the usual switches gets out of repair, for the main rails in this invention are held in place by being spiked down to the cross ties.

The switch rails D and E connected together by clamp bars *g, g, g*, and the movable guard rail C are so arranged that when the switch is not in use they can be simultaneously moved away from the main rails to the position shown in Fig. 1, where they do not in any way act upon or touch against the car wheels. When, however, it is desired to transfer cars from the main track to the siding, they are moved to the position shown in Fig. 2, in which case the guard rail C draws the wheel K gently to that side, so that all of the projecting portion of its tread shall be caused to run upon the switch rail D, which at its end is of the same height as the rail A of the main track, but which gradually inclines upward, so that as the wheel advances it is quietly raised above and becomes free from the control of the rail A of the main track, and is supported only by the switch rail D, which in a distance of about four feet has sufficient inclination to enable the flange of the wheel K to pass over and above the main rail A without touching it.

The guard rail C has also in the meantime drawn the opposite wheel L a little distance away from the other main rail B, so that its flange is insured to run inside of the point of the switch rail E, and can never touch or strike against the point itself.

The wheels are then guided on to the siding, and the whole transfer is accomplished in the most easy and gentle manner.

The point therefore is not subjected laterally to any wear; neither can it receive the full weight of cars passing on to the siding, for the wheels also bear upon the main rail B, until they have advanced so far upon the siding that the pointed rail has become of its full width and strength.

The switch rail E is provided with a guard rail F, either bolted to it, or rolled with it in one rail as desired, the duty of which is to steady and otherwise assist in guiding the car wheels. Of course the cars can come out from the siding on to the main track with equal facility.

The switch rail D after being elevated during a moderate length is gradually decreased in height until it is of the same level as the other rails.

The whole arrangement is constructed of rolled T rails, and there are no castings required.

All cars travelling upon the main track use the main track rails alone, and the switch rails are never used excepting by such cars as are taken into or out of the siding.

It will be evident that wheels of cars traversing the main track in the direction of the arrow will, in case the switch has been left wrong, continue upon their proper course, merely moving the switch rails D and E to a sufficient distance aside to allow them to pass through. This is done by the simple bending backward of the switch rod *h*, which is done with the utmost facility as the first wheel of a train passes through the switch, and without giving any check or jar to the train.

This partial bending backward of the switch rod *h* is accomplished with the greatest ease; the rod is made of iron about $1\frac{1}{8}$ inches diameter, a size which is readily bent, but which is amply stiff enough to move the switch rails backward and forward.

The lateral pressure caused by cars passing into the siding is borne by the rail E being supported against the side of the main rail B, which main rail therefore receives the lateral pressure of the car wheels and relieves the switch rod *h* from it, so that the switch rod *h* therefore need not be of any great strength, excepting for the purpose of moving the switch rails backward and forward.

The other switch rod *i* does not get bent when cars pass through the switch in case it is left wrong for the main track, for there is always room enough between the guard rail C and the main rail A for the flanges of wheels to pass through whether the switch is closed or open.

This switch, therefore, gives perfect protection to cars moving upon the main track whether the switch is fastened right or fastened wrong, or whether it is not fastened at all, but left loose, for in the latter case it will all the more easily be moved aside by

the wheels. The accidents caused by leaving an ordinary switch unfastened are if possible more disastrous to life and destructive to property than when the switch is fastened in the wrong position, since the switch rails are apt to move under the car wheels and cause some to go one track and some the other, which brings about an immediate and certain crash.

Upon railroads with single tracks where it is of course necessary to provide for the safety of trains moving in both directions, it is so arranged by means of a most simple device, that the switch rails will not remain in position to form a switch unless the switchman is actually present, and so, therefore, that the switch can never by accident be left wrong for the main track.

The inventor has preferred to have the matter thoroughly tested and adopted by a first class railroad of heavy tonnage, before offering the invention to railroad companies generally, and he can now refer with confidence to the record of actual use.

Fig. 1.

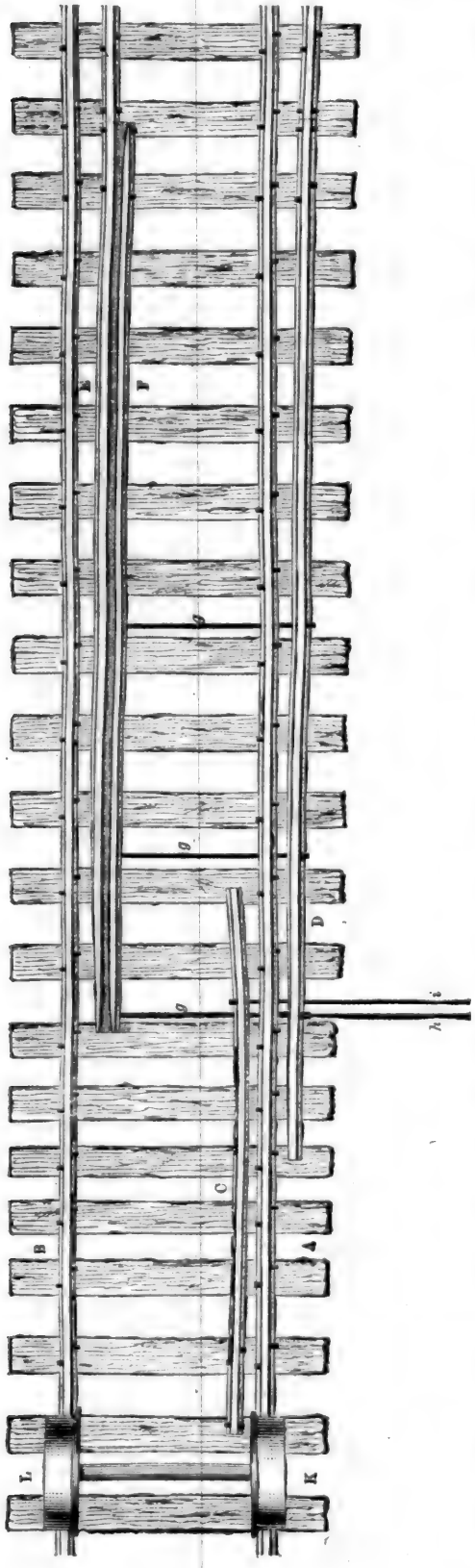
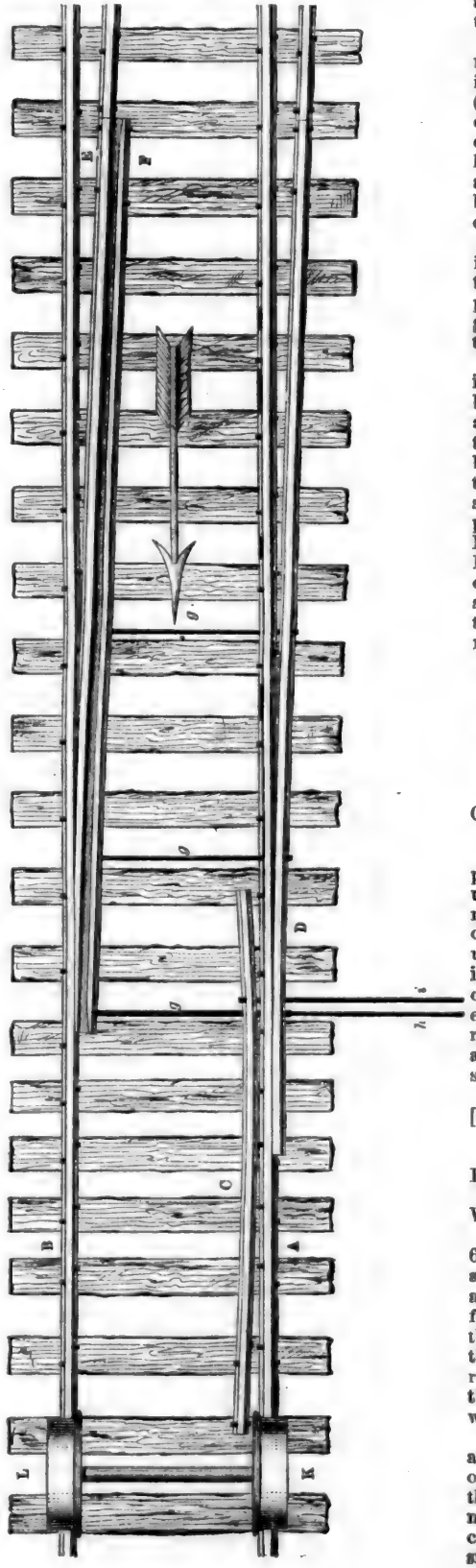


Fig. 2.



These switches are in operation on the main track of the Philadelphia and Reading Railroad, at Reading, Pennsylvania, (the down track carrying the loaded coal cars,) and after a severe trial of eighteen consecutive months by that company, they have purchased the right to use them at all places upon their railroad and its branches, and they are now putting them down upon their track generally.

By careful observation on that railroad, it is known that the main track rails in this switch last twice as long as the rails put down in ordinary switches, which soon get battered out at the ends, as do also the ends of the next adjoining rails.

This saving in rails, and the great saving in wear of the rolling stock, which is by this means provided with a level, firm, and smooth track at switches, in place of the usual movable rails and the severe blows caused by the open joints and battered ends, is a matter deserving the special attention of all railroad companies, while THE PERFECT IMMUNITY FROM ACCIDENTS CAUSED BY MISPLACED SWITCHES is a subject not only of importance in respect to property saved from destruction, but it concerns the life and limb of all travellers upon railroads.

WM. WHARTON, JR.,
No. 28 South Third street,
Philadelphia, Pa.
☞ Post Office Box 2745.

TESTIMONIALS.

Philadelphia, May 6th, 1867.

Charles E. Byers, Esq.,

Chief Engineer Phila. & Reading R.R. Co.

Dear Sir:—As you have now had my patent switch for steam railroads in use upon your main track for over eighteen months, and as your company have purchased the right to use it at all places upon their tracks, I will be much obliged if you will give to me in writing your opinion of its practical operation, of its economy in wear and tear upon track and rolling stock above ordinary switches, and also of its value and advantages as a safety switch.

Yours, respectfully,
[Signed] WILLIAM WHARTON, Jr.
P. O. Box 2745.

Engineer's Office P. & R. R. R. Co.,
Pottstown, May 8th, 1867.

William Wharton, Jr.,

Dear Sir:—In answer to your letter of 6th instant, I would say that your patent switches put down some eighteen months ago upon our main track at Reading, have fully answered every purpose required of them. I recommended the purchasing of the right to use them generally upon our roads after noticing their operation during the long and severe test to which they were subjected.

I believe them cheaper in construction and more certain in operation than any other safety switch I have ever seen, and the absence of any disconnection of the main track renders the passage of the cars free from concussion and perfectly smooth. When we shall have put them

generally into service I shall be better able to testify in detail to their merits.

Yours, very respectfully,
[Signed] CHARLES E. BYERS,
Chief Engineer.

PHILADELPHIA & READING R. R. Co.,
Reading, Pa., May 22d, 1867.

WILLIAM WHARTON, JR.,

Dear Sir:—Having closely observed the operation of your Patent Railroad Safety Switches laid down in the vicinity of Reading, about one year since, I take pleasure in expressing my satisfaction with their efficiency and endurance as well as the entire absence of any perceptible jar to the rolling stock whilst passing over them in any direction.

Respectfully yours,
J. E. WOOTTEN,
Engineer Machinery P. & R. R. R.

Cleveland, Columbus and Cincinnati R. R.

The earnings and expenses of this road for the years ending December 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From pasengers.....	$974,220 34	$628,280 33
" freight	1,120,451 68	1,072,325 09
" express.....	55,275 95	43,009 21
" mails.....	31,243 00	31,243 00
" rents	81,837 05	75,714 85
" Berea Br. track	2,883 44	7,758 98
" mileage of cars.	10,972 58	10,303 70
" division of earnings with L. M. & C. & X. R.R.	37,739 73	16 867 31
" other sources..	3,603 73	2,677 48
" divid'ds on stock owned in Bellefontaine railway	67,905 00	45,270 00
	$2,386,132 50	$1,933,699 95
Expenses, viz:		
Transportation exp..	$428.778 78	$435 910 64
General expenses....	27,623 75	27,044 69
Repairs of track.....	491,827 21	349,110 26
" locomotiv's	133,178 17	104,869 07
" cars.....	109,305 98	79,900 92
" buildings..	94,233 75	20,223 81
" bridges...	34,523 58	17,945 45
" fences	8,821 59	13,452 60
Fuel	157,063 82	147,455 09
Damages & gratuities	38,343 73	28,041 94
Oil and waste	19,587 77	21,298 21
Telegraph expenses.	7,334 16	8,764 26
	$1,550,622 29	$1 254,016 94
Earnings less exp...	$835,510 21	$679,683 01
Taxes, state and national.	$137,577 40	
Balance of interests.....	20,199 97	
		157,777 37
Net over all expenditures.....		$521,905 64
Dividend August 1, 1866, 4 per cent.....	$239,860 00	
Divid'd February 1, 1867, 4 per cent.....	239,888 00	
		479,748 00
Balance.....		$42,157 64
Add balance from previous year		39,200 10
Surplus as in General Balance Sheet.		$81,357 74

Compared with the previous year there has been a decrease in gross earnings of $452,432 55, with a decrease in working expenses of $296,605 35. The entire expenditure shows a decrease of $337,639 46, and the net earnings a decrease of $114,793 09. The report says:

The falling off in gross earnings is attributable to several causes, the principal of which are the opening of routes by the rivers and by railroads which were closed during the war, the opening of new and competing routes by rail the failure of the wheat crops of 1865 and 1866 throughout almost the entire States of Ohio and Indiana, the diversion of the provision crops of the same States from the eastern markets to supply the deficiency in the south-western States caused by the waste and destruction of war, and the excessive competition incident to a light traffic and an excess in the facilities for transportation. It may not be improper here to express the opinion that with the return of fair average crops and business to its natural channels, will return to the company fair average net earnings as compared with previous years. It will be borne in mind, however, that since the commencement of the war the capital stock of the company has been increased twenty-five per cent., (which increase was divided among the stockholders *pro rata*,) consequently the same net earnings will produce lower rates of dividends than before such increase was made.

The new Union Passenger Depot at Cleveland, (costing some $475,000, and in which this company has one fourth interest) was so far completed as to be opened for use on the 12th day of November last. The advantages in the facilities which it affords for the rapid transmission of passengers and baggage, from and to the trains of the different companies occupying it, cannot be over estimated. Its erection was indispensable, as the old depot formerly occupied, being erected over the waters of the lake upon piles, from general decay had become unsafe for the passage into it of heavy locomotives and trains of cars loaded with passengers.

The operating expenses were 64 per cent. of the gross earnings, and the total expenses, 73 per cent. of the same—a decrease of 2.8 per cent., as compared with the previous year.

The amount and cost of materials used in track repairs during the year have been as follows:

164 tons new rails.....	$16,016 44
4,091 tons re-rolled rails.....	174,724 80
9,088 repaired rails	6,053 04
82,377 new cross-ties.....	37,063 36
12 530 lbs. joint chairs.....	7,443 52
220,706 lbs. iron joint splices.....	13,357 28
104,915 lbs. joint bolts and nuts.....	9 746 10
174,630 lbs. spike	11,230 28
Frogs and switches	8,787 30
Renewing cattle guards and culverts.	11,659 00

The cost for repairs of locomotives per mile run was 9.91 cents. Total cost for fuel per mile run by engines was 13.9 cents. The consumption was 38,468 cords of wood, and 3,400 tons of coal. The use of coal for locomotives has been discontinued, in consequence of the high price of coal, and increased cost of repairs to locomotives.

Eleven persons were killed during the year, six of whom were employees of the company and the remainder were persons walking on the track.

The equipment of the road consists of 43 locomotives, 20 first-class and 4 second-class passenger cars, 6 baggage, 3 mail, 1 mail and baggage, 468 house, 109 stock and 160 flat cars.

Miles run by locomotives with passenger trains, 351,787; with freight trains, 458,683; with fuel trains, 50,908; with repair trains, 18,823; switching trains, 175,391—total 1,055,592, against 967,820 in 1865, an increase of 87,772.

The number of passengers carried, including 837 soldiers, was 398,561, of which 331,277 were way, and 67,284 through. Number of passenger carried one mile, 22,343,052. Average rate received per mile, 2.81 cents. Tons of freight transported, 517,199; do. carried one mile, 45,153 089.

During the year, $25,000 of the bonded debt has been paid, leaving $450,000 yet due, which matures at the rate of $75,000 per year until the whole sum is paid.

The assets and liabilities of the company Dec. 31, 1866, were as follows:

ASSETS.

Road and depots.....	$4,070,000 00
Equipment.....	790,000 00
Stock in Bellefontaine Railway Co..	1,131,750 00
Materials on hand.....	315,418 91
Cash	372 763 82
Bills receivable.....	2,503 75
Balance due from other Co.'s and agents.....	19,987 42
Bellefontaine Railway Co. bonds...	51,000 00
Real estate not used for road and depots.....	14.708 02
Wood lands.....	2.343 82
Insurance scrip.....	770 00
	$6,771,245 74

LIABILITIES.

Capital stock.....	$6,000 000 00
Mortgage bonds	450.000 00
Dividends payable February 1st....	239.888 00
Surplus.....	81,357 74
	$6,771,245 74

President.—L. M. HUBBY.

Directors.—David Dows, Erastus S. Prosser, Amasa Stone, Jr., Stillman Witt, Martin B. Scott, Sam'l Williamson, Joseph Perkins, Solomon D. McMillan, Leander M. Hubby, Hosea Williams and John Miller.

Secretary & Treasurer.—GEO. H. RUSSELL.

Superintendent.—E. S. FLINT.

Conveyance of Letters by Railroad Companies.

The Postmaster General has written a letter on the subject of the free conveyance of letters by railroad companies. He says that it has been the uniform policy of Congress since 1825 to prohibit the transmission of letters, except through the mails; that in order to protect the Postoffice Department from frauds, and also to promote the convenience of the business public, stamped envelopes were authorized, so that mailable matter therein contained could be carried out of the mails; that there is no authority vested in the Postmaster-General to change or modify the law, and that as railroad companies stand on the same footing as other business firms and corporations, they must be subject to the same laws; and that the only relief that can be afforded to railroad companies must come through Congress.

The Postmaster-General expresses the opinion that no law could be passed giving relief to railroad companies which would not also give the same privilege to steamboats, stage-coach and canal lines. The letter concludes by saying that by transmitting business over a mail route, "the railroads do infringe the law of the land; and that if Congress had intended to confer the franking privilege upon railroad officers a law would have been passed to that effect. There is no reason, that I am aware of, why railroads should be exempt from a postal tax, that is paid universally by other corporations.

"I am of opinion that the construction placed upon the law by the Third Assistant Postmaster-General was correct under the existing law; and that it is my duty to compel all officers and employees of rai road corporations, as well as other mail contractors, to pay upon all letters not relating to freight or cargo at the same time conveyed, the same postal tax on mailable matter as is paid by other corporations, by express companies, by merchants, traders and manufacturers."

France—Its Progress in Commerce, Finance and Public Works.

The Paris *Constitutionnel* calls attention to the marked improvement which has taken place within the last fifteen years in the general conditions of existence in France. The regularity and continuance of the improvement have in some measure tended to prevent the importance of the change from being remarked as it merited. In order to obtain a clear idea of what has occurred a considerable period of time should be regarded, and a comparison instituted on the difference between the situation then and that existing at present.

A review of that kind has been published by M. Devinck, formerly President of the Tribunal of Commerce at Paris. His work contains an inquiry into the progress of commerce and manufactures in France, and in order to make the change more intelligible, he compares the trade movement of the years 1865 and 1851. The principal points of the writer's conclusions may be summed up as follows: In 1851 the commercial and manufacturing situation of France was as follows: Imports, 1,094,000,000 francs; exports, 1,520,000,000, making a total of 2,614,000,000 francs. In 1865 the imports were 3,528,000,000, and the exports 4,087,000,000, or in all 7,615,000,000. In 1866 we find for the first eleven months only (the general balance not having been yet established) a total of about 8,500,000,000 francs, being an increase in fifteen years of nearly 200 per cent. No such augmentation was ever observed before anywhere.

In 1851 the number of French and foreign vessels which entered or left the French ports was 34,436. In 1865 the figure rose to 51,156, showing for maritime commerce alone a progress of about 50 per cent.

In 1851 the network of railway measured 3,500 kilometres (five-eighths of a mile each,) but at the end of the year 1866 it showed a length of 14,000 kilometres actually at work. The concessions form a much larger amount—more, in fact, than 21,000 kilometres. In 1851 the telegraphic service possessed 100 stations for 3,000 kilometres, and transmitted 10,000 despatches. In 1866 it was in operation for a distance of 31,500 kilometres, possessed 2,100 stations, and transmitted 2,500,000 despatches. The charge has been reduced by 70 per cent. since 1851. The number of letters carried in the earlier period was 65,000,000, whereas in 1865 it had risen to 329,000,000. The postage has been diminished on an average one-fifth, and the conveyance has become four times more rapid.

In 1851 the amount of the discounts at the Bank of France was 1,241,000,000, *whereas in* 1866 *it was* 6,574,000,000. During the same period we have seen the produce of our coal basins, where hands are wanted, increased twofold, and that of the manufactures *in cast and wrought iron tripled.*

The State has executed great works for improving the navigation of canals and rivers. By means of buying up the tolls paid to companies the tariffs have everywhere been either suppressed or lowered. In the year 1851 the indirect taxes and those on consumption produced a sum of 738,242,000f.; in 1852, 804,334,000f.; and 1866, 1,282,268,000f. At the same time that the consumption has been so prodigously developed to the great profit of the Treasury, the public savings have been most considerable. In fifteen years France has furnished capital, the amount of which may be set down at 20,000 millions, which has been either invested in loans contracted by different Governments or employed in the establishment of railways, formation of powerful companies, or in great works of public utility and in material improvements of every kind.

East Tennessee and Virginia Railroad.

The report of this company for the fiscal year ending June 30, 1866, which was presented at the Annual Convention at Jonesborough on the 29th of November last, has just been received. It embraces a period of ten months only, viz: from August 28, 1865, to June 30, 1866. During this time the earnings were:

From passengers	$171,819 68
" freight	117,272 50
" express	26,454 89
" mails	11,010 05
" miscellaneous	5,313 85
	$331,870 97

And the expenses were:

Transportation	$47,095 88	
Repairs of roadway	162,515 21	
Maintenance of cars	33,525 56	
Motive power	50,480 69	
Wood	22,165 02	
		315,782 36
Leaving		$16,088 61

From the above expenses should be deducted the sum of $144,925 expended in extraordinary repairs of road and equipment, construction of new depots, etc., and the erection of two new Howe Truss Bridges, leaving for the ordinary running expenses only $170,857 36. The earnings less operating expenses will then stand at $161,013 61.

Owing to the disturbed condition of the country there has been no official printed report of this company issued since June 30, 1862, nor is any allusion made to the transactions of the company from that date to September 1, 1863, when the road was taken possession of by the military authorities, except that the currency of the country, which the company was compelled to receive, had become so much depreciated that it was impossible to use it to much advantage. But a large amount was expended to keep the road and property belonging to it in a state of good preservation, and to prevent the same at any cost from going to destruction. A very large amount was also invested in the purchase of materials and supplies for the use of the shops and road, so that no road anywhere in the South was in as perfect order, or had a larger quantity of materials and supplies on hand than this road when it passed out of the company's hands in September, 1863. During the same period of time, the floating debt of the company was reduced $402,947 94, a dividend of 20 per cent. was declared, and the sum of $488,582 80 was invested in cotton yarns, tobacco, sheetings, etc., from which was realized, in the payment of company bonds, debts, etc., after a large amount of the same had been lost or destroyed, $100,277 11; of which there remained on hand uninvested or unappropriated $78,958 66 which was an entire loss to the company.

Attention is called to the fact that at the time of the occupation of East Tennessee by the U. S. forces in the Fall of 1863, the company voluntarily placed in the hands of the military authorities their road, machine shops, machinery, tools, etc., a large quantity of materials and railroad supplies then on hand and in the shops on the line of the road, with other property and other rolling stock, such as they could control, with the understanding that ample remuneration would be allowed and paid by the Government to the company for whatever property was used or destroyed by them, when, in their opinion, the good of the cause demanded it.

The Government held possession of the road during two years, viz: from September 1, 1863, to August 28, 1865, using the rolling stock and other property, and entirely exhausting the large quantity of materials and supplies, besides destroying the road and other property of the company whenever of the exigencies of the case demanded it. An account had been made out against the Government for the use of the road, engines and cars, and for the destruction of bridges, trestles, track, depots, etc.

After the close of the war, it having been intimated to the President, that upon a proper organization of the company, the road and its appurtenances would again be placed in the hands of the stockholders, a meeting for that purpose was convened at Knoxville on the 12th of July, 1865, and a board of directors chosen, with John R. Branner, Esq., as President, to serve until the annual meeting in November following. Power was delegated to the President to appoint such officers to assist him as he deemed necessary. Whereupon, he appointed James B. Hoxie, Superintendent, and John Keyes Treasurer, and who were subsequently elected to their respective offices.

In accordance with an order from the Secretary of War, the road and such property as could be found and identified was returned to the company on the 28th of August, 1865.

The company subsequently purchased from the Government 7 engines, over 100 box and flat cars, 3 second class passenger coaches, materials, tools etc., amounting in all to $265,655 65, supposing that this sum would be more than offset by their claim against the Government for the use of the road, destruction of property, etc. They were not a little surprised, therefore when compelled to execute to the Government a bond payable in 24 monthly instalments, with interest at the rate of 7.10 per cent. per annum, the Government retaining a lien on the road, etc., for the prompt payment of the same—and the entire debt to be liquidated at the expiration of two years from date.

Notwithstanding the dilapidated condition of the road and its surroundings at this time, together with the absence of sufficient machinery, an impaired credit and empty Treasury, the company immediately commenced operations, and in a very short time the road was repaired through to Bristol, connections were soon made by this route between the North and South, and the business of the line increased far beyond the most sanguine expectations of the company.

A statement is given showing the cost or value of the road July 1, 1863, the loss and damage sustained during the two last years of the war,

the value of the road when returned to the company in August, 1865, the expenditures in rebuilding, repairing and re-equipping the same from August 28, 1865, to July 1, 1866, and the value of the road at the date last mentioned. The footings are as follows:

Cost of road, July 1, 1863		$3,133,200 87
Damage to road and equipment from July 1, 1863, to Aug. 28, 1865	370,513 75	
Value, August 28, 1865		$2,762,687 12
Add expenditures in repairing, etc., since Aug. 28, 1865	425,926 61	
Value, July 1, 1866		$3,188,613 73

The loss and damage to road and equipment, as stated above, was $370,513 75; to which should be added losses in materials, railroad supplies, tools, depot furniture, etc., etc., $84,253 07—making the total loss and damage from July 1, 1863, to Aug. 28, 1866, $454,766 82.

It will be seen that the estimated value of the road July 1, 1866, was $55,412 86 more than it was July 1, 1863. This increased value is made up by the purchase of additional real estate, additional machinery, 3 new passenger coaches, 7 engines, and over 100 box and flat cars.

The financial condition of the company July 1, 1866, is shown in the annexed Balance Sheet. The funded debt at that date amounted to $2,175,500, to which add balance due on accrued interest on State aid—making the total amount $2,466,680.

Since July 1, 1862, $26,000 first mortgage bonds, $4,000 second mortgage bonds, and $3,500 income bonds have been retired.

The floating debt amounted on the 1st of July, 1866, to $563,714 16. This includes the rolling stock and supplies purchased of the U. S. Government, amounting to $255,036 41, and interest on the same.

The funded debt had been greatly increased during the year, but the old floating debt had been nearly extinguished. Should the claims of the company against the Government be allowed the result would be a balance in favor of the former.

Within the fiscal year 100,000 cross ties, 250 tons of new iron, 2,000 wrought iron chairs and 100 kegs of spike were used. Several bridges and trestles were built and new depots erected; so that at the close of the year the road was reported as in fine condition, and second to none in the speed of its trains or the security of its track.

The equipment of the road consists of 20 locomotives, 8 first class passenger coaches, 3 baggage cars, 2 second class cars, 154 box cars, and 26 flat cars.

The number of miles run by locomotives with passenger trains, was 72,983; with freight trains, 46,612; with other trains, 19,737—total miles run, 139,332. Average cost per mile run for repairs, 16.5 cents; do., oil, tallow, etc., 2.0 cents. For engineers and firemen 11.8—total, 30.5.

The total number of passengers carried was 53,662; of which 9,211 were through, and 24,451 local; of these 29,151 were carried east, and 24,491 west.

The total number of tons transported was 19,021. Total through tonnage east, 4,591; do., west, 6,009—total through tonnage, 10,600. Total way tonnage east, 1,794; do., west, 4,581—total way tonnage, 6,375. Total amount of express tonnage, 2,045.

CONDENSED BALANCE SHEET.

Cost of road to June 30, 1865		$3,133,200 87
Repairs and equipments since June 30, 1865	235,283 92	
		$3,368,484 79
Agents expenses since June 30, 1865	$7,272 56	
Salary of officers since June 30, 1865	10,066 70	
Machine shop since June 30, 1865	7,981 35	
Real estate since June 30, 1865	6,173 60	
Law expenses since June 30, 1865	4 75	
		31,498 96
Deposit in Bank of Tennessee		243,170 00
S. W. Hatchett, Comptroller of Tennessee		67,230 00
Sinking fund		18,848 98
Payments on claims made prior to June 30, 1865		8,275 36
Interest account		7,547 15
Due by stockholders		6,560 40
" individual accounts		66,851 62
Bills receivable		4,501 90
Due by agents		6,424 76
Due by railroads		18,447 76
U. S. Post Office Department		11,010 05
Material and supplies on hand		9,101 86
Wood on hand		29,350 00
Bonds of Tennessee		317,000 00
Cash on hand		9,853 21
Land damage		90 00
		$4,224,246 80
Capital—original stock		$621,475 00
Stock bonds yet out		7,925 00
S. H. Shrewsbury's assignee		3,400 00
Guaranteed stock		23,900 00
		$657,700 00
State of Tennessee bonds		1,899,000 00
Bonds endorsed by the State		185,000 00
First mortgage bonds		74,000 00
Second "		14,000 00
Income bonds		3,500 00
Bills payable	$243,508 72	
" with coupons	328 00	
		243,836 72
United States		255,036 41
Due to individual accounts		15,448 78
Due to agents		89 13
Due to connecting roads		12,383 78
Due on pay rolls		15,058 20
Earnings account		16,088 61
Profit and loss		833,105 17
		$4,224,246 80

President.—JOHN R. BRANNER.

Directors.—John R. Branner, P. Dickinson, A. G. Jackson, John Talbot, Wm. Galbraith, E. A. Sawyer, W. C. Kyle, Sam'l E. Snapp, Joseph H. Earnest, George W. Tilford, Geo. W. Nelson, Samuel B. Cunningham, Peter Reeves, Andrew Shell and John H. Fain.

Treasurer.—JOHN KEYES.

Superintendent.—JAMES B. HOXSIE.

Auditor.—JAMES G. MITCHELL.

☞ A few tons of Bessemer steel rails were laid last year at the most severe curves of the road, between Jersey City and New Brunswick, which have so well stood the test to which they were put that an order has been given for 300 tons to be laid this year through Bergen Cut; and it is probable that steel rails will be gradually laid the entire length of the road; the greater durability of these rails overcoming the objection to their increased cost.

Statistics of Colorado.

The statistics for 1866, of Colorado, show a tax valuation, exclusive of mines, of over ten and a half millions of dollars; Internal Revenue to the amount of $141,368; 251,000 acres of public lands entered for actual settlement, against 140,000 for 1865; postal receipts more than doubled in a year, and exceeding those of certain of the States; 250 new buildings, costing $476,000, in Denver City alone, and an exchange business of nearly $12,000,000 transacted by a single bank, which is not far ahead of several others. The population is estimated at 60,000.

Steel Rails.

A considerable quantity of crucible steel rails at a high price, nearly £40 per ton, were put down nearly eight years ago upon a portion of the Western Railway of France, near Auteuil. They have borne from 35 to 40 passenger trains daily, and are as yet but slightly worn. There is no necessary difference between crucible steel and Bessemer steel, although they are made by different processes, the latter being by far the cheaper. In the Bessemer process, however, the amount of carbon may be regulated so as to give any amount of hardness or toughness.—*Iron Trade Circular.*

☞ The directors of the Boston and Worcester Railroad Company have authorized an increase of the capital stock in the sum of $500,000. Stockholders may take the same at par ($100) in the proportion of one new share for every nine shares of the old now held by them, provided notice is given to the Treasurer of their election to take the same on or before the 19th inst., and shall make payment therefor on or before the first day of July, at which time the new stock will be issued. This is equivalent to a stock dividend of $4 per share.

☞ The Railroad Committee of the Connecticut Legislature have made their report rejecting the petition of the Norwich and Worcester Railroad for permission to lay a track from Norwich to New London parallel to the track of the New London Northern Railroad, and authorizing the latter company to build a double track within three years. After the expiration of that time the former company may build if the latter neglects to do so.

☞ That portion of the Racine and Mississippi Railroad lying between Freeport and Beloit was sold at auction on the 23d ult., under a judgment of the Court, and was bid in for one million dollars by Henry T. Fuller, Vice President of the Western Union Railroad Company.

☞ A large meeting was held, May 11th, at Albuquerque, New Mexico, at which it was resolved to secure a connection with the Union Pacific, Eastern Division. Surveying parties were to be selected, and commissioners appointed to publish an address, showing the resources of New Mexico.

☞ A meeting of the stockholders of the Boston and Worcester Railroad Company will be held in Boston on the 19th inst., for the purpose of considering the question of the consolidation of that company and the Western Railroad corporation.

☞ Work has begun at Bloomington, Ill., on the Jacksonville and Chicago Railroad, thirty miles of which, beginning at Bloomington, are under contract.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	100 $1,604,145		
Allegheny Valley	50 1,498,400		
Alton and St Louis	100 125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point	100 1,232,300		
Atlantic & N. Carolina	100 5,345,225		
Atlantic & Gt. Western	50 11,522,150		
" " " pref.	50 1,919,000		
Atlantic & St. Lawrence*	100 2,494,900	J. & J.	Jan.'67 2
Baltimore and Ohio	100 16,151,982	A. & O.	Apr.'67 4
Do. Washington Br.	100 2,850,000	A. & O.	Apr.'67 5
Baltimore City Passenger	670,000	J. & J.	Jan. '67 3
Boston and Chelsea	100 110,000	A. & O.	Apr.'67 4
Bellefontaine Line	100 4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware	997,112		
Berkshire*	100 600,000	J.A J&O	A. 67 1½
Blossburg & Corning*	50 250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.	100 459,300	J. & D	Jun.'67 5
Do., do. pref.	100 1,340,400		
Boston and Lowell	100 185,000	J. & J.	Jan. 67 4
Boston and Maine	100 4 076,974	J. & J.	Jan. '67 5
Boston and Providence	100 3,360,000	J. & J.	Jan. '67 5
Boston and Worcester	100 4,500,000	J. & J.	Jan. '67 5
Broadway (Boston)	100 325,000		
Broadw'y & 7th Av. (N.Y.)	100 2,100,000	J. & J.	Jan. '67 5
Brooklyn City	10 1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n	100 366,000		
Buff., New York & Erie*	100 850,000	J. & J.	J'n.'67 3½
Buffalo and State Line	100 2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)	100 777,800	A. & O.	A. '67 4½
Camden and Amboy	100 6,842,200	F. & A.	Feb. '67 3
Camden and Atlantic, pref.	50 600,000		
Cape Cod	50 721,928	J. & J.	Jan. '67 5
Catawissa	50 1,150,000		
Catawissa, pref.	50 2,200,000	F. & A.	Ap.'67 3½ '66 2
Cayuga & Susquehanna*	50 589,110		
Central of Georgia	100 4,666,300		
Central of New Jersey	100 15,000,000	J.A.J&O	A. '67 2½
Central Ohio	100 2,600,000		
Central Ohio, pref.	100 400,000	Annual.	Apr.'67 6
Cen. Park, N. & E. River	100 955,900		
Charlotte & S Carolina	100 1,201,000		
Chemung*	100 380,000	J.A.J&O	Apr.'67 2
Cheshire, preferred	100 2,017,825	Annual.	J'n.'67 2½
Chicago and Alton	100 3,886,643	M & S.	Mar.'67 5
" " pref.	100 2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy	50 19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern	100 4,390,000		
Chicago, Iowa & Nebras*	100 1,000,000		Jul. '66 5
Chicago and Milwaukee*	100 2,227,000		
Chicago & N. Western	100 15,160,927		
" " pref.	100 12'934,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	100 9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton	100 3,129,100	A. & O.	Apr.'67 4
Cin., Richmond & Chicago	100 350,000		
Cin. & Indianap. Junction	100 1,600,000		
Cincinnati and Zanesville	50 1,600,250		
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati	100 6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*	50 2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100 5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg	50 5,403,911	J. & J.	Jan '68 4
Cleveland and Toledo	100 4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen.	100 4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*	50 1,786,200	J. & J.	Jan. '67 6
Concord	50 1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	100 350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn	100 500,000		
Conn. & Passump. Rivers	100		
Do. do. pref.	100 1,673,300	J. & J.	Jan. '67 3
Connecticut River	100 1,650,000	J. & J.	Jan. '67 4
Cumberland Valley	50 1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk	100 306,900		
Dayton and Michigan*	100 2,384,941		
Delaware	50 406,132	J. & J.	Jan. '67 3
Del., Lackaw & Western	50 11,288,550	J. & J.	Jan. '67 5
Des Moines Valley	100 1,550,050		
Detroit & Milwaukee	100 452,359		
" " pref.	100 1,500,000		
D. Dock, E. B'dw. & Bat.	100 1,200,000		
Dubuque and Sioux City	100 1,673,641		
Do. do. pref.	100 1,987,351	Annual.	M'r.'67 7
Eastern (Mass.)	100 3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.)	100 492,500	J. & J.	Jan. '67 4
East Pennsylvania	50 604,400		
East Tenn. and Georgia	100		
East Tenn. and Virginia	100		
Eighth Avenue (N. Y.)	100 1,000,000	J. A J&O	Jan. '67
Elm., Jeffers. & Canand*	100 500,000	F. & A.	F. '67 2½
Elmira & Williamsport	50 500,000	M. & N.	N. '66 2½
Do. do. pref.	50 500,000	J. & J.	Ja. '67 3½
Erie Railway	100 16,570,100	F. & A.	Feb.'66 4
Do. pref.	100 8,575,700	Annual	Jan. '67 7
Erie & North East*	100 600,000	F. & A.	Feb.'67 5
Evansville & Crawfordav.	100 1,142,834		
Fitchburg	100 4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester	100 247,800	J. & J.	Jan. '67 3
Flint and Holly	50	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy	100 750,000		
Frankf. and Southw. (Ph.)	50 491,620	J. @ J.	Jan. '67 3
Georgia	100 3.156 000	A. & O.	Apr.'67 6
Germantown (Phila.)	50 112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	50 100,000	J. & J.	Jan. '67 2
Grand Trunk (Ca)	15,123,430		
Great Western (Ca.)	16,802,745		1½
Green and Coates St. (Ph.)	50 150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	100 3,000,000	J. A J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph	100 $2,900,000		
Do. do pref.	100 6,253,830		
Hanover Branch	50 116,850	M. & N.	M'y '67 5
Housatonic	100 820,000		
" pref	100 1,180,000	M. & N.	M'y '67 4
Hudson River	100 6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top	50 494,380		
" " pref.	50 190,750	J. & J.	Jan. '67 3
Illinois Central	100 23,886,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati	100 1,689,900	M. & S.	Mar. '67 4
Jeffersonv. Mad. & Ind.	100 2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*	100 1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*	100 300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb	50 1 325,000		
Lehigh and Mahanoy	50 2,158,885	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50 5,104,000	M. & N.	Nov.'66 5
Lehigh Valley	50 10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort	100 614,046	M. & N.	Nov.'66 5
Little Miami	50 3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*	50 2,046,100	J. & J.	Jan. '67 2
Lomb. and S. uth St (Ph.)	25 90,000		
Long Island	50 3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort	50 1,109,894	J. & J.	Jan. '67 3
Louisville and Nashville	100 5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago	100 2,800,000		
Lowell and Lawrence	100 200 000	J. & J.	Jan. '67 5
Macon and Western	100 1,500,000	M. & N.	M'y '67 4
McGregor Western*	100		
Mahanoy & B'd Mount n*	50 921,615		
Maine Central	100 1,600,860		
Manchester & Lawrence	100 1,000,000	M. & N.	M'y '67 5
Marietta & Cincinnati	50 2,029,778		
" " 1st pref.	50 6,586,135	M. & S.	Sep. '66 3
" " 2d pref.	50 4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	100 570,000		
Metropolitan (Boston)	100 1,250,000	J. & J.	Jan. '67 5
Michigan Central	100 7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind.	100 9,811,300	F. & A.	F. '65 3½
" " guaranteed	100 787,700	F. & A.	Feb.'67 5
Middlesex (Boston)	100 400,000		
Milw. & Prairie du Chien	100 3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	100 3,082,000	Annual.	Feb.'67 8
" " " 2d pref.	100 1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul	100 3.627,000	J. & J.	
" " " pref.	100 7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	50 3,775,000	J. & J.	Jan. '67 4
Mississippi Central	100 2,030 261		
Mobile and Ohio	100 3,588,300		
Montgomery & W. Point	100 1,419,760		
Morris and Essex	50 5,500,000	F. & A.	F. '67 3½
Muscogee	100 669,950		
Nashua and Lowell	100 600,000	M. & N.	M'y '67 5
Nashville & Chattanooga	100 2,056,644		
Nashville & N. Western			
Naugatuck	100 1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton	100 500,000	J. & J.	Jan. '67 5
New Haven & N. London	100 738,538		
N Haven & Northampton	100 1,224,000	J. & J.	Jan.'67 5
New Jersey	100 5,000 000	F. & A.	Feb.'67 5
New London Northern	100 895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N	100 4,697,457		
N. O., Opel. & Gt. West'n	100 4,093,425		
New York Central	100 26,530,000	F. & A.	Feb.'67 3
New York and Harlem	50 5,2c5,050	J. & J.	Jan.'67 4
" " pref.	50 1,500,000	J. & J.	Jan.'67 4
New York & New Haven	100 6,000,000	J. & J.	Jan.'67 5
N Y., Provid. & Boston	100 1,755,281	J. & J.	Jan.'67 3
Niag. Bridge & Canandai*	100 1,000,000	J. & J.	Jan. '67 5
Ninth Avenue	100 795,360		
North Carolina	100 4,000,000		
Northern Central	50 4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh.	100 3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey	100 158,800		
North Missouri	100 2,369,307		
North Pennsylvania	50 3,150,150		
Norwich & Worcester	100 2,363 600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n.	100 3,077,000	F. & A.	Feb.'67 3
" " pref.	100 640,000	A. & O.	Apr.'67 4
Ohio and Mississippi	100 20,222,647		
" " pref.	100 5,607 197	Annual.	Jan. '67 7
Old Colony & Newport	100 4.848,300	J. & J.	Jan.'67 3
Orange and Newark	100 281,550		
Oswego and Syracuse	50 482,400	F. & A.	Feb.'67 4
Pacific of Missouri	100 3.581,000		
Panama	100 7,000,000	J.A J&O.	Apr. 67 6
Pennsylvania	50 20,000,000	M. & N.	M'y '67 5
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100 1,366,500		
Phila. & Balt. Central	50 218,100		
Philadelphia and Erie*	50 5,069,450		
Philadelphia and Reading	50 22 742,867	J. & J.	Jan.'67 5
Phil., Germ'nt'n & Nor'n	50 1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*	100 999,200	J. & J.	Jan.'67 5
Phila., Wil. & Balt	50 9,019,300	A. & O.	Apr.'67 5
Philadelphia City	50 100,000	J & J.	Jan.'67 5
Philadelphia and Darby	50 100.000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50 2,794,623		
Pittsb., Ft. W. & Chicago	100 9,940,987	J. A J&O	A. 67 2½
Pittsb. Col. and Cin.	100		
Pittsfield and N. Adams	100 450,000	J. @ J.	Jan. '67 3
Portland and Kennebec	100 1,000,000		
Portl., Saco & Portsm'th*	100 1,500.000	J. & D.	Dec '66 3
Providence & Worcester	100 1,800,000	J. & J.	Jan. '67 4
Reading and Columbia	50 666,019		

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga	100 $500.000	A. & O.	Apr.'67 2
Richmond and Danville	100 2,000,000		
Richmond and Petersb'g.	100 847,000		
Rich., Fred. and Potomac	100 1,041,800		
Rockport	100 $8,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb.	100 2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington	100 2,233,376		
St. L., Alt. and T. Haute	100 2,800 000		
" " " pref.	100 1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.	100 1,469,429		
St. Paul and Pacific			
Sandusky and Cincinnati	100 2,089,000		
" " pref.	100 398,073	M. & N.	M'y '67 3
Sand. Mansf. and Newark	100 900,000		
Saratoga and Hudson R.	100 1,020.000		
Saratoga and Whitehall*	100 500,000	A. & O.	Apr.'67 2
Savannah and Charleston	100 1,000,000		
Schuylkill and Susqueh'a.	50 1,269,150		
Second and Third St. (Ph.)	50 203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	50 576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke	100 841,200		
Second Avenue (N. Y.)	100 650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50 869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.)	100 750,000	J.A.J&O	
South Carolina	100 2,819,275		
South Shore	100 259,685		
South Western, Georgia	100 3,203,400	F. & A.	Aug.'66 4
Southern Mississippi	100 1,000,000		
Springfield and Columbus	100		
Staten Island	100 678,600	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100 1,200 100		
Taunton Branch	100 250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	100 595,922		
Terre Haute and Indiana	50 1,483,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	100 1,750,000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jan '67 2
Tol., Peoria and Warsaw	100 1,650 000		
" " " 1st pref.	100 1,700,000		
" " " 2d pref.	100 908,176		
Tol., Wabash and West	50 5,400,000		
" " pref.	50 1,000,000	M. & N.	M. '67 3½
Troy and Boston	100 607,111		
Troy and Greenbush*	100 274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*	100 800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)	100 200,000		
Union Pacific	100		
Union Pacific (E. D.)	100		
Union Pacific (Cent. Br.)	100		
Union (Phila.)	50 291,475	J. @ J.	Jan. '67 3
Utica and Black River	100 834,400	J. & J.	Jan. '67 4
Vermont and Canada*	100 2,250,000	J. & D.	Jun.'67 4
Vermont Central	100 8,000,000		
Vermont and Massachu'ts.	100 2,800,000	J. & J.	J'n.'67 1½
Vermont Valley	100 515,164		
Virginia Central	100 3,353,679		
Virginia and Tennessee	100 3,454,815		
Western (Mass.)	100 6,710,800	J. & J.	Jan. '67 5
Western Union	100 2,687,237		
West Jersey	100 731,050	M. & N.	M'y '67 4
West Philadelphia	50 249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	100 1,130,470		
Wilm. and Weldon	100 1,340,225		
Winona and St. Peter	100		
Worcester and Nashua	75 1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware	25 1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio	25 8,228,595		
Delaware Division	50 1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson	100 10 000,000	F. & A.	Feb '67 3
Delaware and Raritan	100 2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania	50 64,000		
Illinois and Michigan	100		
Lehigh Coal and Navigat.	50 6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	50 728 100	J. & J.	Jan. '67 5
Morris (consolidated)	10 1,025,000	F. & A.	Feb.'67 3
" (preferred)	100 1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie	100		
Schuyl. Navigation (cons.)	50 1,408,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50 2,052,083		
Union	50 2,907,850		
" preferred	50		
W. Branch and Susq	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail St. amship.	100 4,000,000		Ju. '67 2½
Pacific Mail Steamsh p	100 20,000,000	MJS&D.	Jun.'67 3
Union Navigation	100 4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100 28,450,000	J. & J.	Jan.'67 2
American Coal	25 1,500,000	M. & S.	M. '67 3½
Ashburton	50 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 500 000		
Central Coal	100 2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50 3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '67
Spruce Hill Coal	10 1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. '66
Rutland Marble	25 1,000 000	M. & N.	Nov.'66 5
Adams Express	100 10,000,000	FMA&N	Nov.'66 2
American Express	500 9,000,000	FMA&N	Nov.'66 3
Merchants Union Express	100 20,000,000		
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,625	6½	—	37
30 Nov.'66	5.78	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,293	7	—	45
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,201	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,539	200,000	50,000	50,082	164,742	5,255	—	—	15
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	887	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	113,472	—	—	55
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,886	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,733	71,600	58,400	55,000	34,256	2,535	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	30½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	222,286	200,000	27,500	5 802	81.027	12,500	—	100	—
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71.180	28 068	8,282	—	100	—
30 Sep.'65	24.00	—	—	35	45	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,335,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366 000	200 000	37.602	104 691	5,651	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	104,000	20,000	3,200	—	—	—	100	—
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7 500	35,000	—	—	—	—	—	—
30 Sep.'65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74.053	—	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	—
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,280	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227 662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Morris'n & Ford'm	193,738	72.000	118,500	3,000	52,790	2,600	—	100	—
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep.'65	—	11.00	—	—	—	Fort Morris & Westchester	1 200	1,200	—	—	—	—	—	—	—
30 Sep.'65	11.00	—	—	18	—	Rochester City & Brighton	251,559	185.400	100,000	—	80.028	29,616	—	100	—
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	126,970	388,298	106	—	100	55
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139 604	482.224	loss.	—	100	116
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1.800000	115.000	1,024742	211,213	9	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope by T. & L.	R. R.	—	—	—	—
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	—	30.752	loss.	—	—	—
30 Sep.'65	1 50	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62.000	50.000	12,000	—	12,839	808	—	—	—
30 sep.'65	—	—	—	—	—	Westchester	5.949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300.000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126.000	56 300	7,756	143.111	61,093	20	50	—
31 Oct.'66	6 74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50.000	21,750	6.184	loss.	—	—	—
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct.'66	34.41	—	367	59	—	Germantown	481.335	112,245	350,000	36,294	294,683	121 721	20	—	28½
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17.340	15½	50	28½
31 Oct.'66	4.83	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166.792	51,934	18½	50	30½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	12½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39.291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,738	23,058	16	50	—
31 Oct.'66	2.90	—	75	12	—	Pittsburg and Birmingham	72,809	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	9
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50.000	—	—	(op. by S. & P.)	—	—	—	—
31 Oct.'66	19.34	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407 923	131,588	50	50	78½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Ph'l & Gr'nF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	206,945	99,612	31½	50	65
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	10½
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300.000	—	344,895	67,574	7½	50	40½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249.000	100,000	—	292,461	80,847	10	50	75
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	230,059	21,058	—	—	10½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1881	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg):					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw, & Battery:					
1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm.					
1st Mortgage	118,000	7	J. & J	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldan & Melrose bonds	46,871	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mor. gage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	—
Utica City:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, May 1.					
Loan of Jan. 28, 1847 registered	$6,770,100	6	Jan. & July.	1867	131¼
Loan of March 31, 1848 registered	8,715,542	6	" "	1868	107¾
" " " coupon		6	" "	1868	235½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103½
" " " coupon		5	" "	1874	104½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	111
" " " coupon		5	" "	1871	115
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " coupon		6	Jnly.	1881	108½
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108
" " " coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 registered	284,315,200	6	" "	1881	108
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered	416,365,650	6	May & Nov.	1885	106¼
" " " (5-20s) coupon		6	" "	1885	106½
Loan of March 3, 1864, (10-40s) registered	171,490,350	5	Mar. & Sept.	1904	99½
" " " " coupon		5	" "	1904	99½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	
" June 20, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	106½
" March 3, 1865 2d series		7.3	June & Dec.	1868	106½
" " 1865 3d series		7.3	Jan. & July.		106½
Matured Debt not presented	11,381,190	6	At maturity.		
Gold Certificates of Deposit	15,490,440	---		3 y'rs	
Compound Interest Notes of 1864	134,774,510	6	At maturity.		
United States Notes (greenbacks)	374,247,687	---			
Fractional currency	28,975,379	---			
Navy Pension Fund	12,500,000	---			
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	
" —Sterling " "	648,000	5	Jan. & July.	1876	
" — " " "	688,000	6	" "		
" —Funded Interest Bonds				1868	
Arkansas—State Bonds (issued to banks)	1,500,000	6	(in default.)	77-'80	
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	121
" —War bonds "	1 548,000	7	" "	'72-'90	
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	100½
" " " (free.)		6	" "	1869	
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	
" — " " "	2,271,750	6	" "		
" — " " "	434,000	7	" "	'72-'86	75½
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	99½
" " " coupon	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 "	436,000	6	" "	'62-'79	
" — " " 1865-'79 "	229 372	6	" "	'65-'79	
" — " " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" — "	1,778,677	6	" "	1877	100
" — " "	241,000	6	" "	1879	
" " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,009	5	Jan. & July.	1866	91½
" — " " coupon	2,058,173	2½	" "	1866	
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200,000	7	Jan. & July.	1886	
" —War Loan Bonds coupon	300,000	7	" "	1877	
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	
Kentucky—State bonds coupon	417,000	6	" "	'66-'73	
" — " " "	3,204,000	6	" "	'68-'72	93½
Louisiana—State Bonds coupon	9,856,000	6	various.	'67-'90	82
" —Funded Coupons "		6			
Maine—State Certificates registered	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " " "	1,727,000	6	"	1870	102
" — " " coupon		6	"	1890	102
" — " " inscribed	3,192,763	6	"	1890	
" — " (sterling) coupon		5	"	var.	
Massachusetts—State Scrip	58,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	108½
" — " "	375,000	5	April & Oct.	'72-'74	108½
" — " "	220,000	5	May & Nov.	1880	100½
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1863	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	
" — " " "	1,750,000	6	" "	'73-'83	92
" —Canal Loan "	100,000	6	" "	1873	
" —Renewal Loan "	216,000	6	" "	1878	92
" —War Loan Bonds "	1,122,000	7	" "	1886	102
" —Bounty Bonds "	709,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,276,000	7	" "	1883	
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	98
" " " (H.& St.R R.)	3,000,000	6	" "	'72-'86	82½
" " " (Pac. R. R.)	7,000.000	6	" "	'72-'87	93½
" —New Sinking Fund Bonds		7	" "	1896	
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99
" — " " Notes	2,306,000	8	var.	var.	
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds general fund	703,000	7	quarterly.	1870	103½
" — " " bounty fund	25,566,000	7	Jan. & July.	1877	108½
" — " " general fund	1,189,780	6	quarterly.	pleas.	
" — " " canal fund	702,000	6	"	1866	
" — " " general fund	500,000	6	"	1868	100
" — " " canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	101
" — " " " "	2,250,000	6	"	1874	99½
" — " " " "	500,000	6	"	1875	100½
" — " " " "	900,000	6	"	1877	100
" — " " " general fund	800,000	6	"	1878	92½
" — " " " "	909,607	5	"	pleas.	
" — " " " canal fund	192,585	5	"	1866	
" — " " " "	1,163,000	5	"	1868	
" — " " " general fund	442,960	5	"	1868	
" — " " " canal fund	187,000	5	"	1871	
" — " " " "	4,500,000	5	"	1874	93½
" — " " " general fund	900,000	5	"	1875	93
" — " " " "	800,000	5	"	1878	
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	62
" — " " (new) "	3,500,000	6	Jan. & July.	'90-'92	50
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	103
" — " " "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling)	481,444	5	Jan. & July.	1868	
" — " " inscribed	1,708,000	6	" "	'68-'90	
" — " " coupon	1,499,000	6	" "	'77-'90	
" — " (new) "		6	" "		
Tennessee—State Bonds coupon	1,949,440	5	April & Oct	'76-'90	58½
" — " " "	239,167	5½	" "	'72-'79	
" — " " "	1,706,000	6	" "	'82-'89	
" —Railroad Loans "	24,382,832	6	" "	long.	85
" —Funded Interest "	872,513	6	" "	1892	68
Vermont—State Bonds	175,000	6	Various.	'67-'83	
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'96	67
" — " " coupon	11,108,000	6	" "	'86,'95	
" " (sterling) "	1,865,000	5	" "	1872	
" —Funded Interest registered		6	" "	'78-'96	
" — " " coupon		6	" "	'76-'96	
West Virginia—State Bonds coupon		6			
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	
" — " (war) "	641,800	6	Jan. & July.	77-'88	
" — " (") certificates	700,000	6	April & Oct.	'82-'98	
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	
" — " "		6	"	1870	95½
" — " "		6	Jan. & July.	1873	97
" — " "		6	May & Nov.	1875	97
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	99½
" — " " coupon		6	"	1890	
Boston—Municipal Scrip	$83,205	4	April & Oct.	'78-'79	
" — " "		5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	125½
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5		'81-'86	102½
" — " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'73	
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	96
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	94½
Milwaukee—Re-adjusted Bonds coupon	920,000	4	June & Dec.	1894	
New York City—Municipal Stock	3,478,900	6	F.,M.,A. & N.	'73-'75	
" " — " "	4,714,000	6	" "	'76-'78	
" " — " "	1,800,000	6	" "	1883	100
" " — " "	5,149,271	6	" "	1887	101
" " — " "	275,000	6	" "	1898	
" " —Fire Indemnity Stock	402,765	5	Feb. & Aug.	1868	
" " —Municipal Stock	160,000	5	F.,M.,A. & O.	'67-'69	
" " — " "	3,125,200	5	" "	1870	94½
" " — " "	319,000	5	" "	1873	
" " — " "	1,000,000	5	" "	1874	
" " — " "	334,700	5	" "	1875	
" " — " "	2,016,000	5	" "	1876	
" " — " "	2,375,000	5	" "	'79-'80	88
" " — " "	900,000	5	" "	1890	
" " — " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	93
" — " (new)	739,222	5	" "	'67-'82	93
" — " (old)	2,232,500	6	" "	'86-'93	98½
" — " (new)	7,898,717	6	" "	'66-'99	101½
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	66-'90	86½
" —Water Loan "	484,000	6	" "	'71-'83	77
" —Sewerage Loan "	425.000	6	" "	'79-'88	90
" —Railroad Loans "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" —City and County B'ds "	329,000	6	Jan. & July	1875	
" — "	1,133,500	6	" "	1888	
	2,200,000	6	" "	'77-'84	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,862	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	439,045	443,029	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	280.503	275,283	299,063	258,480	322,278	355,270	335,985	409,261	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,644	321,697	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,262	283,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241.895	183,385	257,230	197.886	264,605	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,351,331
1867	267,626	184,497	253,507	280,283	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,559	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,491	767,598	946.707	921,886	749,101	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,294	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61.787	+ 51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	110.079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965.294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	...Including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476.244	1,416,001	1,041,116	14,596,413
1867	...Including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352 786	414.543	410.336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496.433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739, 736	641,589	643,867	518,088	7,181,208
1866	603,053	500,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,365	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68.863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	95.546	96,908	95,453	1,088,165
1865	96,672	87,791	96,763	78,607	76,248	107.526	104,608	115,184	125,252	116,495	116,146	105,787	1,224,053
1866	90,411	85,447	84,351	81,181	96,383	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155.417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,280	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	416,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,646	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	376,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	328,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	276,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,694	308,669	4,280,112
1867	304,096	283,661	375,210	362.783	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,948	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300.841	395,579	346,747	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	406,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	965,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,339	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,006
1866	267,641	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,309	451,884	574,486	714,902	815.902	746,955	526.009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,501	996,841	1,252,386	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505.814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,347	675,360	701.552	691.556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646 986	544,523	712,495	795,938	858,501	712 363	580,964	8,469 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	556,222	7,467,217
1867	560,115	522,823	678,349	575,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130.378	153,470	144.736	143.748	162.921	1,554,913
1864	100,872	147,485	160,497	157,788	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,076
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218.546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	158,162	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103.056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,696	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220.200	265,154	2,059,322
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,630	284,741	3,694,976
1867	237,674	200,798	270,630	317,052	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,362	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,343
1866	45.102	36.005	39,301	43,382	86,913	102,918	85,276	60,698	84,462	100,313	75,248	44,468	814,08 6
1867	39,078	27,667	36,392	40,710	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628 500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225.000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	4: 3,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250.000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	97
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180.950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,000	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1870	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,500,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.	" "	1896	83½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	93½
General 1st Mortgage	3,600,000	7	" "	" "	1885	82½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	943,000	7	F. M. A. & N.	" "	1915	79
Equipment Bonds	270,483	7	May & Nov.	" "	1874	94
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,128,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	67
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,250	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	66C,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1868	
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82½
Land Security	3,344,60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(04½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,800	7	April & Oct.	London.	1875	
Construction	2,522,000	6	" "	New York.	1875	111
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
Ind., Pittsburg and Clevelsnd:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104½
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,000,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio.						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State (Tenn.) Loan	$1,591,900	6	Jan. & July.	New York.	1890	
1st Mortgage	1,294,000	7	May & Nov.	"		
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	89½
2d Mortgage	1,500,500	7	April & Oct	" "	1884	73½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,508	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,263	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July	New York.	1895	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		84
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,750,000	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov	New York.	1883	93½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000		Feb. & Aug	" "	1876	104
Exchanged Stks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,000	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage	926,500	7	June & Dec.	" "	1888	88½
Buffalo Branch	126,400	7	Jan. & July.	"	1891	89
Sterling Bonds	3,875,920			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		106
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,900	6	April & Oct.	New York.	1876	94½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	'73-'78	90½

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	91
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage ('65–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	99½
1857. (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	154,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	767,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	131
2d Mortgage	937,500	7	" "	"	1883	50
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,600	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Sky r'd b'ds after Jan. 1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	275,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	76½
Toledo and Wabash:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1865	89½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,900,000	7				86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.		65
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	29½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Vermont Valley:†						
1st Mortgage	386,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1873	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	800,000	6	" "	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
Income Mortgage	448,500	6	" "	" "	1965	
3d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	205,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April. & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	90
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debts.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,256	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30,3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,0.3	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	269	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	....
28 Feb. '67	88.5	28.4	....	—	21	12	128	Montgomery and West Point	2,439,420	308,967	715,199	1,644 104	1,130,706	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	563,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	28.8	—	1.9	—	6	5	47	Danbury and Norwalk	345 798	66,483	8,256	366,900	100.000	—	—	23.8	52,865	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	319,433	644,725	166,186	—	....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,017	3,000,000	927.000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439.775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,085	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	—	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	—	—	62.0	—	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,556	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895.000	353.283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000 0.0	1,079.5.0	258.046	8,272,133	117.4	787,826	2,058,200	704,016	10	116
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,800	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,686	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
-- -- '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 .00	36,500	22,721	1,296,511	86.7	.....	415,411	54,648	4	....
-- -- '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,288	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,122 345	232.0	.....	1,159,188	528,042	8	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,806,553	228.8	264,524	856,946	343,602	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,695,153	1,484,616	8½	109
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77 552	2,670,210	2,070,679	10,193,010	5,754,496	204.207	17,519,440	400.0	2,983,550	6,179,555	2,799,435	31	132
31 May, '65	242.0	688.0	....	—	164	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,433	825,398	39,680,452	930.0	.....	6,820,740	1,802,272	—	34
31 Mar. '66	181.8	—	....	—	66	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500.000	1,448,000	—	10,313,764	228.4	1,234,851	3,154,236	1,442,781	10	88
31 May, '63	174.5	5.5	14.3	—	21	22	804	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	20,964,453	*	10,523,328	23,415,780	12,144,000	—	41,478,280	708.3	3 603,862	6,546,741	2,175,447	10	119
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,339	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,667	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	42½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '68	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,455,108	110.0	.....	448,858	240,834	9	79½
31 Dec. '64	84.0	—	....	—	15	....	.....	*Mobile and Girard*	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,519	*	278,334	1,015,907	621,000	—	2,175.223	108.0	312,859	527,863	268,154	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	283	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	90
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	698,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7.717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 0	3,962,123	960.000	653,954	5,429,203	116.5	219,880	809,271	237 961	—	—
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,976	82,499	—	921,449	570,000	.....	.....	38.5	11 mos.	498,521	21,395	—	—
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,716,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	728,257	29.0	239 824	174,919	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,994	313 519	20,447	1,675,258	65 1		388,171	108,903	5	68
30 Jun. '66	185.0	149.0	26.9	47.5	66	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,548	324 0	959,941	3,145,189	1,5 2,065	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O Opelousas and Gr. West's*	4,254,217	551.218	1,315,464	4,093,425	1,730 600	2,604,768	8,628 793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,154,172	1,386,874	—	4,997,477	3,351,000	281,167	12,088,833	206.0	.....	1,555,04	736,208	—	—
31 Aug '60	58.7	—	....	135.3	..	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,253,015	445,200	108,434	1,710,819	58 7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	447,596	—	2,950,000	4,250.000	.....	9,008,369	188 6	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	11,316,123	*	87 ,787	5,982 956	2,763,489	281,032	15,188,198	329.3	1,747 670	4,446,179	1,668,114	15	111
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indian	16,625.531	2,663,517	1,745,795	10,601,2.0	9,135,.40	736,951	20,473,961	523 8	2,886,193	4,673,183	1 609,387	—	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	356	*Mississippi Central*	4,966,022	756,294	—	2,000,961	2,554,732	896.992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	199,015	—	798,285	456,949	275.000	1.974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,826	7,177,660	—	—	206.8	579,324	1,047,567	430,026	—	45
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,5.3	815,063	203,715	2,469,5.0	4,400,000	106,235	8,023,361	182 0	.....	1,020,069	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	900,000	70 .00	.....	.....	52 0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	8,581,5.9	9,200.0 0	1 150,743	15,628,18.	283	851,433	1,794,358	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,758	1,300,000	1,280,0.0	2,500,0 0	—	5,000,000	1.23 0	.....	.....	.....	—	—
30 Sep 64	86.5	3.6	8 2	—	16	13	319	*St. Louis and Iron Mountain*	5,437,063	380,029	—	1,971,.2	3,303.0 0	40 5.3	5,3.7,10.	90	.....	289,189	209,291	—	22½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								MAINE.														
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	1,559,486	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,952,330	14,904,350	109.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	6,000,000	109.5	274,419	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	8,602,914	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,904	1,500,904	51.3	161,056	450,222	236,767	6	102
								MARYLAND.														
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	32,683,113	59,278,574	286.8	3,493,376	8,577,692	5,307,188	10	113⅝
30 Sep. '64	30.0	—	.....	—	.....	.....	.....	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	3,867,477	39.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,918,611	12,644,781	24,506,792	326.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.														
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	40,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	18.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	5,715,808	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	3.8	60.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	9,087,704	164.2	775,454	1,575,826	488,499	10	130
30 Nov. '66	47.0	7.0	45.0	—	30	53	2?0	Boston and Providence	3,162,600	207,400	557,051	3 380,000	15,000	—	3,917,051	7,312,051	61.8	441,186	1,190,784	384,644	10	133½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,002,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	10,661,329	83.6	729,470	1,914,729	490,201	10	146⅜
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par $60)	907,360	123,365	61,983	721,926	—	11,050	1,093,608	1,826,584	47.1	86,510	202,097	68,027	8½	60
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	4,137,709	53.4	255,853	617,143	177,322	8	116½
30 Nov. '66	44.1	50.4	93.1	—	38	52	579	Eastern	4,452,999	506,090	467,621	3,548,300	1,848,400	271,200	5,426,700	11,094,600	94.5	805,800	1,422,167	477,714	8	112½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,891	350,149	456,729	3,540,000	—	—	4,006,729	7,546,729	93.5	477,106	1,107,444	347,247	7	119½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	545,312	14.0	37,740	82,974	16,980	6	----
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)		6	----
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	1,398,826	41.5	215,731	441,804	90,996	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	1,368,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	14,694,600	141.0	669,552	1,332,397	509,790	7	96
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	900,000	18.6	50,880	114,107	31,164	8	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	202,798	121,286	1,750,000	—	127,680	1,877,899	3,755,579	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op	er by B.	& L. Co.)	17,500	1	110⅜
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	535,695	11.7	50,279	243,676	62,826	8	----
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)							
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	6,995,971	77.3	158,121	435,965	140,643	3½	53
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W. S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	29,846,323	156.1	1,660,062	3,932,017	1,408,791	10	152½
30 Nov. '66	46.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,386	1,141,000	—	13,196	1,285,385	2,439,581	45.7	250,869	474,362	178,965	10⅔	111
								NEW HAMPSHIRE.														
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	6,162,319	93.5	.....	467,714	147,122	—	57½
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	5,695,314	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	3,171,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	2,052,327	52.7	.....	.....	.....	.....	.....
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	.....	.....	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	7,028,515	82.2	352,540	681,501	242,997	8	105
								NEW JERSEY.														
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	7,175,574	77.5	.....	556,742	128,039	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,101	*	4,381,251	7,987,412	10,073,137	—	18,060,549	36,121,098	124 2	.....	5,607,662	1,444,705	15	128⅝
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,381,434	*	—	1,001,993	1,034,776	107,432	2,244,201	4,388,402	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,0 0	1,600,000	250,400	15,711,102	30,561,502	102.0	1,234,815	3,581,244	1,617,268	10	117
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,899	3,500,000	5,516,950	124,822	9,625,429	18,767,201	53.0	.....	1,020,078	304,869	7	67
31 Dec. '66	53.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	12,367,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	1,001,343	24.0	106,871	222,769	22,951	—	----
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	9,997,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,000,000	*	59,050	1,647,650	511 400	—	2,059,050	4,218,100	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	3,483,100	54.0	.....	263,420	69,712	29	----
								NEW YORK.														
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,730	173,722	2,794,607	5,589,204	82.0	65,472	175,729	88,064	—	----
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	6,800,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 6.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	786.0	7,109,139	14,596,413	2,238,704	4	50½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,886	29,590,143	150.0	1,602,279	4,462,380	994,668	8	105
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	5,713,190	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York and Harlem	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	84,031,878	692.2	6,667,261	14,396,786	3,201,112	6	98½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,995	25,367,090	164.0	1,592,080	2,509,726	422,348	—	100
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,860,072	831,551	—	3,077,000	1,494,900	—	4,681,624	9,253,524	122.0	399,920	707,521	44,810	—	61½
30 Sept. '65	18.0	—	9.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	1,170,760	.....	.....	.....	.....	.....	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,376	979,810	1,793,086	36.7	87,202	240,637	59,610	8	----
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,760	—	1,278,750	2,478,750	175.0	303,705	797,058	282,142	8	----
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	.....	.....	.....
30 Sep. '65	141.1	48.5	19.4	—	28	55	398	Rome, Water't'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	7,303,472	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rense	elae	r and S	aratoga	R. R		6	----
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	"		6	----
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	1,897,000	13.0	47,093	274,988	111,021	8	----
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	5,858,190	81.0	208,635	386,921	39,174	—	----
30 Sep. '65	84.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	232,216	2,341,327	4,632,654	112.0	396,826	658,717	280,060	—	----
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,044	—	811,600	—	—	926,319	1,737,919	37.5	83,548	135,486	73,540	5	----
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	000	184,250	367,900	10.3	20,895	50,106	23,738	3	----
								NORTH CAROLINA.														
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	4,640,598	94.9	.....	103,963	35,572	—	----
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	10,329,328	223.0	361,046	890,480	loss.	—	----
— —	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	5,160,779	171.9	.....	469,458	219,688	—	----
30 Sep. '66	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	5,348,623	171.0	323,069	477,554	236,201	8	----
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	7,438,749	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,673,000	1,126,458	6,810,432	13,238,256	141.0	653,028	857,701	360,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	11,446,077	202.0	.....	1,361,566	582,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,856,112	*	—	1,555,112	1,300,000	—	2,855,112	5,711,224	131.8	.....	.....	.....	—	----
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	13,461,134	191.2	1,055,592	1,933 700	521.906	8	98½
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	13,000,000	95.5	572,916	2,359 222	1,148 561	8	160½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,463	*	354,145	5,403,911	3,880,848	82,292	9,674,307	19,041,358	203.5	1,429,741	2,696.377	736,794	5	75⅜
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	16,072,695	188.6	994,554	2,388,868	1,035,717	13	115
30 Nov. '65	54.5	61.5	16.5	—	.....	.....	.....	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	----
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,384,941	3,754,630	186,763	6,326,333	14,4.0	—	—	951,367	339,924	—	----
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	13,8.0	1,089,067	2,446,391	582,296	10	165
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,685	3,688,386	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	.....	829,932	119,032	—	----
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 460	391,992	3,382,163	1,218,972	109,913	4,972,748	205.9	340,271	694,620	134,081	—	—	—
31 Dec. '65	116.0	9.0	.....	—	10	7	233	Sandusky, Mansfield & New'k	2,189,890	*	38.934	998,204	1,291,800	38,820	2 228,824	125.0	241,240	382,807	166,153	—	—	—
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo & Wabash	19,850,000	*	2,263,9 0	6,700 000	14 346,0 0	775,801	22,113,700	250.6	———	3,717,386	906,200	—	41½	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,842	2,876 342	44.0	134.201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,400	29,959,900	1,156,819	60,721,124	607.0	2,041,771	4,833,490	1,476,080	—	—
31 Oct. '66	86.0	2.5	4.5	—	21	9	268	Catawissa	3,834,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,646	447,062	130,841	—	15
31 Oct. '66	74.0	—	6.3	—	16	12	130	Cumberland Valley	1,691,087	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,468	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,258,800	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,496	714,825	20	125
31 Oct. '66	86.0	1.7	6.0	—	19	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,506,740	36.0	199,412	448,078	237,084	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,631	loss.	5	50
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,458	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	654,628	225,000	664,800	1,248,704	435,296	2,622,548	98.6	313,902	618,656	235,158	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	82½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,240	104,900	1,809,566	500,000	100,000	2,409,566	32.0	47,227	65,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.6	—	21	6	1,276	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,878	268,010	—	—
31 Oct. '66	71.0	57.5	120.0	—	86	19	3,475	Lehigh Valley	9,911,422	3,054,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,686	2,260,027	20	50
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	685,000	73,555	3,864,655	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	6	85
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	666,222	467,050	3,150,150	3,124,737	—	6,587,2-8	67.5	348,588	902,218	387,400	—	83½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,842,634	3,871,216	15,336,686	20,000,000	18,038 2-6	—	44,281,844	666.8	7,080,028	16,563,893	5,967,430	9	84
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristo'n	1,139,079	268,489	409,980	1,491,850	169,800	—	1,817,554	24.2	274 879	606,346	247,446	9	66
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,069,733	—	—	6,983 700	18,000,000	600	18,084,300	287.5	1,424,110	2,541 052	484,077	—	28½
30 Nov. '66	147.0	—	256 4	—	267	71	8,043	Philadelphia and Reading	19,898,408	3,765,774	2,299,366	22,742,867	6,719,682	—	$2 577,548	474 8	4,361,326	30.9 2.8	6,016 581	10	42½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	131
31 Oct. '66	96.0	—	105.6	—	60	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,0 0	—	10,469,300	197 0	880,326	2,470,954	1,082,687	10	50
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,058	229,788	229,792	1,776,192	1,500,000	73,708	3,349,237	70.9	324,068	539,109	248,966	—	—
31 Dec. '66	468.6	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,284,747	*	2,078,792	9,940,986	12,588,560	1,062,343	23,927,540	468.5	4,945,418	7,467,217	2,319,531	10	100
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05-	348,138	130,392	4½	50
31 Oct. '66	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	902,600	113,665	1,780,501	35.4	144,402	257,540	147,-80	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,501	549,400	316,000	26,292	1,095,913	36.6	120,004	264,123	123,812	25	50
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	50
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,266	198,266	197,905	1,609,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	13	9	—	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	284,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	166.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,748	980,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '58	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,497	9,827,975	242.0	.....	1,312,788	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	806,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '60	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	184,081	—	—
30 June '60	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,176,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '60	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,985,990	1,462,314	11,993,891	291.0	408,061	1,274,207	624,142	—	—
1859	271.6	16.0	20.0	8.9	9	6	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859	100.0	—	30.6	65.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
30 Sep. '60	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,800	902,059	3,015,107	99.2	.....	387,282	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn	992,710	62,905	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	55,819	—	144,894	406,000	5,000	.....	34.2	30,055	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	149.0	.....	734,119	327,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	360,000	204,544	.....	45.8	57,950	127,963	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all sided by State*).													
— —	58	32.0	—	.....	168.0	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	58	56.0	—	.....	184.0	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	60.0	31,500	32,670	—	—
1 May	60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	191,566	—
— —	59	26.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	5.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,005	3,061,460	106.0	172,500	480,577	175,998	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,700	556,275	—	2,233,276	3,257,471	895,219	6,386,166	119.6	449,351	423,027	172,163	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,688	—	1,097,000	.....	.....	1,206,668	62.5	136,761	185,474	67,785	—	—
3 May '65	117.0	2.0	23.0	—	54	40	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	324,326	—	1
31 May '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	6	90½
Jun. '65	23.6	—	0.9	—	4	6	59	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	80,278	34,368	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,082,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	35,502	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	86,188	88,131	1,554,194	—	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,880	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	48,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	185,161	9 months	79.2	47,702	84,121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,606	5,719,229	.....	.....	103.5	.....	696,703	127,085	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,068,856	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,661	—	—
30 Sep. '66	123.8	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,388,272	*	—	1,365,600	1,681,900	124,981	3,565,187	133.4	.....	289,591	49,681	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,228,928	*	—	838,200	102,500	5,799	1,486,527	80.6	.....	328,564	218,86-	7½	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	280	Richmond and Danville	4,917,500	*	1,488,500	2,100,000	1,717,500	900,839	7,301,963	191.7	239,951	672,714	264,780	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,979	*	82,500	1,041,880	643,940	98,828	.....	78.6	189,981	279,945	146,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,634	1,210,824	43.5	67,904	167,881	84,784	—	—
30 Sep. '59	23.7	—	0.2	14.0	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb. '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	609,963	112,266	2,062 947	80.0	168,357	391,577	204,429	—	—
30 Sep. '66	178.2	—	21 3	7.0	80	15	176	Virginia Central	5,428,128	541,514	280,9-6	3,354,679	1,799,822	404,785	6,245,8-8	196.0	.....	687,449	190,13-	—	—
30 Jun. '66	204.7	9.4	19 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	1,255,575	3,497,2-1	2,177,000	549,174	8,446,125	214.9	27 ,559	656,022	64,82-	—	—
								WISCONSIN.													
31 Dec. '66	196.0	78.0	.....	—	58	22	1,188	*Milwaukee and St. Paul*	10,902,962	*	7,606,392	10,998,960	3,229,000	—	8,608,374	2 5 0	996,727	2,838,800	934,10-	—	84½
31 Dec. '66	200.0	126.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,600	360,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (§ y.)	11,838,000	*	—	11,7 0,000	188,000	—	11,938,000	16.10	.....	2-0,796	97,662	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,5-0	*	15,311	1,631,130	911,0-0	22,954	2,603,37-	49.0	.....	342,796	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,290	Grand Trunk	2,-10,846	*	—	19,123,4-0	54,750,510	7,336,405	77,210,346	1,096	.....	4,368,510	1,154,8-6	—	—
31 July '63	229.0	115.5	62.0	—	92	126	1,889	Great Western	22,933,760	*	1,200,000	16,802,745	9,241,435	.....	28,044,180	357.0	.....	3,011,880	1,640,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,900,980	768,859	5,678,939	98.1	402,670	467,260	191,182	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	15	170	European & North American	4,747,713	—	—	4,668,70-	—	—	—	108.0	—	148,736	66,777	—	—
July '61	80.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	92,5-8	—	1,360,000	18,100	126,000	1,779,23-	80	—	124,-65	36,67-	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	—	—	20	15	160	Nova Scotia	4,275,401	*	—	4,273,-0-	—	—	4,278,281	92.	154,410	138,107	97,151	—	—
								NEW GRENADA.													
31 Dec 59	5.		—	—	11	2.	120	Pan ma	3,000,000	*		3,000,000	—	—	3,000,000	—	—	137,-50	130,000	—	2 50

PREFERRED AND GUARANTIED R. R STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guaran't'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	22
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	53
Chicago & Alton (preferred)	2,425,400	7	7	111½
Chicago & Northwestern (pref.)	12,994,720	7	7	58
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,735	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,266	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	54½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70½
Toledo & Wabash (preferred)	1,000,000	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	209,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----		----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414.158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	91½
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	76½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	67
Preferred Interest b'ds.	227,589	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	86½
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	48½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	60
" (preferred)	100	1,175,000	10	119
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	21
" " (preferred)	50	2,888,983	---	30
Susquehanna and Tide Water	50	2,048,260	---	16½
Union	---	---	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	40 —	@ 43 —
Pig, American, No. 1	42 —	@ 43 —
Bar, Refined, English	80 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)	95 —	@100 —
	Store Prices.	
Bar, Swedes, assorted sizes	155 —	@ — —
Bar, English & American, Refined	102 50	@107 50
Bar, English & American, common	92 50	@ 97 50
Scroll, English	135 —	@182 50
Ovals and Half round	130 —	@140 —
Band, English	135 —	@ — —
Horse Shoe	130 —	@ — —
Rods, English	107 50	@167 50
Hoop, English	140 —	@195 —
Nail Rod per lb.	— 9	@ — 10½
Sheet, Russia per lb.	— 18½	@ — 19
Sheet, English, Single, Double and Treble	— 5½	@ — 8
Rails, English (gold) per ton	53 —	@ 54 —
Rails, American	82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)	— 10½	@ — 12½
English Blister (1st & 2d qlty.)	— 11½	@ — 20
English Machinery	— 13½	@ — 16
German	— 14	@ — 16
American, Blister	— 11½	@ — 17
American, Cast, Hammered	— 19	@ — —
American, Cast, Rolled	— —	@ — —
American Spring	— 12	@ — 15
American Machinery	— 15	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— 34	@ — 35
Sheathing, Yellow	— —	@ — 24
Pig, Chile	— —	@ — —
Bolts	— 35	@ — 36
Braziers'	— —	@ — 35
American Ingot (cash)	— 23½	@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— —	@ — —
Spanish	6 50	@ 6 62½
German Refined	6 50	@ 6 62½
English	6 50	@ 6 87½
Bar per lb.	— —	@ 10 —
Pipe and Sheet	— —	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— 25½	@ — 26
Straits (gold)	— 22½	@ — 23
English (gold)	— 22½	@ — 23½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box.	8 75 @ 9 25	12 — @ 12 —
Plates, I. C. Coke	7 50 @ 8 75	10 50 @ 12 25
Plates, Coke Terne	6 75 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	8 37½ @ 8 75	11 50 @ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	— —	@ 6 —
Clinch (cash)	— —	@ 7 50
Copper	— —	@ 42
Aussble Horse, Norway Iron, Forged	— —	@ — —
Zinc Nails (6 mos.)	— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 15½	@ — —
Refined, free L. S. to White	— 41½	@ — 42
Refi'd, in bond, prime L. S. to White	— 24	@ — —
Refi'd, in bond, Standard White	— 25½	@ — 26
Naptha, Refined (60@63 gravity)	— 21	@ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th 30	F.31	Sat.1.	M 3.	Tu.4	W.5
Atlantic M. S. S. Co	101	101½	102	----	105	105
At. & Gt. W. (O) 1st m'g.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	121	----	----	----	----	----
Canton Co.	43½	43½	43½	43½	43	43
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	108	----	109	----	----	----
" " pref.	----	----	----	----	----	111½
" " 1 M.	101	----	----	----	101	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	90	90	----	----	----	90
Chicago, Burl. & Q.	131	----	----	----	132	----
" " " 8 p.c.	----	----	----	----	----	111
Ohio. & Northwest'n.	33½	33½	34½	35½	35½	34½
" " pref.	58½	57½	58½	59½	59	57½
" " 1st M.	82	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	93½	----
" " Consol.	----	----	----	----	79	----
Chicago & Rock Isl.	88½	88	88½	89½	88½	87½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	99	----	99	99	98½
Clev. and Pittsburg	75½	74½	75½	75½	75½	75½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	113	112½	----	113½	113	115½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	30	30	30	30½	----	30
Del. & Hudson Canal	----	----	----	----	152½	----
Del., Lack. & West.	125	125	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	60½	59	59½	60½	60½	59½
" pref.	----	----	----	72	----	----
" 1 M. 7 p.c. '67	101½	101½	101	101½	----	101½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	88	88½	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	102	102	102½	103	103½	104½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	115½	116	117½	118½	119½	119
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	6½
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	110	110½
Michigan Central	----	----	----	----	----	----
" SF. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68½	68½	69½	69½	68½	67½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	97	----	97½	----	----	97
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	34½	----	34½	----	----	----
" " pref.	55½	52½	56½	56½	56½	54½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	97½	97	97½	97½	97½	98
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	97½	----	----	98	98½	----
New York Central	99	98½	99	99½	98½	98½
" Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	93½	94	----	----	----	95½
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	100	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	100½	----	----	100½	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon. 49	----	----	----	----	49½	49½
" new	50	----	----	----	49½	----
Ohio & Miss. cer.	25½	25	25½	25½	25½	25
" " pref.	66	----	----	----	----	----
Pacific Mail S.S. Co.	129½	130	129	130½	133	135
Panama	----	----	----	----	----	----
Phila. and Reading	103½	103½	104	104½	104½	104½
Pitts. Ft. W. & Chicago	96½	96½	96½	96½	97½	97
" " 1M.	----	----	----	102½	----	----
" " 2M.	96	96	96½	----	96	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	26	25	----	25	25	24
St. L., Alton & T. H.	40½	40½	40½	----	42½	----
" " pref.	70½	----	----	----	----	----
" " 1M.	----	----	----	90	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon. 64	----	67½	----	70	----	----
" new	66	66½	68	68½	68½	68½
Tol. Wab. & Western	----	41	41½	42	42½	41½
" Pref.	----	----	----	66½	----	66
" 1M. ex.	90	----	----	89½	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th.30	F.31	Sat.1	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	113¼	----
U. S. 5s, 1874, reg.	----	----	----	102	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99½	99¼	99⅛	99⅝	99⅝	99¼
U. S. 5s, 10-40s, reg.	----	----	----	----	----	99¼
U. S. 6s, 1881, reg.	----	----	----	----	107½	108
U. S. 6s, 1881, coup.	111⅛	----	111⅛	112	112½	112⅛
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	106⅛	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	107⅛	----	----
U. S. 6s, 1868, coup.	----	----	125½	----	----	----
U. S. 6s, 5-20s, c. 1862.	109⅛	109⅛	109⅝	109⅛	109⅞	109⅛
U. S. 6s, 5-20s, c. 1864.	----	----	105⅞	105⅛	105⅛	----
U. S. 6s, 5-20s, c. 1865.	106⅛	106⅛	106⅛	106⅝	106⅛	106⅛
U. S. 6s, " reg.	105⅛	----	106⅛	106⅛	----	----
7.30 Notes, 1st series.	106⅛	----	106⅛	----	----	----
" " 2d series.	----	----	----	105⅛	----	----
" " 3d series.	105⅛	105⅛	105⅛	----	105⅛	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 4.

	W.29.	Th.30	F.31.	Sat.1.	M.3.	Tu 4
Catawissa	----	----	15¼	----	----	----
" preferred	26⅛	----	----	----	27	----
Camden & Amboy	129	----	----	----	----	128⅛
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	89	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	----	----	----	93⅛
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	52¼	48¼	----	----	48¼	----
" " 6s,'84.	----	----	----	----	----	----
Lehigh Valley R. R.	58⅛	----	58¼	58⅛	----	58⅛
" 6s	----	----	91	----	91	----
Little Schuylkill R. R.	27⅛	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	91	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	60	----	----	----	----	----
" " pref.	----	----	----	----	119	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33⅛	33⅛	----	----	----	----
" " 6s.	----	----	----	----	----	88
" " 10s.	113⅛	----	----	----	----	----
Northern Central	----	43	----	----	----	----
Pennsylvania R. R.	50⅛	51¼	51	51⅛	51⅛	51⅛
" 1st m.	99⅛	----	----	----	99⅛	----
" 2d m.	----	----	----	----	93⅛	93⅜
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	102⅛	----	----	----	102⅛	----
Philadelphia City, 6s	97	97	97	----	99	93
" " new.	101⅛	101⅛	101⅛	----	99	98⅜
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	51⅛	52	51	52	52⅛	52⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	28⅛	28⅛	----	25⅛	----
" " 6s.	----	92⅛	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	30	----	----	30	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	16¼	----	16⅛	----	16⅛
" " 6s '78.	----	----	66	----	66⅛	66⅛
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	12¼	----	----	----	12⅜
Chestnut & Wal. "	46	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	27	27	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 4.

	W.29.	Th.30	F.31.	Sat.1.	M 3.	Tu.4
Baltimore City 6s, 1875.	97	----	----	----	97	97
" " 1886.	98	----	----	----	----	----
" " 1870.	----	----	----	95⅞	----	----
" " 1890.	99¼	99¼	99¼	99¼	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	99	99	----	----	----	----
" " " '80.	----	99	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	----	43	----	----	----	----
" " b'ds, 1885.	----	----	85	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	19⅛	----	19⅛	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th. 30.	F.31.	Sat.1.	M.3.	Tu.4.	W5
Boston and Lowell	----	----	123	----	----	----
Boston and Maine	----	----	130	----	----	----
Boston and Providence	----	----	122	----	----	133½
Boston and Worcest.	----	----	----	----	----	146¾
Cheshire, pref.	53	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	114½	----	----	116½	----
Eastern, Mass.	111	----	111	----	111½	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119½	----	119½	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport	96	96	----	----	96	----
Ph., Wil. & Baltimore	56	----	56½	56½	56⅝	----
Portl'd, Saco & Ports.	----	----	102	----	----	----
Vermont & Canada	----	91½	91	----	----	90½
Vermont & Mass.	----	----	84	----	----	85
Western	149	150	150	150½	152½	----
Broadway (Horse)	----	----	----	----	----	45
Cambridge "	----	----	----	----	----	90
Metropolitan "	----	----	----	----	----	55
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22⅛	23	23⅜	24	25⅛	27
Franklin "	15	14⅜	14¼	14⅜	14⅜	14⅛
Huron "	5⅛	5½	5½	5⅛	5⅛	5⅛
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	13⅛	13⅛	----	----	13	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	24	----
Rockland	8⅛	----	8¼	8⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th and 17th of May.

	Closing Prices. May 10.	May 17.
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	53 @ 58	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort ; 1877	53 @ 58	50 @ 55
Do. do , 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	21¼@ 22½	21 @ 22
Erie shares, $100 (all paid) 8 p. c	42 @ 42½	42 @ 42½
Do., convertible bonds, 6 p. c.	65 @ 67	65 @ 67
Do., 3d mort , 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	76 @ 76½	75½@ 76¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, June 8, 1867.

Stock Exchange and Money Market.

Money has been less abundant in the open market, since our last, and rates on call loans have been advanced to full six per cent. to the dealers in the public funds, and seven per cent. to the Stock Exchange firms. At these rates, there has been a rather active call for accommodation, especially on Monday and Tuesday, when there were some symptoms of stringency apparent. On Wednesday, there was less pressure for aid, and more ease was reported by the leading street houses at the ruling figures. The U. S. Sub-Treasury has paid out near three millions more than it has received, since our last, but its balance is again on the increase, being $126,804,118 on Tuesday evening against $123,583,733 on Saturday. It has ceased marketing the new issue of the Five-Twenties, under orders from Washington; and the absorption of currency, by this means, has consequently ceased for the present. Washington advices report, officially, an increase, during May, of $38,827,607 on the currency reserve of the Treasury, making the total on June 1, $72,666,165, against $33,838,558 on May 1. The coin reserve is reported, also officially, down to $98,758,418, including $17,323,780 on account of private depositors, against $114,250,444 including $15,400,440 on deposit, May 1. The falling off in the aggregate coin reserve is accounted for by the disbursements of the May coin-interest on the public debt, which, through the New York office alone, amounted to $16,308,316. A million of legal tender was retired and cancelled in May, and about half a million of fractional currency was similarly disposed of. Nearly five millions of compound interest notes, and thirty-seven and a half millions of seven thirty notes were redeemed, during May. The redemption of Seven Thirty Notes, thus far, amounts to $319,000,000, leaving $511,939,525 yet to be provided for, chiefly in the form of the second and third issues, maturing in June and July of the coming year. Of the first issue, maturing in August next, or two months hence, about two-thirds of the three hundred millions have, thus far, been redeemed directly or by way of conversion. The Treasury is now measureably prepared for the prompt redemption, even in cash, of the outstanding balance of the earliest issue. It is not at all likely that it will be called upon to redeem the balance, or any considerable portion of it, in this way. Most of the holders thereof will doubtless avail themselves of the privilege of conversion into Five Twenties of the new issue of 1865, or of a special issue, to be prepared for the purpose, of the progress of which intimations are thrown out by the Washington correspondents. The discount market is quiet, but firm at 7 per cent. for the very best selections of short date commercial paper, and 7½@9 per cent. per annum for prime to good do. The last city bank statement for the week, as compared with the preceding returns, shows a decrease of $3,300,291 in loans and discounts, $2,102,613, in legal tenders, $3,287,202 in net deposits, and an increase of $533,393 in specie, and $49,786 in circulation. The specie reserve of the banks is now $14,617,060, against $21,858,093 same time last year. The city bank deposits are now $190,386,143, against $198,127,289 week ending June 2, 1866. The legal tender reserve amounts to $58,459,827, against $69,178,992 same time last year. The circulation now stands at $33,747,039, against $26,244,225 same time last year. The loans are now $252,791,514, against $259,959,022 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $73,779,264 a day, against a daily average of $71,955,437 the preceding week, and $83,386,628 the week ending with May 18th. The current week's exchanges average $89,260,537 a day.

National Bank notes to the amount of $35,750 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $302,901,106, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,769,232, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,131,874. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,562,150; and for the public deposits, $38,719,950—making a total of $379,282,100. The Treasury Department, last week, re-

deemed and destroyed $431,800 of worn and mutilated fractional currency, and issued $344,500 worth of new.

The most marked changes in the Philadelphia bank statement of averages for the past week from that last published, is a decrease in loans of $788,862, and in deposits of $446,639. There was an increase of $140,991 in legal tenders and $1,902 in circulation. There was a loss of $34,740 of specie. The business through the banks, as shown by the amount of clearings, fell off $3,495,348. The balances were reduced $1,391,791.

The U. S. Sub-Treasury receipts, week ending with June 1, were $18,850,257, including $1,955,087 from customs duties; payments, $27,547,745; balance at the close of the week, $123,583,733, against $132,281,220, at the close of the preceding week, showing a decrease of $8,691,488. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $995,514, and payments, $809,484; on Tuesday, receipts, $3,725,183; payments, $690,872. The balance at the close of business on Tuesday stood at $126,804,118, against $129,238,225 a week previous.

Government revenues have have improved a little, since our last, and the promise is of a steady increase in the excises for some weeks to come, chiefly from income taxes. The excises, last week, yielded $3,741,682, against $2,450,467, the preceding week; customs at the port of New York $1,955,087, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $8,004,182 in currency, against disbursements of over three millions on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $249,000,000.

There has been an unusually even movement in gold, since our last. The price has varied but slightly, having been no higher than 137⅞, and no lower than 136⅜. The closing rate on Wednesday was 136¾. The speculative demand has been moderate, through the week, having been checked by the closeness in money. The export inquiry has been limited. Government has been a seller of gold to a very moderate amount, during the week. On Wednesday, the total shipments to Europe were only $213,000 from this port, and $211,000 from Boston. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,056,573. The customs demand for Gold last week, averaged $325,847 a day; thus far, this week, it has been equal to $301,571 a day, or equal to a weekly aggregate of $1,809,426. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were only $500, and from California, $985,144. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $115,897,903, against $124,243,564 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $36,641,560, against $27,277,803 same time last year, showing an increase this year, of $9,343,757. The exports of specie from this port, last week, were $777,643. The total outflow of specie from the port, thus far in the current fiscal year has been $34,027,058, against $45,344,703 same time in the preceding year. Government disbursed last month through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $16,842,316, making the total coin interest disbursements through the Government office, since July 1, 1866, $53,015,310, against $45,389,896 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 9, reached $12,761,947, against $12,204,119 same time last year, showing a decrease, in 1867, of $557,828.

Foreign exchange has been in fair demand and generally firm, on a moderate supply. Bankers' 60 day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅜@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been heavier, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,437,899, making the total value of exports since July 1, 1866, $164,998,136, against $205,032,549 same time in the preceding fiscal year.

Government securities have been in good request, and generally a fraction higher in price. The debt statement for June 1, the details of which we give elsewhere, is unexpectedly favorable, showing, as it does, instead of an increase, a positive substantial net reduction of $5,170,156. In the details, we notice an increase of about $61,500,000 in the Five-twenty issues, more than offset by a reduction of the Seven-thirty loan, and an increase of the currency reserve of the Treasury Department. The other changes not alluded to in our paragraph about money, are of minor importance. The statement is very likely to exert a favorable influence on the public funds in the open market. U. S. sixes of 1867 closed buoyantly here on Wednesday at 132½; U. S. sixes of 1868, at 134⅛; U. S. sixes of 1881, 112@112⅛; U. S. Five-twenties of 1862, 109⅞@110; U. S. Five-twenties of 1865 at 106½@106¾; U. S. Five-twenties of 1865, consolidated, 108¼@108⅜; U. S. Ten-forties at 99⅝@99¾, and U. S. Seven-thirties at 105⅝@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864	119⅜	May, 1865	115¾
July, 1864	118⅞	August, 1865	114¾
August, 1864	118⅜	September, 1865	114¼
October, 1864	117⅞	October, 1865	114
December, 1864	116⅜		

Railway and miscellaneous share property has been in rather more demand, on speculative account, since our last, opening buoyantly, but closing somewhat heavily and feverishly in consequence of the closeness in money.

General business has been inactive, through the week. Breadstuffs have declined materially, under a pressure to realize, in view of the highly favorable crop reports, and the prevalence of a very limited inquiry. Provisions have also been depressed. Cotton has improved, under more encouraging foreign advices, and the demand has been brisker; middling grades left off here on Wednesday buoyantly at 28@29½ cents per lb. as extremes. The stock of cotton now here is estimated at about 105,000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 575,000 bales, against exports of 389,329 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,743,000 bales against 1,890,600 bales same time last year; exports, 1,343,000 bales, against 1,413,000 bales same time last year; estimated stock at latest dates, 290,000 bales, against 342,000 bales same time last year. In foreign merchandise there has been rather more activity. Dry goods continued depressed. The total imports of foreign dry goods, last week, were $1,232,567, and the total amount marketed $1,246,230. The value of foreign merchandise imported last week, was $4,718,148—making the grand total specie value of last week's imports of dry goods and merchandise, $5,950,715, and since July 1, 1866, $240,538,934, against $275,992,160 same time in the preceding fiscal year. The ocean freight market has been more active and firmer, since our last, with 580 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 2d.@3d. per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 22.	May 29.	June 5.
Consols	93	94	*94½
U. S. 5-20's of 1862	72½	72½	72¾
U. S. 5-20's of 1865	70½	71	71
Erie	42¼	40	40½
Ill. Central	76¾	76½	79¼

* Ex-dividend.

The New York exports, exclusive of specie, for the week ending June 4, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$1,634,555	$2,437,899
Prev. reported	96,519,858	80,953,842
Since January 1	$98,154,413	$83,391,741

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,278,930	$1,232,567
Gen. merchandise	5,490,393	4,718,148
Total for the week	$7,769,323	$5,950,715
Previously reported	126,138,639	103,655,187
Since January 1	$133,907,962	$109,605,902

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$275,992,160	$240,538,934
Exports produce	205,032,549	164,998,136
Exports specie	45,344,703	34,027,058

The balance in the Sub-Treasury on Wednesday was $120,068,746 37.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—U. S. 5-20s, 1865, new issue, 108⅜; Rhode Island 6s, 101; Virginia 6s, ex-coupon, 47; do., new, 41; Brooklyn 6s, Water Loan, 95⅝; Michigan War Loan, 100; Georgia 6s, 74; Connecticut 6s, W. L., 100¼; Morris and Essex 1st mort., 94½; Toledo, Peoria and Warsaw 1st mort., 76½; Indianapolis and Cincinnati, 79½; Chicago, Rock Island and Pacific 7s, 89; N. Y. and N. Haven, 120; Peninsular R. R. 1st mort., 74; N. J. Central, 118; Boston Water Power Co., 23; Wilkesbarre Coal, 36; American Coal, 45; Pennsylvania Coal, 160½; Adams' Exp., 64; Merchants' Union Express, 15; U. S. Express, 69; Wells-Fargo, Exp., 64½; Am. Exp., 66½; West-

ern Union Telegraph, 43⅛; Mariposa pref., 18¾; Bank of State of New York, 110; East River Bank, 100; Ninth National Bank, 115; Bank of Commerce, 118; Tradesmans' Bank, 143; Fourth National Bank, 107; Central National Bank, 111; Metropolitan Bank, 131; Shoe and Leather Bank, 110½; Importers' and Traders' Bank, 113; Am. Ex. Bank, 115; Continental Bank, 104; Phœnix, Bank, 106; Park Bank, 145; Ninth National Bank, 115; Corn Exchange Bank, 123; American Flag, 0.75; Atlantic and Pacific Gold, 2.00; Consol. Gregory, 6.80; Corydon, 1.85; Columbian G. & S., 0.55; Davidson Copper, 1.00; Holman Gold, 0.14; La Crosse Gold, 1.20; Ohio and Colorado G. & S., 1.10; People's G. & S., 0.48; Quartz Hill, 1.69; Rocky Mt., 0.75; Rockland Copper, 8.75; Reynolds Gold, 0.04; Smith and Parmalee, 4.40; Sensenderfer, 10.25; Walkill Lead, 0.49.

Philadelphia.—West Jersey R. R. 6s, 89; Steubenville and Indiana 7s, 80; Burlington County R. R. bonds, 85; Belvidere Delaware 2d mort., 84½; Harrisburg and Lancaster R. R., 52; Huntingdon and Broad Top R. R. 7s, 49¾; Pittsburg 5s, 72; Schuylkill Nav. Imp. Loan, 83; 13th and 15th streets R. R., 19¼; Hazleton Coal, 56; N. Y. and Middle, 3⅝; St. Nicholas Coal, 1; Maple Shade Oil, ½; McIlheny, ¼; Egbert, ¼; Hyde Farm, ⅛; Corn Exchange Bank, 66; Kensington Bank, 110; Mechanics' Bank, 31⅛; Penn National Bank, 58; Seventh National Bank, 104. The latest quotations are: City 6s, 93¼@94; do., free of tax, 98¾@99; State 5s, 95@96; do., coupon, 93½@95; do., 6s, W. L., 102¼@102¾; Reading, 52⅛@52¼; do., 6s, 1870, 95@96; do., bonds, 92@93; do., conv., 103@105; Camden and Amboy, 128@129; Penn. R. R., 51⅜@51½; do., 1st mort., 99@99¼; do., 2d mort., 93½@93¾; Little Schuylkill R. R., 27@28; Morris Canal, 58@60; do., pref., 118¾@119; do., bonds, 90½@92; Wyoming Valley Canal, 54@56; do., 6s, 84@85; Susquehanna Canal, 16¼@16½; do., 6s, 66¾@67; Sch. Nav., 20@21½; do., pref., 30@30¼; do., 6s, 1882, 76½@77; Union Canal bonds, 21½@23; Delaware Div. Canal, 56@57; do., bonds, 85@87; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 90@96½; do., 5s, 62@72; Lehigh Coal and Navigation, 47½@48¼; do., bonds, 1884, 87@88; North Pennsylvania, 33@34; do., 6s, 88@88¼; Philadelphia and Erie, 28½@28¾; do., 6s, 92@92¼; Minehill, 57½@58; Catawissa, 13@14; do., pref., 26¾@27; Lehigh Valley, 58¼@58½; do., bonds, 91@91; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 75@80; West Philadelphia, 65@68; Spruce and Pine, 26¾@27; Green and Coates, 30@31; Chestnut and Walnut, 44@45; Thirteenth and Fifteenth, 19¼@19½; Girard College, 28@30; Tenth and Eleventh, 65@65; Union, 35@37; Hestonville, 12¼@12½.

Boston.—Indianapolis and Cincinnati, R. R., 40¾; Boston, Hartford and Erie, 13½; do., 7s, 55¼; Connecticut and Passumpsic Rivers pref., 80; Western R. R. 6s, 1875, 99¾; Vermont Central and Vermont and Canada 8s, 1876, 90; Vermont Central 2d mort., 28; Ogdensburg and Lake Champlain, 62; Providence and Worcester R. R. 122¾; Union Railway, 87; Summit Branch, 11⅛; Eastern R. R. 6s, 1874, 94⅛; Cary Imp. Co., 8⅜; Boston Water Power Co., 25½; Ophir (N. S.) Gold, 2; Merchants Union Express, $25 paid, 16¾; Rhode Island 6s, 1882, 99; Massachusetts 5s, 1894, gold, 99½; do., 1883, 100; New Hampshire 6s, 1874, 97¾; Salem 6s, 1877. W. L. 99; St. Louis 6s, 81; Louis County Renewal 7s, 95½; Boston 6s, 1877@1875, currency, 101¼; Portland 6s, 1877, 92½; Chicago 7s, 1892, W. L., 99½; do., 7s, 1881, Muni. Loan, 98¼; Brooklyn 6s, 1881, Imp., 93¾; Bangor 6s, 1874, 92½; Boston Gas, 757½; Merchants' National Bank, 107; Eliot National Bank, 105¼; North National Bank, 110¾; Mt. Vernon National Bank, 110¾; Market National Bank, 106⅛; Second Naional Bank, Granite, 140⅛; National Bank of Redemption, 109½; Old Boston National Bank, 63; Everett National Bank, 99½; National Bank of North America, 103¾; Traders' National Bank, 99¼; National Bank of Commerce, 117⅛; National Bank of Republic, 129; Boston National Bank, 110¼; Continental National Bank, 109⅝; Suffolk National Bank, 113¼; Eagle National Bank, 115; Allouez Mining Co., 9; Bay State, 4½; Canada, 31c.; Hancock, 7½; Humboldt, 1¼; Madison, 1; Native, 1⅞; Petherick, 1¼; St. Clair, 4; Superior, 1¾; Tremont, 75c.

Baltimore.—Virginia 6s reg., old, 43¾; do., coupon, 67¼; do., 1866, reg., 37; do., 1867, 33; Western Maryland bonds, 75; do., guaranteed, 96; Marietta and Cincinnati 1st mort., 80; Phila., Will. and Balt. R.R. 55¼; Balt. and Cuba S. & M. Co., 40; Georges Creek, 75; Bank of Commerce, 27¾; National Exchange Bank, 98; Mechanics' Bank, 9½; Union Bank, 60⅝; Franklin Bank, 13½; Third National Bank, 100. The latest quotations are: Balt. and Ohio, 113½@113¾; do., 6s, 1875, 98@99¼; do., 1880, 98@99¼; do., 1885, 97¾@98; Northern Central, 42@43; do., bonds, 1885, 84¾@85; N.W. Va., 15@18; do., 1st mort., 1873, 93¾@97; do., 2d mort., 91¾@92; do., 3d mort., 91@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79¾@80¼; Central Ohio, 25½@26; do., 1st mort., 89@90; Western Md. 6s, 75@75; do., 6s, guar., 96@96; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@102; do., 1890, 101@102¼; Baltimore 6s, 1870, 96½@—; do., 1873, 97@97½; do., 1875, 96¾@97; do., 1886, 98@98; do., 1890, 98½@99¼; do., coupon, 100@100; do., Park, 96½@97¼; do., 1892, 94@94; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19½@20; Canton Co., 42@45; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.50; Maryland Anthracite Coal, 2@5; George's Creek, 50@75; Santa Clara, 3⅞@4¼; Balt. Chrome, 0.20@0.40; Bare Hill, 0.27@0.30; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

☞ After the 1st of July next payments of interest on registered securities of the Government will be made at the following places: New York, Boston, Philadelphia, Baltimore, Cincinnati, Chicago, New Orleans, Charleston, St. Louis, San Francisco, Buffalo and Pittsburg. The last three cities have been recently selected.

☞ The annual meeting of the shareholders of the Illinois Central Railroad Company was held at Chicago on the 29th ult.; 137,104 shares were represented. R. D. Watterbruk, Cunningham Bosthwick and H. H. Hunnewell were re-elected Directors, by a unanimous vote.

☞ The Perkiomen Railroad is in process of actual construction, work having been commenced on it at its Schuylkill end.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States May 1 and June 1, 1867:

	May 1, 1867.	June 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,431,350.00
Six per cent. bonds of 1867 and 1868	15,379,641.80	15,325,641.80
Six per cent. bonds of 1881	283,746,200.00	283,746,350.00
Six per cent. Five-twenty bonds	1,031,146,150.00	1,092,640,600 00
Navy pension fund	12,500,000 00	12,500,000.00
Total	$1,541,203,341.80	$1,602,643,941.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$12,922,000.00	$13,722,000.00
Three-year compound interest notes	134,774,510.00	130,030,240.00
Three-year seven-thirty notes	549,419,200.00	511,939,525.00
Total	$697,115,710.00	$655,691,765.00
Matured debt not presented for payment	11,932,540·32	9,713,020.32
DEBT BEARING NO INTEREST.		
United States notes	$374,247,687.00	$373,209,737.00
Fractional currency	28,975,379.46	28,458,075.46
Gold certificates of deposit	15,400,440.00	17,323,980 00
Total	$418,623,506 46	$418,991,792 48
Total debt	$2,668,875,098 58	$2 687,040,519.58
AMOUNT IN THE TREASURY.		
Coin	$114,250,444.09	$98,758,417.61
Currency	33,838,558.24	72,666,164.98
Total	$148,089,002.33	$171,424,582 59
Amount of debt less cash in the Treasury	$2,520,786,096.25	$2,515,615,936.99

By comparing this with the statement of May 1st, it is shown that the debt bearing coin interest has increased $61,440,600; the debt bearing currency interest has decreased $41,423,945; the matured debt not presented for payment has decreased $2,219,520, and the debt bearing no interest has increased $368,286, making the increase to the total debt during the month $18,165,421. The amount of coin in the Treasury during the same period has decreased $15,492,026-48, and the amount of currency has increased $38,-827,606 74, leaving the amount of debt less cash in the Treasury on June 1st, $5,170,159 20 less than on May 1st.

Bessemer Steel.

On the 3d inst., Gov. Geary, S. M. Felton, Esq., Dr. Bigelow, and others were present at the Pennsylvania Steel Works, situated a few miles below Harrisburg, to witness the manufacture of steel by the Bessemer process, just being introduced into this country, and by which steel rail can be manufactured almost as cheaply as ordinary iron. In 30 minutes 16 steel ingots were made, each one large enough to roll into an ordinary T Rail. The process of manufacture was fully discussed in our issue of the 25th ult.

☞ The Jefferson (Texas) *Jimplecute* announces the arrival at that port on the 26th ult., of the steamer *Irene* with Hon. B. H. Epperson, President, and Mr. Daniels, Engineer of the Memphis and El Paso Railroad, and a large lot of implements and materials for the commencement of of work at that point.

☞ The receipts of the Toledo, Peoria and Warsaw Railway Company from 1st Jan. to 15th May, 1867, are $188,886 80; last year $159,849 87—gain $29,036 63.

☞ A despatch from Governor Brownlow says that the July interest on the Tennessee bonds will be promptly met.

Railroad Earnings.--Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending May 11th, 1867, were $115,928 00
Corresponding week of previous year. 113,552 00

Increase $2,376 00

The earnings of the Detroit and Milwaukee Railroad for the week ending May 30th, 1867, were $32,498 00
Corresponding week of 1866..... 33,458 00

Decrease $960 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in May, 1867, were $62,769 00
Corresponding week of previous year.. 100,961 00

Decrease $38,192 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in May, 1867, were $116,327 00
Corresponding week of 1866 ..... 145,471 00

Decrease $29,144 00

The earnings of the Atlantic and Great Western Railroad for the third week in May, 1867, were $117,668 00
Corresponding week previous year... 117,308 00

Increase $360 00

The earnings of the Virginia and Tennessee Railroad for the third week of May, were $21,577, a decrease of $350 on the same week last year. Total for the fiscal year commencing 1st of July, $650 518, an increase of $134,517 on same time of 1866.

Journal of Railroad Law.

NEGLIGENCE IN CROSSING RAILROAD TRACK.—BLOWING WHISTLE.

The case of Mackay *vs.* N. Y. Central R. R. Co., just decided by the N. Y. Court of Appeals is another important case involving the question whether it is negligence on the part of a person to cross a railroad track, without stopping to ascertain if a train is approaching. The facts of the case may be learned from the opinion of the court by

PECKHAM, J.—As the point of defendants' freedom from negligence is not now urged, there is no occasion for its discussion. Then was the deceased guilty of negligence contributing to his death? This train was running from thirty to thirty-five miles the hour. At thirty-five miles, it ran over three rods in a second. He drove slowly and carefully up to the point where he could first see on the track to the west, and he looked and "instantly" did all he could to hold back his horses—all in vain. It should be remembered that he looked the first instant that looking could be of any benefit. We may safely say that he heard no whistle or bell, seven witnesses, at least, within three rods of him, and some much nearer, were in like condition, hearing neither bell nor whistle, viz.: Mrs. Hooper, David Harrington, Isaac Cook, Sherman, Perry, Harriet Cook, and James Harrington. It is stated in defendant's brief, that the last witness heard the bell. On looking over his testimony, it is not found there. He heard the whistle to brake just before deceased was struck—not the bell at all. There was a high wind, considerable noise from the steam sawing machine, the snow was blowing, and it was, no doubt, difficult to hear the cars in that narrow defile. It may safely be said that deceased did not hear the cars, nor any indication of their approach. Any twelve fair-minded men would so find the fact, under the evidence in this case. There is no evidence that he intended to commit suicide. The Consul for the defence does not intimate that deceased had any such intent. He was an industrious, sober man, and intended to be careful. He risked his life on his care, here, and erroneously deemed it safe.

It was urged by the defendant's counsel that deceased was guilty of negligence, that he ought to have been careful to look and listen, &c., but he failed to show in what respect deceased was careless. All authorities say he must be careful. The deceased was so here. He drove carefully, and he looked the first instant that looking would be of service. What did he omit to do. It was well observed by the learned justice who gave the opinion in this case at General Term, that no case had gone the length of holding that a person approaching a railroad-crossing was bound to stop his team and wait till he could ascertain whether a train was coming, or to leave his team and go and look up and down the track; or the law would hold him negligent. But if he had done that even. If he had tied his team and gone and looked up and down, it would not have afforded him the least protection. In less thau twenty seconds from his looking, the train would, or might have been, upon him. He could see but forty rods—the train ran that in twenty seconds—and he must have used more than that time in returning to his team and getting under way. It is said he should have left them untied. If he had, and they had moved on and been run over, the cars thrown of the track and other damage ensued, he would have been justly chargeable with negligence.

Again, I ask, what did the deceased omit to do that made him negligent. The omission is not, and I think it cannot, be stated. The deceased had as clear a legal right to travel over this road as the defendant had.

He was bound to exercise the care in doing so that people in general would exercise under like circumstances. If he exercised that care, as I think, under the circumstances, he did, and was unable to cross safely, the defendant is liable. The great difficulty of crossing had been caused by the defendant itself in erecting the building and piling up the wood so as entirely to obstruct the view, deceased is then charged with negligence in not seeing where defendant's own wrongful act had put it out of his power to see. The act was wrongful, as defendant had no right thus to fill up the road with wood.

Thus far I have said nothing as to the submission of any witness, as to the inference to draw from any fact, or as to the evidence to prove a fact, then it was, of course, a question for the jury. In my opinion, there was nothing in the conduct of deceased on which to base a charge of negligence.

At this point I turn to the opinion of the learned justice who dissented at General Term, to learn what the deceased omitted. It is there said, "it was his duty to have looked both ways upon the track before he attempted to cross." In this case it was not material for him to have looked east, as no danger came from that direction. He did look west on the track the instant he could do so, the instant he could see on the track.

He fully complied in spirit with the requirement of the learned justice. If this action, under these circumstances, cannot be maintained, then the citizens have no legal right to travel on this public road.

It is worse than idle to call that a right, which may be violated or destroyed with impunity. I am quite aware of the late tendency and course of judicial decision in this state, to assume the province of jurors in cases of negligence charged upon railroad companies, entirely at war, in my opinion, with the well settled doctrines of the common law. I would not go further in that direction. No case can yet be found that would have warranted the court to nonsuit this plaintiff. For the honor of the law, as well as from consideration of sound policy and the impartial administration of justice, I trust there never will be. Is there not some defect in the laws, or in their administration, when so many lives are sacrificed, so many human beings killed annually at these crossings; does any public necessity or public benefit require this destruction? What is the remedy? While all proper care should be demanded from the public, the protecting vigilance should be required from railroads. It is all in their power. They are authorized to cross a public road above or below its surface. Why should they not do so, and thus avoid all peril to travelers on the highway, as well as to their own passengers? They should employ competent, vigilant men on their train, who would watch and warn of danger, ring the bell properly and sound the whistle, and yet watch and see at these crossings that the track was clear. They can always effectually do so. If the track be sufficiently free from obstructions to its view, and it is the duty of the railroad to see that it is free. Let it be held, as the defense contends for in this case, that no amount of negligence of the railroad can make it liable for killing a man at a crossing, and the negligence will increase with entire certainty.

What matters it to them whether the bell is rung. If no liability follows from its omission, no matter what the damage? Reckless indifference to their duties to the outside public, in the employees of the road, is thus encouraged and sustained, and loss of life the certain consequence. They may omit to ring the bell entirely, and the railroads may, as they did here, obstruct the view for their own accommodation, so that the traveler, look all he may, cannot see the danger till too late to escape, and what protection has the public in the exercise of its conceded right to cross a public road. It is urged that deceased must have known that this train was due. There was evidence that he lived within about two and a half miles of this depot, that the time-table had been altered within a month, and he had been drawing wood to the depot only for one day.

There is no high degree of probability that a laboring man, like deceased, had any accurate information on that point, unless his business necessarily required it. If that were a material point, certainly, under the evidence, it was a question for the jury. The train was not far from its regular time, the witness thought it a little behind, but he thought not as much as fifteen minutes. Deceased might have supposed it had

passed, if he knew its regular time for passing; but, in all probability, he then had no certain knowledge of the actual time, such a man would scarcely have a watch. In my judgment, this point as to time is entitled to very little consideration. I think the court committed no error in its refusal to charge. The charge substantially accorded with most of the requests, and there was no legal propriety in calling for a repetition in other language, nor did it impose any obligation upon the court to make such repetition. Where the requests differ from the charge, I do not think the court erred in refusing to grant them. There is no reported decision in this state, that I have seen, not in harmony with the maintenance of this action. Principle and public policy also sustain it.

Judgment shall be affirmed.

Monroe and Freeport Railroad.

The field work of the survey of this line between Freeport and Monroe, Wis., has been completed. From Mr. J. T. Dodge, the engineer, we learn that his survey follows down the Valley of Little Richland Creek passing near Shueyville, Runkle's Mill and Orangeville, to a point about one and a half miles south of the latter place, thence crossing Brush Creek, passing over the prairie and through the east part of Cedarville to a point on the Illinois Central Railroad, about one-third of a mile northwest of their depot in Freeport. The distance from Monroe to Freeport depot by this line is twenty-two miles. He also surveyed a line by way of Pecatonica and Richland Valleys, leaving the Illinois Central Railroad at a point about three miles northwest of Freeport depot, and passing up on the east side of the creek by way of Scotia Mills, a point 1½ miles west of Cedarville, and the village of Buena Vista, to a point in the first line about one mile below Orangeville. The distance by the latter line from Monroe to the Illinois Central depot in Freeport is 24 miles. The Cedarville line is somewhat undulating in its grades and will require some heavy work. The Buena Vista line, although somewhat longer, is very favorable in respect to its grades and cost of construction. The map, profile and estimates, will be prepared and placed in the hands of the committee in a few days.

Milford and Woonsocket Railroad.

At a meeting of the stockholders of this company at Milford, on the 27th ult., Geo. Draper, A. C. Mayhew, C. F. Claflin, Elbridge Mann, Samuel Walker, Dr. A. C. Fay, and Earl P. Mason, were elected Directors. Geo. Draper was subsequently elected President, and C. F. Claflin, Treasurer. The Milford *Journal* says that the present prospect for the building of the road is all that can be desired by its friends. Negotiations are in progress with the Air Line Company looking to an arrangement for running the trains after the road is completed, and an early adjustment of this important matter will be the result. It has authority for stating that the running of the trains may be confidently expected some time in the coming fall or the early part of winter.

☞ The proposed railroad route along the shore of Cayuga Lake, through Tompkins and Cayuga Counties, is to be newly surveyed, arrangements being on foot for that object.

Valley (Va.) Railroad.

A meeting of the stockholders of this road was recently held at Staunton, Va. The reports of Col. Harman, President, and Mr. Randolph, Chief Engineer, were presented. Mr. Randolph, who recently surveyed the route of the road from Harrisonburg to Salem, gives the distance at 113 miles, or 116, including the sidings, etc. The cost of constructing and equipping the road is estimated at $58,000 per mile, or an aggregate for the entire line of $6,610,500. Mr. Randolph assumes, after giving a summary of the products of the Valley counties through which the road from Strasburg to Salem would pass, that the trade of the Valley alone would justify the building of the road, and that, considering its ultimate destination, it becomes a line of trade and travel of vastly more importance to Baltimore than the main stem of the Baltimore and Ohio Railroad had ever been. Col. Harman states that a corps of engineers had already been ordered by Mr. Garrett, president of the Baltimore and Ohio Railroad, to Winchester, to locate the route of the railroad from that place to Strasburg, the necessary consent to do so having been obtained. He also expresses the opinion that the Manassas road ought to be completed to Harrisonburg by next fall.

Whitehall and Plattsburgh Railroad.

At the recent meeting of the citizens of Plattsburgh, resolutions were unanimously adopted recommending that the required consent be given under the bill empowering towns to issue bonds in aid of the Whitehall and Plattsburgh Railroad to authorize Commissioners to subscribe one hundred thousand dollars, only upon condition that other towns and individuals in Clinton County subscribe to an equal amount of capital stock of said company. That the directors shall personally guarantee the expenditure of the entire amount within that county, and that the road shall be so located as to strike the Ausable river as far West as Clintonville.

The citizens of Whitehall met on the 25th and passed resolutions in opposition to bonding the town in aid of the above project, and a committee was appointed to apply to the next legislature for relief.

Mobile and Ohio Railroad.

The Chicago *Republican* says that a project of great importance to the business and travelling public, in connection with the Mobile and Ohio Railroad, is reported to be on foot. It contemplates the extension of the track of this road from Columbus, Ky., (its present terminus,) to a point opposite Cairo, on the south side of the Ohio, and a bridge over the Ohio even is talked of. It is stated that work is to be commenced at both ends simultaneously, and pushed forward as rapidly as possible. This will render railroad communication from Chicago with Memphis, New Orleans, Mobile and other southern cities, continuous, and thus remove a great source of annoyance and delay in the transportation of passengers and freight. Cairo aspires to become an important railroad centre, being about to vote on a proposition to take $100,000 stock in a railroad projected between that place and Vincennes.

☞ Preparations are being made for commencing work on the extension of the West Jersey Railroad from Bridgeton to Port Norris.

Connecting Railway.

Trains commenced running over the Connecting Railway on the 3d inst. This road is seven miles in length, commencing at Frankford, on the Philadelphia and Trenton Railroad, three miles from the Kensington Depot, and running thence to West Philadelphia, thus giving the most direct connection possible between the roads of the Associated Companies and the Philadelphia, Wilmington and Baltimore and Pennsylvania Railroads. This road was built by the Pennsylvania Railroad Company, and is to be leased to the Philadelphia and Trenton Railroad Company at six per cent. on its cost. It is thought the rent will be more than saved by the decreased cost of doing the southern and western business. The road crosses the Schuylkill, by the stone bridge above Girard Avenue, 120 feet above the bed of the river, and crosses four railroads, and over or under many streets in the city of Philadelphia.

Trade of Philadelphia.

The annual report of the Board of Trade of Philadelphia shows that the city shipped in 1866, 592,542 barrels of petroleum to foreign markets, double the amount shipped the preceding year. The entire foreign trade of the city for the year figures up as follows: Exports, $17,913,901; Imports, $13,505,605.

The iron manufacture of the city for the first six months of the year, excepting railroad iron, was worth $6,216,540, and of the State of Pennsylvania, $33,316,004. For the last six months the iron return of Pennsylvania, excepting railroad iron, was $24,961,830. Of railroad iron there was rolled and re-rolled, in Pennsylvania, 197,460 tons, being over one-third of the whole manufacture of the United States.

Allegheny Valley Railroad.

At a special meeting of the stockholders of this company, held at Pittsburg on the 31st ult., the provisions of the Act of Assembly entitled "An act to authorize the Allegheny Railroad Company to issue additional stock and bonds, and to repeal the act entitled 'an act to authorize the Allegheny Valley Railroad Company to mortgage its road and branches to complete the same, and approved the 8th day of March, A. D. 1867,' which act was approved the 11th day of April, 1867," were accepted by a stock vote of 19,464 to 1,377.

The President, William Phillips, Esq., offered resolutions looking to the early completion of the road, which, on being discussed, passed unanimously, by a *viva voce* vote.

☞ A letter from Mr. Kemp P. Battle, the Treasurer of North Carolina, states that the last General Assembly of that State made no provision for the payment of any interest whatever upon the State debt. Several measures looking to that end were introduced, but the Legislature did not deem the State sufficiently recovered from the effects of the late war to resume payment. The last coupon fundable is October, 1866.

☞ The sale of the Ohio and Mississippi Railway was confirmed on the 22d of May, by the United States District Court in Cincinnati, and on the 23d of the same month by the United States District Court in Indianapolis, and the road will now be given up forthwith by the Trustees into the company's hands.

Lehigh Valley Railroad—Its Extension to Wilkesbarre.

We give below, from the Philadelphia *Ledger*, an account of the opening, on the 29th ult., of the Wyoming Extension of this road from White Haven to Wilkesbarre, Penn., a distance of 30 miles. The distance from Phillipsburg, opposite Easton, to White Haven is 71 miles—making the whole length of main line 101 miles. To this add the branch from Penn Haven to Honeybrook, 16.61 miles, and the Lehigh and Mahanoy Branch from Black Creek Junction to Mt. Carmel, 40 miles, and the total length of main line and branches will be 157.61 miles, about 80 miles of which is double track, and there is also in use about 70 miles of sidings. The company are now building a road up the Susquehanna River Valley to the New York State line, a distance of 103 miles; and within the present year this State line extension will be opened from the Barclay Coal road at Towanda to the Erie Railway at Waverly, and also from Wilkesbarre to Tunkhannock. The road of this company will occupy a river side route the entire distance from Phillipsburg to Waverly—204 miles—except the mountain division between White Haven and Wilkesbarre, the recent completion of which has just been announced.

On the 29th ult., some two hundred or more gentlemen, most of them interested in the various railroad connections with the Lehigh Valley Railroad, met at Bethlehem, a moiety or more of the number reaching that place by express trains from New York, and the balance by the North Pennsylvania Railroad from this city, to join in an excursion over the Lehigh Valley Railroad from that point to Wilkesbarre, the occasion being the celebration of the opening of the Wyoming extension of that company's road. This company has now 101 miles of direct road, its old line of way, from Easton, on the Delaware, to White Haven, 71 miles, having been extended 30 miles more over the mountains, without the use of inclined planes, to the town of Wilkesbarre, in the beautiful and fertile valley of the Wyoming. This valley has been long known to possess the largest and most cheaply worked coal field in the world, and the attention of enterprising men has long been directed towards it in devising some means by which its mountainous enclosure could be broken for the free ingress and egress of the "iron horse." Many examinations and surveys have been made to open railroad connection southward with this valley and tide water. Several years ago an inclined plane, worked by stationary engines, was constructed, by which this Wyoming coal, to a limited amount, was lifted to the southern side of the mountain, and thence found its way to market through connecting roads and the Lehigh Navigation. About a year ago this last named company completed another road over these mountains to Wilkesbarre, forming by the use of the Lehigh Valley Railroad as far north as White Haven, and the North Pennsylvania Railroad from Bethlehem, a through line from this city to Wilkesbarre. This, however, seemed insufficient, and the Lehigh Valley, to have an entire line of railway from the Delaware at Easton to the heart of the Wyoming Valley entirely in its own control, built the connecting link across the mountains, the completion of which has just been celebrated. The Lehigh Valley Railroad, with its extended branches into all the best fields of hard coal, is becoming quite an institution, and its movements and doings of commanding importance to both producers and consumers of coal. The enterprising men, however, who have charge of its affairs, seem not to tire in pressing their work northward. They have bought the entire length of the North Branch Canal, and on its banks contemplate extending their railroad to the New York State line, about one hundred miles further on their course to the great lakes, the point to which they are driving, and say they expect at an early day to see them reached by continuous rail from Philadelphia. These are magnificent movements in cost and extent of line contemplated alone, but in overcoming the great natural impediments that stood in the way, the achievement, in any other age and by any other people than those of our country, would be wonderful. The opening of a direct line of railway from this city to the Wyoming Valley is of much importance to the general trade of Philadelphia. Our market being nearer and more easy of access than that of New York, may attract here a portion, at least, of the valley consumers of goods, if our merchants exert their usual address to command them. There will also, if the beauties of nature have not lost their charm, be greatly increased travel thitherward, to the benefit of our people in various ways, and to the profit of all connecting railroads. The line of way through the Lehigh Valley into that of the Wyoming, in magnificent scenery and mountain grandeur, is scarcely equalled in the world; and Wilkesbarre, as a place of healthful and pleasurable sojourn, presents many attractions. All the distance hence to Bethlehem, over the North Pennsylvania Railroad, is picturesquely beautiful, and the remainder of the way to the Susquehanna, in the frequent windings of the iron way through the narrow gorges of abrupt mountains of rock, and coal, and iron, mantled as they are in green, present a view of the most exciting and health-inspiring character.

The opening of the Wilkesbarre Extension is a matter of no inconsiderable importance to New York, as well as to the region through which the railroad passes, as it largely increases the facilities for the transportation of the vast supplies of coal mined in that region, and for which hitherto no adequate outlet has existed. Up to a very recent period the canal and the slack water of the Lehigh River afforded the only means of bringing the coal of that region to New York, involving the great expense of getting it over the mountains and down to the head of the canal by inclined planes. Within the present year the Lehigh Coal and Navigation Company have completed a railroad through the valley and across the mountains into the Wyoming Valley; and now the Lehigh Valley Railroad Company have extended their line to the same point. The two roads run side by side nearly the whole distance, now on one side of the river and now on the other, crossing the mountains by a series of very bold grades, in many instances reaching ninety-six feet to the mile. The difficulties in the way of the construction of these roads were very great, and the cost was immense; but engineering skill overcame the former, and so enormous is the coal carrying trade, at present as well as in prospect, that there is little doubt that both roads will be required to meet it.

Massachusetts Railroad Legislation.

The Boston *Journal*, reviewing the acts of the Legislature of Massachusetts during its last session, says:

The Legislature loaned the credit of the State to two enterprises which, in the opinion of wise men, are supposed to be rich in good fruits. It granted three millions to the Boston, Hartford and Erie Railroad, and one million to the North Adams and Williamsburg Railroad. The Governor and Council are entrusted with the responsibility of seeing that the conditions of these grants are fully complied with before the scrip is issued. The Troy and Greenfield Railroad and Hoosac Tunnel received an additional grant of six hundred thousand dollars and the contract for the work is to be given to two contractors who have recently completed the Lake Tunnel at Chicago. The bill to consolidate the Boston and Worcester Railroad and the Western Railroad is one of the most important acts of the session, and should its provisions be accepted in the proper spirit, it will be a blessing to Boston and the whole State.

New York and Westchester, and Columbia and Dutchess Counties Railroads.

Movements are on foot for the early construction of a new railroad line between this city and the City of Hudson, in Columbia County, connecting at the latter place, by ferry and the new railroad between Athens and Schenectady, with the New York Central Railroad. The projected railroad alluded to will be located about midway between the Hudson River and Harlem Railroads, and afford facilities of travel, and the transportation of farm produce and other freight, to the residents of a populous and wealthy section of country.

The New York and Westchester County Railroad Company have contracted for the construction of a railroad from the City of New York to or near Lake Mahopac, in Putnam County, starting from the Battery or South Ferry, up Whitehall street to Pearl street, through Pearl street to New Bowery, through New Bowery, across Chatham square, up the Bowery and Fourth avenue to Fourteenth street, through Fourteenth street to and through Irving place, Grammercy Park and Lexington-avenue to Fifty-ninth street, through Fifty-ninth street, (past the lower end of Central Park,) to Broadway, up Bloomingdale Road, thence along Kingsbridge road to Kingsbridge, thence along a valley to a point on Nepperhan or Saw Mill River, thence along the course of that stream to near its head, and some valley to Croton Lake at or near Pine's Bridge; and thence nearly north by the Empire Sewing Machine Company's extensive works at Bedell's Mills, or by what is termed a more feasible route around the southwestern point of Turkey Mountain, and passing Keakles or Mohansic Lake, Hallocksville, Crompond, and the northwestern corner of the town of Somers into Putnam County.

The Columbia and Dutchess Counties Railroad Company propose commencing at the City of Hudson, 116 miles north of New York, and running the line of their road first in a southeasterly direction to Pine Plains, (about twenty miles,) thence nearly due south *via* Union Vale, the Clove, Washington Four Corners, Stamford and Beekman, thence through Hausner Hollow Gap, on the eastern section of East Fishkill, in Dutchess County, to Black Pond, near the Dutchess and Putnam Counties line. The grade of the road between Hausner Hollow Gap and Black Pond, (the worst part of the route,) will be from fifty to sixty feet to the mile—about the same as exists on the Harlem Railroad, in the vicinity of Croton Falls; while some sections of the Erie Railroad exceeds one hundred feet to the mile. The Clove and Union Vale named above is a beautiful valley about ten miles in extent, contains great mineral wealth—perhaps the richest bed of iron ore in the world.

On the 25th ult., a number of influential gentlemen from Columbia and Dutchess Counties, and the upper section of Westchester County assembled at the Gregory House, Lake Mahopac, for the purpose of exchanging views and securing the co-operation of the property owners in Putnam County in the establishment of a new direct line or route from New York to Hudson *via* Lake Mahopac.

At this meeting a committee was appointed to confer with the managers of the New York and Westchester County Railroad, relative to the construction of their road, and obtain from them such information as might be of service or interest to the people of Westchester, Putnam, Dutchess and Columbia Counties. Another Committee, consisting of property owners of Putnam and Westchester Counties was appointed to confer with the managers of the Columbia and Dutchess Counties projected road, and arrange, if possible, a concerted action in the matter.

A Committee was also appointed to procure a survey of the propsed route through Putnam County, so as to report at another meeting to be held at Lake Mahopac on the 8th inst. As far as we could learn it is proposed to pass Mahopac about one-eighth of a mile east of the lake, thence almost due north to the West Branch of Croton River, then follow the course of that stream to the fountain head at Block Pond, where the road would connect with the Columbia and Dutchess Counties road.

From the statements made at the meeting by gentlemen from Columbia and Dutchess Counties, the property owners along the proposed line of road, except in the region of Hausner Hollow Gap, where the population is sparse, and the expense of working the road will be heavy, are willing to subscribe for a sufficient amount of stock to build the road through the section of country in which they reside.—*N. Y. Times.*

Interest on the Virginia State Debt.

The July half-yearly interest of two per cent. on the entire public debt of Virginia, payable in New York, is to be paid at Richmond. The *Despatch* says the object of the Board of Public Works in taking this step "is to avoid the transfer from our own banks to those of New York of the considerable sum required to pay that interest. In would be necessary to make this transfer some time in advance of the day of payment, while the paying of the interest here leaves the money in the banks, and for the benefit of the community until the day on which it is payable. At such a time as the present this will be of considerable benefit to this city, now very much in need of money and bank accommodation." It appears that Virginia Proper has provided the interest on the entire amount at the rate of four per cent. per annum, and looks to West Virginia to provide the remainder—or to assume one-third of the debt at six per cent. per annum. The following remarks are from the *Enquirer*:

"We publish this morning a synopsis of a letter from Auditor Taylor to the President of the First National Bank in this city, from which it will be seen that the Auditor believes that the arrangements for the payment of the interest on the State debt regularly and punctually are effectual. The Auditor states the public debt on the 17th of April, 1861, at $34,977,298 38, from which he deducts $11,285,718 54, that being the amount to be extinguished by the sale of the State's interest in the several railroad companies named for State bonds at par. He also deducts $2,000,000, the amount of the sinking fund which is invested in State bonds. These deductions leave the amount of the public debt, as shown by the Auditor $21,691,579 84. The act of Assembly passed at the late session provides for the payment of interest on the debt at the rate of four per cent. per annum. Upon the reduced debt at this rate the interest will amount to $867,663 16. Adding to this the sum necessary for the operation of the State Government, (Legislature, salaries, &c.,) say $500,000, and the annual liabilities amount to $1,367,663 16. The Tax Bill makes an assessment of thirty cents on the hundred dollars value of property; and it is estimated that this, with the license taxes will produce an annual revenue of over $2,000,000; from this deduct the annual liabilities, $1,367,663 16, and we have at least $632,336 84, at an annual surplus to form a sinking fund for the gradual extinguishment of the entire debt. Provided that existing laws are not changed, and provided the State's interest in the several railroads named is disposed of as now directed by law. After the State debt is reduced to $21,691,579 84 in the manner now proposed, the Commonwealth will still hold in other railroads and in the James River and Kanawha Canal, interests whose par value is $16,677,581 35, beside large and valuable interests in other public properties. It should seem, therefore, that the conclusion of the Auditor is correct, and that there is indeed nothing now to be foreseen 'to induce the supposition that the interest on the public debt of the State will not be regularly and punctually paid. The payment of the July interest on that portion of the public debt payable in Europe will certainly be punctual, as it is understood that the Treasurer has already arranged to remit sterling within a few days for that purpose. It only remains for West Virginia to come forward and arrange for two per cent. of the interest of the public debt, and one-third of the principal—or such exact part as a settlement may indicate—to place the creditors of the Old Dominion in full enjoyment of all rights.'"

Union Pacific Railroad.

The Secretary of the Interior has received a report from Brevet Brig. Gen. J. H. Simpson, U. S. A., and Messrs. Wm. M. White and Frank P. Blair, Union Pacific Railroad Commissioners, stating that they find the tenth section of forty miles of that road, commencing at the 305th and terminating at the 345th mile-post, ready for immediate service, and supplied with all the appurtenances of a first-class railroad, and therefore respectfully recommend the acceptance by the government of said section.

Windsor and Annapolis Railway.

We are informed that the work on the Windsor and Annapolis Railway is being pushed forward with vigor. The line is already graded for some distance beyond Windsor, and large gangs of men are at work for several miles towards Hantsport. One of the contractors of this railway, and two engineers, arrived at Halifax by the last mail steamer from England, and we learn that two vessels are now being loaded in Great Britain with rails for the road. There is every indication that the construction of the line will be pursued with vigor.

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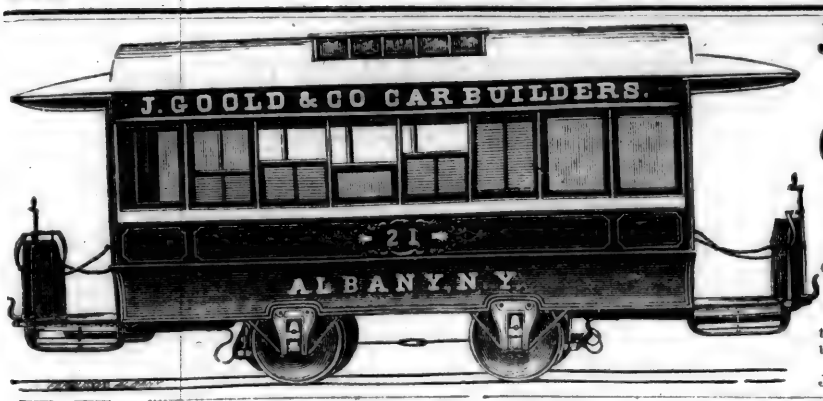
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American Railroad Journal.

New York, Saturday, June 15, 1867.

Merchants' Union Express Co.

The annual meeting of the Executive Committee and Trustees of this company was held in Cleveland on the 7th and 8th insts. The following gentlemen were in attendance: President, Elmore P. Ross, of Auburn, N. Y.; Vice-President, W. H. Seward jr., of Auburn, N. Y.; Secretary, John N. Knapp, of Auburn, N. Y.; Treasurer, W. C. Beardsley of Auburn, N. Y. Executive Committee—E. G. Storke, C. T. Backus, John A. Green, jr., Gen. H. W. Slocum. Attorney and Trustees—T. M. Pomeroy, Auburn.

Trustees—L. C. Hopkins of Cincinnati; Barton Able, St. Louis; John How, St. Louis; John Nazro, Milwaukee; S. D. McMillan, Cleveland; A. Brinkerhoff, New York; J. Trumbull Smith, New York; W. E. Smertz, Pittsburg; Clinton Briggs, Chicago; C. B. Farewell, Chicago; M. J. Mills, Detroit.

The books, papers and business of the company were fully examined by the trustees, and a lengthy report in writing was presented by them to the Executive Committee, giving their views of the policy to be pursued. It is presumed that this will be made public.

Contrary to general expectation, the trustees were even more enthusiastic than the Executive Committee themselves, as to the past and present success of the company. They were much pleased with the figures presented showing the condition of the company.

On motion, the following resolutions were unanimously adopted:

Resolved, That the Trustees of the Merchants' Union Express Company have carefully examined the reports of the different members of the Executive Committee and the books and papers of the company, together with the general administration of its affairs by the Executive Board, and we fully indorse their administration as able, wise, and prudent, and we take great pleasure, in tendering to the Officers and Executive Committee our thanks for their vigilance and success in directing the affairs of the company.

Resolved, That we, the Trustees of the Merchants' Union Express Company, solemnly pledge our honor as business men, to the friends and stockholders of the company, that we will stand by its fortunes and relax no energies to promote its interests and success.

The Cleveland *Leader*, from which we have obtained the above, says the utmost confidence in its success is expressed in all quarters. There is no question that the thorough examination of the financial condition and business of the company has impressed the trustees most favorably. The deliberations of the two bodies have been harmonious throughout, and it is understood that their action has been decisive in the direction of infusing renewed strength and energy in the enterprise. The public will await with some anxiety the publication of the deliberations of this important meeting. The success of the enterprise is believed to be secured.

The People's Dispatch Fast Freight Line, owned and managed by the Merchants' Union Express Company, will commence business upon the 18th inst. This line will run from the Atlantic seaboard to all points West, Northwest and Southwest, reaching to St. Paul, Omaha and Memphis. Its office in New York is at Merchants' Union Express Building, corner of Broadway and Franklin street. This line will have the honor of being the first in New York to occupy the extensive depot of Commodore Vanderbilt, now in course of erection in St. John's Park.

☞ Proposals are invited by the Board of Public Works, Chicago, Ills., for the construction of a tunnel under the South Branch of the Chicago River. See Advertisement.

Chicago and Northwestern Railroad.

The annual meeting of the stockholders of this company for the election of directors for the ensuing year was held at Chicago on the 6th inst. About fifty persons were in attendance, representing 24,300 shares of stock. The President, on taking the chair, made a brief speech, giving the reasons for the course pursued by the present management. During the year 1867 seventy-seven locomotives, nineteen hundred freight cars and one hundred other cars were added to the equipments of the road at an expense of $4,500,000. Two millions of dollars have been expended in building side tracks. He was convinced that the road had been as honestly managed and with as great ability as any other road in the country. The ticket supported by the old management received 223,600 votes. Opposition 124,000. On counting the votes it was found that 100,000 of votes were on shares transferred within the last thirty days; and under the charter this could not be allowed. About 90,000 of these votes were for the opposition, and 10,000 for the regular ticket. Throwing these out, the vote stood: Regular ticket, 209,000; opposition, 34,410. After the adoption of resolutions approving the course of the present management during the past year, the meeting adjourned.

Hudson River Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: C. Vanderbilt, W. H. Vanderbilt, Horace F. Clark Augustus Schell, John M. Tobin, D. Thomas Vail J. H. Banker, Oliver Charlick, Wm. A. Kissam, Joseph Harker, M. H. Sanford, Walter S. Gurnee, Samuel Barton. Upon the organization of the Board, Cornelius Vanderbilt was re-elected Preeident; Wm. H. Vanderbilt, Vice-President, and Augustus Schell, Secretary.

South Side (L. I.) Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Charles Fox, Wm. Floyd Jones, J. Boorman Johnston, Daniel T. Willets, Alex. J. Bergen, Robert O. Colt, John A. Dix, Alex. McCue, Wm. C. Rushmore, Martin Willets, Vandewater Smith, F. B. Baldwin and John Tappin. Charles Fox was re-elected President, Alex. McCue Secretary, and Wm. C. Rushmore Treasurer.

Toledo, Wabash and Western Railway.

This company is composed of the Toledo and Wabash Railway Co., the Great Western Railroad Co. of 1859, the Quincy and Toledo Railroad Co., and the Illinois and Southern Iowa Railroad Co., which organizations were merged into one, by articles of consolidation, duly ratified and confirmed July 1st, 1865.

In pursuance of this consolidation, the present company is now operating a great, direct, through line of railway, commencing at Toledo, Ohio, and terminating at Quincy, Illinois, and Keokuk, Iowa, with a branch running to Naples, Illinois, making the entire length of road operated about 520 miles.

No official report having been issued for the half year ending with December 31st, 1865, the material facts and statistics incident to that period, will be found embodied in this report.

The gross revenues of the road for the hal fiscal year ending December 31st, 1865, and the full fiscal year ending December 31st, 1866, together with the operating expenses during those two periods, are presented in the annexed statements, viz:

	Half year 1865.	Full year 1866.
From passengers	$896,962 08	$1,322,846 78
" freight	1,020,258 38	2,209,427 35
" mails	26,000 00	52,000 00
" express	49,042 10	98,345 17
" miscellaneous	40,846 59	34,766 92
Totals	$2,033,109 15	$3,717,386 22
Expenses, viz:		
Renewals of iron and superstructure	$109,017 30	$241,051 79
Maintenance of roadway and structures	338,024 86	624,066 25
Maintenance of cars, engines, etc	276,837 12	556,605 78
General transportation and other expenses	763,558 98	1,389,462 68
Totals	$1,487,438 26	$2,811,186 50
Leaving a net balance of	$545,670 89	$906,199 72

The receipts from all sources, and disposition of the same during the periods named were as follows:

Total net earnings, as above		$1,451,870 61
Sinking fund bonds (one million)		1,000,000 00
Isaac H. Knox, Treasurer on equalization account		665,726 19
Bills payable		15,500 05
Bank account—overdraft	$71,790 53	
Less due from U. S. and connecting roads, held as cash	55,586 13	
		16,204 40
Total		$3,149,301 20
And the disbursements were:		
Construction		$816,432 90
Equipment		260,721 22
Machinery and tools		26,819 88
Interest on bonds, etc		1,285,895 62
Illinois and Southern Iowa R. R		129,807 97
Discount on bonds sold, etc		201,841 28
Equalization account		700,300 27
Advanced for wood and supplies in shop		200,465 43
Toledo and Wabash Railway Co		17,016 63
Wabash Elevator stock		10,000 00
Total, as above		$3,149,301 20

It will be seen from the preceding statements, that the company, after having promptly paid the interest upon each and every class of its funded obligations, including the dividends upon its preferred stock, closes its fiscal year in a sound financial condition, and without any floating debt or outstanding liability whatever.

It being deemed for the interest of all parties concerned, that the various classes of bonded securities, issued by and bearing the titles of the several corporations now represented by this company, should be consolidated into one and the same mortgage debt, the board of directors has decided to create and issue its coupon bonds, entitled "Consolidated Mortgage Sinking Fund Convertible Bonds," of sufficient amount, and for the purpose of retiring all of the said outstanding securities. To secure the payment of the principal and interest of these bonds, it is proposed that one general mortgage shall be executed, covering the entire real and personal property of the company from Toledo to the Mississippi River, and which will constitute, in fact, the first mortgage lien upon the consolidated property of the company. For the purpose of giving these consolidated bonds a special advantage and value, the mortgage securing them will not only embrace the entire amount of property pledged for the old bonds, but a large and valuable amount heretofore entirely free and unencumbered, besides original liens upon important contracts, accessions and franchises more recently acquired.

The time and conditions for the exchange of these consolidated bonds for those outstanding, will soon be made known, and it is confidently believed that when their true value and character are fully understood, they will take a prominent position in market, and be esteemed a superior security to those of the old companies, which are predicated upon detached portions of a naturally indivisible property.

The revenues of the company have thus far been very seriously impaired, in consequence of the extraordinary disasters which have befallen the wheat crop throughout the entire extent of country traversed by our railway, and which, for a period of two successive years, have proved of so general and severe a character as to involve its almost total destruction. This important and well nigh inexhaustible staple has uniformly constituted one of the chief and most reliable elements of the traffic of our road, and even in its partial loss, we sustain a damage that, to some considerable extent, affects our whole general pecuniary prosperity. In evidence of the nature and extent of this loss, it may be stated that our freight records show that the actual falling off in the tonnage of wheat and flour, during the period under review, as compared with the same period of previous years, is equal to fully five and one-half million bushels, the earnings upon which, at the usual average rates of charges, would have been $660,000. Reference is made to this unfortunate occurrence, so out of the usual and ordinary course of events, that the shareholders may, in some degree, appreciate the character of the difficulties and adversities so unexpectedly encountered, and trace in them a satisfactory explanation of the inability of the company to declare a reasonable dividend at the close of the year.

Otherwise the increase in each and all other branches of traffic upon the road, as compared with past years, has been marked and encouraging. The coal and lumber business especially indicate a remarkable growth, and promise to become one of the most permanent and productive sources of our current revenues.

The prospects for a large and prosperous traffic for the incoming year are especially encouraging. The corn crop of the past season, acknowledged to be the largest ever harvested upon our line and of superior quality, remains still in the hands of the producers, or stored at our stations awaiting transportation. The wheat now growing is coming up uniformly thick and heavy, and gives unusual promise of an abundant harvest.

Our through and local passenger business, so considerably depressed after the close of the recent war, by the suspension of the transportation of troops and otherwise, is rapidly reviving. This branch of business is now receiving important accessions from connecting lines, especially at Fort Wayne and Lafayette, and to meet its growing demands elsewhere, a through daily train has been put on to run between Keokuk, Quincy and St. Louis.

A contract of much importance has recently been consummated between this company and the Chicago, Burlington and Quincy R.R. Co., for the joint and perpetual use and occupation of the railway between Camp Point and Quincy, and also including the tracks, depots and other accommodations of that company at Quincy. It is believed that this favorable arrangement will prove of very great advantage to our general business, in enabling us to establish a perfect and reliable connection with the Mississippi River and lines beyond, securing all necessary and convenient facilities for transacting our business at Quincy, besides extinguishing all injudicious rivalry and competition between the two lines.

Another and equally important contract has recently been entered into between this company and the Hannibal and St. Joseph R. R. Co., having for its object the establishing of permanent running connections at Quincy, and the maintenance of mutual and intimate business relations between the two companies. In pursuance of this contract, the Hannibal and St. Joseph R. R. Co. absorb the Quincy and Palmyra road, and engage to run their through passenger freight trains directly to and from Quincy, the terminus of our road. And they further covenant to grant and extend to this company, the same facilities for securing and doing all branches of transportation business upon their own road, as well as beyond it, both as to rates of charges, dispatch and otherwise, that they grant or give to the most favored connecting line. The privileges and facilities thus acquired open to us a great through line to the Missouri River and the Far West not hitherto possessed, and that should, under almost any circumstances, prove of great and incalculable advantage to every branch of the business of our road.

With a view of more fully and effectually consummating the objects and purposes contemplated by the several parties to the contracts above mentioned, the said contracting parties have effected a negotiation with the Quincy Railroad Bridge Co. for the immediate construction of an iron railway bridge across the Mississippi River, thus connecting by rail their respective depot grounds at Quincy and East Quincy. The work upon this great structure is now in progress, and it is expected that it will be ready for the passage of trains before the close of another year. Upon the completion of this bridge we shall be enabled to offer to shippers of freight the superior inducements of a direct, through line from Boston, New York and other Eastern cities, to the Missouri River, and *vice versa*, without any transfer or break of bulk, and moreover, we shall thereby avoid the serious expense and detentions hitherto incident to transfers by ferry.

With a still further purpose of promoting and strengthening our business relations with connecting and auxiliary lines, and of securing for our road a large share of the great through traffic of the country, arrangements are in progress for the building of a railway bridge across the Mississippi River, at Keokuk. The accomplishment of this important undertaking, the success of which is already quite assured, places our line without competition or rivalry in direct railway connection with the Des Moines Valley Railroad, thereby affording us easy and favorable access to the vast grain and stock business of Central and Northern Iowa, one of the most productive and prosperous regions of the West.

In successfully consummating the various and extensive business arrangements involved in these several contracts, the directors feel that they are justified in expecting a large and valuable accession to every branch of the business of our road, and a consequent financial prosperity, not heretofore experienced; being fully assured that if the company succeed to and judiciously appropriate all the facilities and benefits contemplated by

those contracts, their most sanguine expectations will be more than fully realized.

The permanent improvements made upon the line throughout the past eighteen months have been of a very general and extensive character; consequently, involving the expenditure of large sums of money. The outlays in this department, upon the Western Division, have been particularly heavy, exhausting not only the entire amount of money provided under the consolidation to equalize that division with the Eastern, but requiring advances largely in excess of the amount thus provided.

Exclusive, however, of the improvements made with this equalization fund, other and important outlays have been made for additional side tracks, buildings, depot grounds and other permanent improvements at various points upon the line, and where they were imperatively demanded by the increasing business requirements of the road. Among these are embraced the building of eight miles of new side tracks and turnouts, (nearly all upon the Western Division,) at an expense of $56,000; also, the erection of two engine houses, four passenger depots, three freight buildings, one brick planing shop, four shops for repairing iron, &c., seven water tank buildings, two turn-tables, besides constructing about thirty miles of fences, ballasting several sections of the road, grading for side tracks, and substituting masonry and other permanent structures for those originally temporary, and now gone into disuse.

The large and extensive additions made to each branch of the equipment of the road has, likewise, required correspondingly heavy outlays. The pressing necessity of greatly increasing the rolling stock of the road was duly considered by the Directors, at the period of the organization of this company, and measures were then taken to supply this urgent demand. Accordingly, 21 new first class locomotives have recently been purchased and placed upon the road, and three more are to be delivered at an early day. Six superior and elegant passenger coaches and 324 box freight and other cars have been built at our shops, and other important additions have been made to the equipment, machinery and tools of the road.

Throughout the past year the work of general renewals has probably been prosecuted with more energy, and with a greater degree of thoroughness, than at any previous time. Especial care and attention has been given to the iron and superstructure, and no efforts have been spared to accomplish the removal of everything imperfect or defective, and the substitution of that which is new, substantial and durable. In addition to the usual or ordinary labor of repairing the roadway, the expenditures of general renewals have exceeded the sum of $500,000.

The following will show some of the statistics of these improvements:

	Miles.
New iron put into the track	61
Iron taken out, repaired and replaced	70
New wrought iron chairs	44,000
New cross ties	312,000

Other and somewhat extensive renewals have been made upon the more prominent bridges of the line, irrespective of the construction of several new bridges; among these latter may be mentioned the new first class wrought iron bridge of the Bollman patent, recently erected over the Wea River, west of Lafayette, at a cost of about $50,000; also, another new truss bridge of the Howe pattern, put up upon the Western Division. The renewals of bridges comprise the rebuilding of 1,767 feet of the Howe truss bridge, and 1,285 feet of trestle or stringer bridge, besides other general repairs in the removal of old timber and the substitution of new, including also the covering of several bridges more recently rebuilt.

In consequence of the decay of the oak telegraph poles originally put up upon our road, rendering the line inefficient and unreliable, we have found it necessary to rebuild the entire line from Toledo to Danville, and with a view to economy and durability, we have substituted substantial cedar poles for those removed, and have also placed upon the line an additional galvanized wire. Under an arrangement made with the Telegraph Co., we have recently added (for our own use) another wire from Danville to the Mississippi River, and have also built a new telegraph line over the Keokuk Branch, to Keokuk and Warsaw, a distance of nearly forty miles. With these new and improved facilities, we are now enabled to move our trains with promptness and dispatch, and otherwise materially accelerate and promote all the business operations of the road.

The elevators used by our company at Toledo, with a storage capacity of 1,452,000 bushels, are now in good repair and efficient working condition, and their present management seems to secure the entire confidence and approbation of all doing business with them. Upon the completion of the track now in process of building through Elevator "No. 3," the unloading facilities will be fully equal to 250 cars daily, which in emergencies, can be increased to 400 daily, thus assuring us against delays and detentions in times of a great pressure of business.

Our repair shops upon the line, for the repairs of locomotives and cars, appear well supplied with tools and machinery, and are deemed of sufficient capacity to meet the present wants of the road, without any further material outlay. The facilities afforded at our extensive shops at Toledo are so thorough and complete, as to secure economy as well as great dispatch, in all branches of repairs of cars, and without trenching at all upon this department of operations these shops are now turning out two first class box freight cars daily.

Our business relations with all connecting roads remain very harmonious and satisfactory, affording us assurance of continued and large interchange of business.

The trains have been operated with an almost unvarying regularity throughout the year, and with remarkable exemption from accidents or casualties.

Encouraged by the recent increase of our through passenger business to make still further efforts towards improving and rendering our line attractive to that species of traffic, we have recently made a favorable arrangement for a complete equipment of our whole road with new, spacious and beautiful sleeping cars. These cars will commence running early in the Spring, and it is expected that they will contribute much towards popularizing our route with the traveling public.

Arrangements are now nearly perfected for running two well equipped lines of cars over our road, from Quincy and Keokuk to Buffalo, and also from those points directly through to New York and Boston, without transfer or breaking bulk. Upon the full organization of these lines, we shall be able to offer to shippers facilities for the safe, prompt and efficient dispatch of their business, superior to those of almost any competing line, and such as cannot but prove highly successful in securing for our road, a large if not a preponderating share of the through freight traffic of the country. It is perhaps, needless to add that this line will be owned, controlled and operated by the several railway companies composing the route, and for whose sole benefit it is organized, and will have no connection whatever with those private interest and concerns doing business under various titles of Fast Freight, Through Freight, Express, Despatch, and other lines.

In conclusion the Directors take great pleasure in assuring the shareholders that the condition of the company, at the close of the present fiscal year, financially, as well as in all its working departments, is decidedly better than at any former period in its history. With a policy looking to strict economy and prudence in the operations of the road, together with a careful and judicious employment of all available means for cultivating and encouraging its local business, as well as for securing the important benefits recently acquired under contracts with connecting roads for through business, there are ample and substantial grounds for encouragement and confidence in the future success of our company, and for believing that our investment in it will prove reasonably remunerative.

The equipment of the road consists of 102 locomotives, 47 passenger, 27 mail and baggage, 1,040 box freight, 275 stock, 200 platform, and 150 coal cars. Number of stations, 102. Number of engine houses, 11. Average weight of rail, 59 lbs. The length of road is stated as follows: In Ohio 75.5 miles; in Indiana, 116.9 miles; in Illinois, 221 miles. Length of Keokuk Branch, 41.1 miles. Length of Naples Branch, 4 miles. Length Camp Point to Quincy (leased) 22 miles. Total length of road operated, 520.6 miles.

INCOME ACCOUNT.

Net earnings 18 months, as above		$1,451,870 61
Supplies from T. & W. R. W. Co., and G. W. R. R. Co		102,548 64
Sinking fund bonds		1,000,000 00
		$2,554,419 25
Construction and equipment	$603,974 00	
Interest account	1,328,180 37	
Profit and loss	201,841 28	
Toledo and Wabash Railway Co	17,016 63	
Illinois and Southern Iowa R.R. Co.	129,807 97	
Balance	273,599 00	
		$2,554,419 25

GENERAL BALANCE SHEET.

Road bed and equipment	$19,850,000 00	
Griswold, White & Worden, Trustees	1,195,000 00	
Materials on hand	183,014 07	
Fuel on hand	120,000 00	
Wabash Elevator Co. stock	10,000 00	
Balances due the company	55,586 13	
Equalization account	700,300 27	
	$22,113,900 47	
General stock	$5,700,000 00	
Preferred stock	1,000,000 00	
Bonds, $14,345,000, viz:		
1st mort. Toledo & Illinois R.R. Co.	900 000 00	
" L. E. W. & St. L. R.R. Co.	2,500,000 00	
" G. W. R.R. Co. east of Decatur	45,000 00	
" G. W. R. R. Co. west of Decatur	1,000,000 00	
" G. W. R. R. Co. of 1859	2,500,000 00	
" Quincy & Toledo R. R. Co.	500,000 00	
" Illinois & Southern Iowa R. R. Co.	300,000 00	
2d mort. Toledo & Wabash R.R. Co.	1,000,000 00	
" Wabash & Western R.R. Co.	1,500,000 00	
" Gt. W. R. R. Co. of 1859	2,500,000 00	
Equipment bonds T., W. & W. R.W. Co	600,000 00	
Sinking fund bonds, T., W. & W. R. W. Co	1,000 000 00	
Unpaid coupons of 1865 & 1866	42,284 75	
Due Metropolitan National Bank	71,790 53	
Treasurer Great Western R. R. Co.	665,726 19	
Bills payable	15,500 00	
Balance of Income account	273,599 00	
	$22,113,900 47	

President.—AZARIAH BOODY.

Vice President.—WARREN COLBURN.

Directors.—Azariah Boody, James Spears, Isaac Knox, George Cecil, James R. Jesup, William Kidd, Edwin C. Litchfield, Leroy M. Wiley, Edward Wells, Warren Colburn, John Ross, William A. White, James Dunlap, E. A. Chapin, J. N. Drummond.

Secretary and Treasurer.—JOHN. N. DRUMMOND.

Gen'l Superintendent.—E. A. CHAPIN.

☞ The completion of the Pictou Branch of the Nova Scotia Railway was formally celebrated at Pictou on the 31st ult.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$1,474,013	$851,913
" cotton ...	981,152	603 627
" silk	955,872	910,187
" flax	1,001,414	617,035
Miscellaneous dry goods..	398,442	401,881
Total entered for consump..	$4,850,893	$3,384,643

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$973,149	$711,283
" cotton ...	445,210	521,013
" silk	522,611	628 809
" flax	330,500	277,269
Miscellaneous dry goods..	81,984	117,227
Total withdrawn from warehouse	$2,353,454	$2,255,601
Add entered for consump..	4,850,893	3,384,643
Tot. thrown on the market..	$7,204,347	$5,640,244

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$894,494	$982,019
" cotton ...	333,956	317,601
" silk	657,999	279,900
" flax	465,192	338,249
Miscellaneous dry goods..	96,581	134,039
Total entered for wareh'g.	$2,448,219	$2,051,808
Add entered for consump..	4,850,893	3,384,643
Total entered at the port..	$7,299,112	$5,436,451

The imports of foreign dry goods at New York for five months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool ...	$14,389,561	$6,957,751
" cotton ..	8,865,429	5,807,787
" silk	9,330,235	5,201,328
" flax	6,899,213	4,181,234
Miscellaneous dry goods.	3,599,462	2,932,350
Total ent. for consump...	$43,083,900	$25,080,450

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool ...	$6,819,538	$8,715,199
" cotton ..	3,722,355	4,575,279
" silk	3,334,409	3,766,992
" flax	2,430,970	4,009,699
Miscellaneous dry goods.	573,052	854,136
Total withdrawn from warehouse	$16,880,324	$21,921,305
Add ent. for consump....	43,083,900	25,080,450
Total thrown on the market....	$59,964,224	$47,001,755

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool ...	$8,732,833	$6,914,763
" cotton .	3,373,459	4,039,055
" silk ...	4,046,255	3,085,752
" flax ...	3,061,643	2,578,162
Miscellaneous dry goods	642,128	955,970
Total entered warehouse.	$19,855,718	$17,573,522
Add ent. for consumpt'n.	43,083,900	25,080,450
Total entered at the port.	$62,939,618	$42,653,972

The imports of foreign dry goods at New York for eleven months from July 1st, were:

Year.	Value.
1860–1....	$82,104,963
1861–2....	34,620,618
1862–3....	59,061,614
1863–4....	78,438,263
1864–5....	44,411,871
1865–6....	130,280,590
1866–7....	99,161,965

Commerce of New York.

The foreign imports at New York for the month of May are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$13,563,551	$9,438,747
Entered for warehous'ng	13,902,407	10,896,675
Free goods	1,959,416	1,140,103
Specie and bullion.....	393,073	376,725
Total entered at port ...	$28,818,447	$21,852,250
Withdrawn fr. warehouse	9,450,591	9,245,948

The foreign imports at New York for five months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$78,077,039	$56,025,236
Do. for warehousing ...	55,469,417	53,592,986
Free goods	6,027,288	4,932,651
Specie and bullion	1,085,637	1,057,512
Total entered at port ..	$140,666,379	$125,606,355
Withdrawn fr. wareh'se	41,026,423	52,577,604

The foreign imports at New York for eleven months ending May 31, were:

	1866.	1867.
Six months.....	$142,730,367	$143,210,153
January.....	30,109,830	20,979,087
February.....	30,692,557	25,630,781
March.....	26,204,940	21,512,974
April.....	24,840,605	25,633,293
May	28,818,447	21,850,250
Total for 11 months ..	$283,396,746	$268,816,538
Deduct specie.....	2,157,095	9,455,355
Total merchandise....	$281,239,651	$259,361,183

The duties received at New York for eleven months ending May 31, were:

	1866.	1867.
Six months	$65,077,328 87	$60,531,571 82
January	12,437,474 16	9,472,248 48
February.....	12,008,273 74	11,466,418 42
March.....	11,173,154 62	11,977,418 19
April.....	10,950,896 78	9,372,701 48
May	11,418,492 10	9,340,766 73
Total 11 months.	$123,065,620 27	$112,161,125 12

The exports from New York to foreign ports in the month of May, were:

	1866.	1867.
Domestic produce	$12,281,623	$12,615,022
Foreign free goods.....	151,393	23,492
Do. dutiable.....	759,857	635,031
Specie and bullion	23,744,194	9,043,154
Total exports.....	$36,937,067	$22,346,699
Do. exclusive of specie .	13,192,873	13,303,545

The exports from New York to foreign ports for five months from January 1st, were:

	1866.	1867.
Domestic produce.....	$94,653,047	$76,801,089
Foreign mdse., free	403,720	244,124
Do. dutiable.....	2,419,732	3,498,407
Specie and bullion.....	29,891,474	17,871,390
Total exports.....	$127,367,973	$98,414,910
Do. exclusive of specie..	97,476,499	80,543,520

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1866.	1867.
Six months.....	$107,699,914	$84,590,637
January.....	20,108,207	13,448,647
February.....	17,195,507	15,452,506
March.....	23,668,817	20,475,226
April.....	23,311,095	17,863,596
May	13,192,873	13,303,545
Total mdse.....	$205,176,413	$165,184,157
Specie.....	41,979,398	34,642,660
Total exports 11 mos.	$247,155,811	$199,776,817

Cairo and Fulton Railroad.

The annual meeting of the stockholders of this company was held at Little Rock, Ark., on the 6th ult., at which the following gentlemen were elected directors, viz.: To serve for one year—Noyes W. Miner, Edward Cross, sr., Henry C. Ashley, Israel M. Moore. To serve for two years—John G. Roberts, Henry C. Dye, Mason Brayman, Walter C. Whitney, James L. Witherspoon. To serve for three years—Reuben W. Coon, William W. Leverett, William H. Bailhache, George C. Watkins.

The officers for the ensuing year are, M. Brayman, President; E. Cross, sr., Vice President; W. W. Leverett, Secretary; S. H. Tucker, Treasurer; M. Brayman, H. C. Ashley, Geo. C. Watkins, Executive Committee.

The following report of the President has been furnished us for publication:

OFFICE CAIRO AND FULTON RAILROAD CO.,
Little Rock, Ark., May 6, 1867.

To the Board of Directors, Cairo and Fulton Railroad Company:

The President respectfully reports—

The charter of this company bears date January 12, 1853.

The act of congress making donation of lands for this road and its branches, bears date February 9, 1853.

The report of the chief engineer announcing the completion of the location and survey of the line of road from the Missouri line to Texas, bears date September 25, 1854.

The act of the legislature of Arkansas, transferring the donated lands to this company, bears date November 26, 1856.

The first schedules of donated lands were delivered to the undersigned at the general land office in the city of Washington, July 20, 1857, comprising 1,069,229.40 acres; and the second, on June 9, 1859, comprising 46,180,01 acres; the aggregate quantity being 1,115,409.41 acres; leaving a deficiency to be supplied of 40,430.59 acres, which deficiency has been greatly increased, by reason of enormous entries, swamp land grants, and relinquishments in favor of claimants, under various grants and pre-emption laws of the nation and state.

On November 1, 1859, the company conveyed by deed of trust to Mason Brayman, John Wilson and John Moore, all its lands and property acquired or to be acquired, to secure payment of five millions of dollars of seven per cent., twenty-five years bonds, to be issued for the construction and furnishing the railroad of the company.

At a meeting of stockholders May 6, 1861, it was "*Resolved*, That owing to the present distracted state of the country, it is useless and unnecessary to go into an election for directors for the official term ensuing; "and that, under provisions of the charter, the directors now in office shall hold over until further action of the stockholders."

On February 9, 1863, the ten years prescribed for the completion of the railroad having elapsed without such consummation, the lands unsold reverted to the general government, under provisions of the original grant.

At a meeting of the board of directors on May 18, 1866, efforts then being made to secure a renewal and enlargement of the original grant, were approved, and their President vested with proper authority to seek that end.

On the 28th of July 1866, it was approved and became a law by an act of congress, which:

1. Renews the former grant for ten years.

2. Enlarges it so as to give ten full sections to each mile of road, instead of six.

3. Gives five addditional miles in width outside the fifteen mile limit, within which odd numbered sections are appropriated sufficient to afford ten full sections to each mile.

4. Reserves all such sections absolutely from entry, pre-emption, or appropriation to any other purpose

It may here be noticed that the donated lands of the Memphis and Little Rock Railroad Company, the Little Rock and Fort Smith Railroad Company, and the Cairo and Fulton Railroad Company of Missouri, which reverted to the United States under the same act of forfeiture, are restored to them, enlarged to ten sections per mile; and this, without effort or cost on their part; but, (thus far,) wholly through the gratuitous service and expenditures of those having charge of the interests of this company. The first two companies above named having been subject to a control supposed to be hostile to the government, a reservation was made with respect to them, withholding the lands accruing to their lines until through their action the objection should be removed. The grant to this company was without such restriction, like objection having been removed by appropriate action of the company in anticipation of the passage of the act.

This act not only revives and confirms the original grant, which gave a width of fifteen miles on each side of the line, within which to find six full sections, or 3,840 acres to each mile, but adds a width of five miles outside and adjacent to each outer line, thus giving twenty miles in width on each side of the central line, from which to make up deficiencies in the original schedules and to add from sections, thus giving the sum of ten full sections, or 6,400 acres to each mile; which amounts to a donation to this company on a line of 301 miles of 1,926,400 acres of land.

The transfer by the state to this company by the act of November 26, 1856, and by the company to its trustees before named, by deed of November 1, 1859, vested the lands as well as all other property of the company, acquired or to be acquired, in the trustees. The trust having remained in full force during the intervening time, the act of congress of July 28, 1866, conforming to existing legal conditions, placed all the lands comprised in that act in the trustees, without any action of the legislature of Arkansas, or of this company. By this it is seen that the board of trustees hold the title to these lands subject only to the reservations and reversions found in the act of congress.

Arrangements now begun, will, it is hoped, be carried into immediate effect, for obtaining at the local offices, certified schedules of all the lands accruing to the company under the late enlarged grant. It is believed that the full quantity, 1,926,400 acres, will be obtained. The integrity of the grant is fully preserved by the law, which declares "that all the lands mentioned in this act, and hereby granted, are hereby reserved from entry, pre-emption or appropriation to any other purpose than that herein contemplated for the said term of ten years from the passage of this act." This withdrawal being absolute under a law of congress, all attempts to pervert any of these lands to other uses, by entries or otherwise, will be vain; and if any such entries shall be found to have been made, proper steps will be taken to set them aside; that all the lands thus granted and reserved within twenty miles of the surveyed and recorded line, on each side, may be sacredly applied to lawful uses.

This company was unfortunate with respect to its first schedule of donated lands. Efforts to procure a grant from congress began soon after the government entered upon a settled policy, as indicated by the grant to Illinois, Kentucky, Tennessee, Mississippi and Alabama, in aid of their great line from the lakes to the ocean. The route from the Missouri boundary to Texas, by way of Little Rock, was sufficiently indicated by the topography and character of the country, to be along the level middle ground between the lowlands on the east and the hill ranges of western Arkansas. Profitting by these natural indications, watching the progress of legislation in congress and here, and following the track of the surveyor, speculators and swamp land agents continued to seize upon land enuring to this grant up to the time when the completion of the survey justified their withdrawal from further entry and spoliation, in September, 1854. Thus arose the deficiency appearing in the schedules made under the first grant, suggesting that caution, as to the future, which induced congress to embody in the act of 1866, a positive reservation from the day of its date, of the lands intended for the construction of this road; and insuring, as before stated, and is anticipated, the full quantity fairly intended to be granted. In the former case, it required the filing of a plat of the surveyed line before the donated lands could be designated, but in this, the central line being of record, and the identical lands known, the act of congress made the selection, *in place*, rendering necessary only the making of certified lists, etc.

The last brief published report of this company was made May 10th, 1860. It can now only be said that the legal organization of the company, in all its departments, has survived the perils and disorders of the intervening time, though in a state of suspended animation, and with the loss of many of its books and valuable papers.

The renewal of the land grant for ten years, and its liberal enlargement may well inspire confidence that this work so indispensable yet so long delayed, can now be consummated. Immediately upon the renewal, efforts were begun and zealously continued, to secure means and make reliable arrangements for entering upon the work of construction. Propositions came from a company of contractors in New York and New Jersey, for building and equipment, to be paid for in lands and bonds of the company, the contractors raising therefrom the necessary cash means. This negotiation gave way to the consideration of a proposition coming from Gen. Fremont and his associates, who had undertaken to consolidate, perfect and build a through line to the Pacific upon a route, including as a necessary link, that portion of our road lying south of Little Rock, being to the Texas boundary one hundred and forty miles.

For the purpose of this negotiation the president visited New York and Washington, but no definite understanding was reached. A purchase of the franchise of the Memphis and Little Rock Railroad had been made, four thousand tons of rails said to have been purchased, and its completion within the year 1867 contracted for; also, the control of the road from the termination of our line through Texas to El Paso, and thence under a Mexican grant to the port of Guyamas on the Gulf of California, secured—a projected line to San Diego on the Pacific being taken in as a part of the general arrangement.

The absolute necessity of bringing in this portion of the Cairo and Fulton Railroad, may at once be seen. Without it, the continuity of the proposed national highway to the Pacific would be broken, and the expected aid of the government and the confidence of capitalists, withheld. It was deemed greatly to the interest of this company and the State of Arkansas, that this magnificent scheme should succeed. Whether we choose to further it by a sale of the franchise, so as to detach that portion of our road, and make it a part of another proprietary interest, or by mere co-operation under provisions of our charter, we were anxious to join in carrying the main purpose into effect. For it is no longer questionable that this southern Pacific line, to which our attention has been so long directed, is far preferable to all other routes across the continent. It is shorter, with easier grades, more direct, through a milder climate, and more free from deep snows than the northern lines. This company has never lost sight of a through line. The hopes of its projectors will not be realized nor its highest usefulness attained until it is made part of a completed operating line connecting the two oceans.

Governed by these considerations, no further terms were demanded in behalf of this company than such as would provide for immediate financial wants, and give assurance of the early beginning of the work of construction. We make it an indispensable condition, sure beyond doubt, that earnest and effective work be done. This secured, all other terms will be easy. Not having sufficient assurance on the point named, no conclusion was reached. Since arriving here, a form of contract has been received for approval and signature; which, not being satisfactory, has been returned for reconsideration. It is hoped that this negotiation yet in progress, will have a favorable result. The people of Arkansas may regard the measure of success yet to be achieved under the contract of the same parties for the purchase and construction of the Memphis and Little Rock Railroad, as an indication of our probable success through like arrangements.

This company has of course made no progress in the work of construction since 1860. There is, therefore, nothing to report, except that its organization is preserved, its line of survey and location as originally established, with a munificent grant of land, which will stand at a sure basis of credit, and go far towards covering its final cost.

For many years the hopes of the people in this portion of the union have been disappointed with reference to their railroads. It is not now intended to make new promises, nor to excite hopes which may again fall. We have learned patience in the school of adversity, and can consent to await the approaching time, when our resources shall rise, when emigration shall flow in to cultivate our inviting fields, and the enormous capital that seeks investment in our railroads, our mines and lands, shall come to our aid. But it may be written down as one of the certain events which are to come, that the Cairo and Fulton Railroad will be built within the ten years prescribed by congress. Recent enquiry demonstrates the encouraging fact that there is abundant capital now ready to be devoted to this purpose, and men to take the work in hand. Ours is recognized as a prominent and feasible line of communication, our resources, as ample, and the state, as a most inviting field for legitimate enterprise. Nothing is now wanting but a full restoration of public tranquility, to bring these things to pass. The men who hold the capital, and on whom we must wait for the means necessary to our work, will not yet aid us. Doubts and distrust lie in the way. Confidence, always of slow growth in pecuniary affairs, is not yet restored. The foundations of society, so recently shaken by the earthquake, do not yet rest firmly. The relations of Arkansas to the Union and her participation in its government are yet to be resumed, and her position as a sovereign state assured. The few months to come, will, it is hoped, settle all disturbing questions. When thus settled, justly and finally, when the states again stand together as equal members of one national union; and we, so recently divided, become, in fact and feeling, what we have ever been by the constitution of our country and under the law, one people, then the way to success in this, our enterprise, will be open and sure.

Respectfully,

M. Brayman, *President.*

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	11,537.01 for	$110,763 64
Acres Int. Fund Lands sold	564.19 for	7,780 30
Acres Free Lands sold	7,250.04 for	90,597 89
Total sales during month of May, 1867	19,351.24 for	$209,141 83
To which add Town Lot Sales		1,465 00
Total of all	19,351.24 for	$210,606 83
Cash collected in May		$189,394 57

TRAFFIC DEPARTMENT.

Receipts from	Freight	$308,546 00
do.	Passengers	128,703 05
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	30,000 00
Total Receipts in May, 1867		$477,607 38
Total Receipts in May, 1866		$507,829 86

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	100	$1,604,145		
Allegheny Valley	50	1,498,400		
Alton and St. Louis	100	125,000	J. A. J. & O.	Jan. '67 1½
Atlanta and West Point	100	1,232,200		
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	11,522,150		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '67 2
Baltimore and Ohio	100	16,151,982	A. & O.	Apr. '67 4
Do. Washington Br.	100	2,860,000	A. & O.	Apr. '67 5
Baltimore City Passenger		670,000	J. & J.	Jan. '67 2
Boston and Chelsea	100	110,000	A. & O.	Apr. '67 4
Bellefontaine Line	100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware	100	997,112		
Berkshire*	100	600,000	J. A. J. & O.	A. 67 1½
Blossburg & Corning*	50	250,000	J. & D.	Dec. '66 2½
Boston, Concord & Mont	100	459,000		
Do., do. pref.	100	1,340,400	J. & D.	Jun. 67 3
Boston and Lowell	100	1,875,000	J. & J.	Jan. '67 4
Boston and Maine	100	4,076,974	J. & J.	Jan. '67 5
Boston and Providence	100	3,360,000	J. & J.	Jan. '67 5
Boston and Worcester	100	4,500,000	J. & J.	Jan. '67 5
Broadway (Boston)	100	325,000		
Broadw'y & 7th Av. (N. Y.)	100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City	10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n	100	366,000		
Buff., New York & Erie*	100	850,000	J. & J.	Jan '67 3½
Buffalo and State Line	100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)	100	747,800	A. & O.	A. '67 4½
Camden and Amboy	100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic, pref.	50	600,000		
Cape Cod	50	721,926	J. & J.	Jan. '67 5
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	F. & A.	Ap. '67 3½
Cayuga & Susquehanna*	50	589,110		'65 5
Central of Georgia	100	4,666,300		
Central of New Jersey	100	13,000,000	J. A. J. & O.	A. '67 2½
Central Ohio	100	2,000,000		
Central Ohio, pref.	100	400,000	J. & D.	Jun. '67 3
Cen. Park, N. & E. River	100	955,900		
Charlotte & S. Carolina	100	1,201,000		
Chemung*	100	380,000	J. A. J. & O.	Apr. '67 2
Cheshire, preferred	100	2,017,825	Annual.	Jan '67 2½
Chicago and Alton	100	3,886,643	M. & S.	Mar. '67 3
" " pref.	100	2,425,576	M. & S.	Mar. '67 5
Chicago, Burl. & Quincy	50	19,193,010	A. & O.	Ap. '67 10
Chicago and Gt. Eastern	100	4,390,000		
Chicago, Iowa & Nebras*	100	1,000,000		Jul. '66 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	13,160,927		
" " pref.	100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	100	9,100,000	A. & O.	Apr. '67 5
Cin., Ham. & Dayton	100	3,129,100	A. & O.	Apr. '67 5
Cin., Richmond & Chicago	100	350,000		
Cin. & Indianap. Junction	100	1,600,000		
Cincinnati and Zanesville	50	1,600,250		
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati	100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*	50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100	5,000,000	J. & J.	Jan. '67 3
Cleveland and Pittsburg	50	5,403,911	J. & J.	Jan '68 4
Cleveland and Toledo	50	4,841,600	A. & O.	Apr. '67 6
Col. & Indianapolis Cen	100	4,000,000	J. A. J. & O.	A. '67 2½
Columbus and Xenia*	50	1,786,200	J. & J.	Jan. '67 6
Concord	50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	100	350,000	J. & J.	Jan. '67 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100			
Do. do. pref.	100	1,673,300	J. & J.	Jan. '67 5
Connecticut River	100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley	50	1,316,900	A. & O.	Apr. '67 4
Danbury and Norwalk	100	306,900		
Dayton and Michigan*	100	2,384,941		
Delaware	50	406,152	J. & J.	Jan. '67 5
Del., Lackaw & Western	50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley	100	1,550,050		
Detroit & Milwaukee	100	455,359		
" " pref.	100	1,500,000		
D. Dock, E. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,641		
Do. do. pref.	100	1,987,561	Annual.	M'r. '67 7
Eastern (Mass.)	100	3,578,304	J. & J.	Jan. '67 4
Eastern (N. H.)	100	492,500	J. & J.	Jan. '67 4
East Pennsylvania	50	604,400		
East Tenn. and Georgia	100			
East Tenn. and Virginia	100			
Eighth Avenue (N. Y.)	100	1,000,000	J. A. J. & O.	Jan. '67
Elm., Jeffers. & Canand*	100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport	50	500,000	M. & N.	N. '66 2½
Do. do. pref.	50	500,000	J. & J.	Ja. '67 3½
Erie Railway	100	18,570,100	F. & A.	Feb. '66 4
Do. pref.	100	8,535,700	Annual	Jan. '67 7
Erie & North East*	100	600,000	F. & A.	Feb. '67 5
Evansville & Crawfordav.	100	1,142,834		
Fitchburg	100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester	100	247,800	J. & J.	Jan. '67 3
Flint and Holly			M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.	100	750,000		
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jan. '67 5
Georgia	100	3,156,000	A. & O.	Apr. '67 6
Germantown (Phila.)	50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)		15,122,430		
Great Western (Ca.)		16,802,748		1½
Green and Coates St. (Ph.)	50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	100	3,000,000	J. A. J. & O.	Apr. '67 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph	100	$1,100,000		
Do. do pref.	100	6,233,850		
Hanover Branch	50	116,850	M. & N.	M'y '67 3
Housatonic	100	820,000		
" pref	100	1,180,000	M. & N.	M'y '67 4
Hudson River	100	6,907,971	J. & O.	Apr. '67 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	Jan. '67 3
Illinois Central	100	23,386,150	F. & A.	Feb. '67 5
Indianapolis & Cincinnati	100	1,989,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind	100	2,000,000	J. & J.	Jan. '67
Joliet and Chicago*	100	1,500,000	J. A. J. & O.	J'n '67 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb	50	1,335,000		
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	5,104,050	M. & N.	Nov. '66 5
Lehigh Valley	50	10,134,100	J. A. J. & O.	Ap. '67 2½
Lexington & Frankfort	100	514,646	M. & N.	Nov. '66 3
Little Miami	50	3,572,400	J. & D.	Dec. '66 4
Little Schuylkill*	50	2,640,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Feb. '67 2
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '67 5
Louisville and Nashville	100	5,500,000	J. & J.	Jan. '67 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200,000	J. & J.	Jan. '67 3
Macon and Western	100	1,500,000	M. & N.	M'y '67 4
McGregor Western*	100			
Mahanoy & B'd Mount'n*	50	921,615		
Maine Central	100	1,600,860		
Manchester & Lawrence	100	1,000,000	M. & N.	M'y '67 5
Marietta & Cincinnati	50	2,029,778		
" " 1st pref.	50	6,880,135	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar. '62 4
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jan. '67 5
Michigan Central	100	7,502,866	J. & J.	Jan. '67 5
Mich. So. & North. Ind.	100	9,811,300	F. & A.	F. '65 3½
" " guaranteed	100	787,500	F. & A.	Feb. '67 5
Middlesex (Boston)	100	400,000		
Milw. & Prairie du Chien	100	3,014,000	F. & A.	Feb. '67 5
" " " 1st pref	100	3,982,000	Annual.	Feb. '67 8
" " " 2d pref.	100	1,014,000	Annual.	Feb. '67 7
Milw. & St. Paul	100	3,627,000	J. & J.	
" " " pref.	100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuyls. Haven	50	3,775,000	J. & J.	Jan. 67 4
Mississippi Central	100	2,030,361		
Mobile and Ohio	100	3,585,300		
Montgomery & W. Point	100	1,411,789		
Morris and Essex	50	5,500,000	F. & A.	F. '67 3½
Muscogee	100	669,950		
Nashua and Lowell	100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga	100	2,056,644		
Nashville & N. Western				
Naugatuck	100	1,100,000	F. & A.	Feb. '67 5
New Bedford & Taunton	100	500,000	J. & J.	Jan. 67 5
New Haven & N. London	100	738,538		
New Haven & Northampton	100	1,224,000	J. & J.	Jan. '67 5
New Jersey	100	5,000,000	F. & A.	Feb. '67 5
New London Northern	100	895,000	M. & S.	Mar. '67 4
N. O., Jackson & Gt. N	100	4,197,457		
N. O., Opel. & Gt. West n.	100	4,993,425		
New York Central	100	28,530,000	F. & A.	Feb. '67 5
New York and Harlem	50	6,285,950	J. & J.	Jan. '67 4
" " pref.	50	1,500,000	J. & J.	Jan. '67 4
New York & New Haven	100	6,000,000	J. & J.	Jan. '67 5
N. Y., Provid. & Boston	100	1,750,281	J. & J.	Jan. '67 5
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '67 5
Ninth Avenue	100	795,300		
North Carolina	100	4,600,000		
Northern Central	50	4,518,900	F. M. A. N.	M'y '67 2
Northern of N. Hampsh.	100	3,06 ,400	J. & D.	Jun. '67 4
Northern of N. Jersey	100	158,800		
North Missouri	100	2,369,300		
North Pennsylvania	50	3,150,150		
Norwich & Worcester	100	2,563,600	J. & J.	Jan. '67 5
Ogdensb. & L. Champl'n.	100	3,077,000	F. & A.	Feb. '67 5
" " pref.	100	640,000	A. & O.	Apr. '67 4
Ohio and Mississippi	100	20,222,647		
" " pref.	100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport	100	4,848,800	J. & J.	Jan. '67 5
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb. '67 4
Pacific of Missouri	100	3 581,000		
Panama	100	7,000,000	J. A. J. & O.	Apr. 67 6
Pennsylvania	50	20,000,000	M. & N.	M'y '67 4
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100	1,365,500		
Phila. & Balt. Central	50	218,100		
Philadelphia and Erie*	50	5,069,450		
Philadelphia and Reading	50	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'n't'n & Nor'n	50	1,507,850	A. & O.	Apr. '67 5
Phila. and Trenton*	100	599,200	J. & J.	Jan. '67 4
Phila., Wil. & Balt	50	2,919,300	A. & O.	Apr. '67 5
Philadelphia City	50	100,000	J. & J.	Jan. '67 5
Philadelphia and Darby	20	100 000	J. @ J.	J. '67 2
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50	1,791,633		
Pittsb., Ft. W. & Chicago	100	9,940,987	J. A. J. & O.	A. 67 2½
Pittsb. Col. and Cin.	100			
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec.	100	1,000,000		
Portl., Saco & Portsm'th*	100	1,500.000	J. & D.	Dec. '66 3
Providence & Worcester	100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia	50	605,019		

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga	100	$*00,000	A. & O.	Apr. '67 2
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g.	100	847,000		
Rich., Fred. and Potomac	100	1,041,200		
Rockport	100	88,400	J. & D.	Jun. '67 4
Rome, Watert. and Og'nb.	100	2,385,500	J. & J.	Jan. '67 5
Rutland and Burlington	100	2,233,376		
St. L., Alt. and T. Haute	100	2,800,000		
" " " pref.	100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.	100	1,409,429		
St. Paul and Pacific	100			
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	3 3.073	M. & N.	M'y '67 3
Sand. Mansf. and Newark	100	900,000		
Saratoga and Hudson R.	100	1,0.0 000		
Saratoga and Whitehall*	100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a.	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	50	576,050	J. & J.	J'n. '67 2½
Seaboard and Roanoke	100	841,200		
Second Avenue (N. Y.)	100	650,000	A. & O.	Oct. '66
Shamokin V. and Potts'v*	50	869,150	F. & A.	F. '67 2½
Sixth Avenue (N. Y.)	100	750,000	J. A. J. & O.	
South Carolina	100	2,819,275		
South Shore	100	259,685		
South Western, Georgia	100	3,203,400	F. & A.	Aug. '66 4
Southern Mississippi	100	1,000,000		
Springfield and Columbus	100			
Staten Island	100	6.8,100	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100	1,200 100		
Taunton Branch	100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	100	596,92		
Terre Haute and Indiana	50	1,483,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jan. '67 2
Tol., Peoria and Warsaw	100	1,650 000		
" " 1st pref.	100	1,700,000		
" " 2d pref.	100	908,176		
Tol., Wabash and West	50	5,400 000		
" " pref.	50	1,000 000	M. & N.	M. '67 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*	100	800,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)	100	200,000		
Union Pacific	100			
Union Pacific (E. D.)	100			
Union Pacific (Cent. Br.)	100			
Union (Phila.)	50	291,475	J. @ J.	Jan. '67 3
Utica and Black River	100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*	100	2,250 000	J. & D.	Jun. '67 4
Vermont Central	100	8,000,000		
Vermont and Massachu'ts	100	2,500 000	J. & J.	J'n. '67 1½
Vermont Valley	100	510,104		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,45 ,815		
Wes ern (Mass.)	100	6,710,800	J. & J.	Jul. '67 5
Western Union	100	2,687,257		
West Jersey	100	731,050	M. & N.	M'y '67 4
West Philadelphia	50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	100	1,130,470		
Wilm. and Weldon	100	1,340,233		
Winona and St. Peter	100			
Worcester and Nashua	75	1,141,000	J. & J.	Jan. '67 5
CANALS.				
Chesapeake and Delaware	25	1,575,963	J. & D.	Jun. '67 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1.833,350	F. & A.	Feb. '67 3
Delaware and Hudson	100	10 000,000	F. & A.	Feb '67 6
Delaware and Raritan	100	2,298,400	F. & A.	Feb. '67 5
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	100			
Lehigh Coal and Navigat.	50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '67 5
Morris (consolidated	10	1,026,000	F. & A.	Feb. '67 3
" (preferred)	100	1 175,000	F. & A.	Feb. '67 5
Sault Ste Marie	100			
Schuyl. Navigation (cons.)	50	1,108,207	F. & A.	Feb. '67 6
" " (pref.)	50	2 8 8,805	F. & A.	Feb. '67 6
Susq. and Tide Water	50	2,052,083		
Union	50	2,907,860		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	M. J. S. & D.	Sep. '66 4
MISCELLANEOUS.				
Atlantic Mail Steamship	100	4 000,000		Jn. '67 2½
Pacific Mail Steamsh p	100	20,000,000	M. J. S. & D.	Jun. '67 3
Union Navigation	100	4,000,000	M. J. S. & D.	Dec. '66 5
West'n Union Telegraph	100	28,450,000	J. & J.	Jan. '67 2
American Coal	25	1,500,000	M. & S.	M. '67 3½
Ashburton	50	2,000,000	J. & D.	Dec. '66 4
Butler Coal	25	500 000		
Central Coal	100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50	3,200,000	F. M. A. & N.	Feb. '67 6
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400 000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000 000	M. & N.	Nov. '66
Adams Express	100	10,000,000	F. M. A. & N.	Nov. '66
American Express	500	9,000,000	F. M. A. & N.	Nov. '66 3
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	M. J. S. & D.	Dec. '66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	N		$	$	$	$	$	$	p. c.		
						MASSACHUETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6⅔	—	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,219	325 000	—	20,451	168,846	44,203	7	—	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46 000	—	—	20,399	5,261	—	—	—
30 Nov.'66	11.35	—	211	31	—	Lynn and Boston	271,500	200,000	50,000	56,032	164,742	5,256	—	15	—
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	25½	—
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	19,627	2,240	50	25	—
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	129,096	752,414	113,472	—	57	—
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494 702	400,000	38,000	76,444	157,176	11,437	—	38	—
30 Nov.'66	3.22	—	—	—	—	Northampton & Will.amsb.	300,000	300,000	—	4 627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,835	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4.379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37.300	33.000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95.000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	28:,789	200,000	24,000	113,007	341,247	10,110	5	—	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100 000	100.000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65.155	501	—	—	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,466	900,000	670,000	46 00	103:15	37,588	—	100	—
30 Sep. '65	19.76	—	—	32	28	Broadway (Brooklyn)	22-,-86	200,000	27.5 0	5802	81,027	12,500	—	100	—
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,65	2,100,000	1200000	100000	612,779	198,082	—	100	—
30 Sep. '65	7.76	—	—	10	2	Brooklyn, Bath & Coney Isl'd	185,178	100,000	85,000	71.180	28 068	8,282	—	100	—
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400.0 00	55,291	173,827	5,666	9	100	—
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539.162	366,000	200 000	37,602	104 691	5,651	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '65	—	3.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep. '65	24.00	—	—	116	—	Centr'l Pk, N & E. Riv. (N.Y.)	1,517,906	955,900	550,000	—	528,090	74.053	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,'65	500 000	138,000	4.192	150,634	34.102	—	100	—
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,585,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1.260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227 662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morisa & Ford'm	183,738	72,000	118,500	3,000	52,720	2,600	—	100	—
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep. '65	19.10	—	—	50	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep '65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	—	—	—	—	—	—	—
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100 000	—	80,028	29,616	—	100	55
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	116
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	409 516	750.00	—	139 604	482,224	loss.	—	100	—
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,300000	115 000	1,02472	211,213	9	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope: by	T. & L.	R. R.	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	160,000	—	30,752	loss.	—	—	—
30 Sep. '65	1 60	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50.000	12,000	—	12,839	808	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2.000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17 228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	3 Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143 111	61,093	20	50	—
31 Oct. '66	6 74	—	—	—	—	Frankfort and Philadelphia	184,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	—	271	49	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261.223	65,440	8	50	75½
31 Oct '66	34.41	—	—	367	59	Germantown	481,335	112,245	350,000	26,294	294,683	121 721	20	—	28½
31 Oct. '66	5.47	—	—	120	25	Girard College (Phila.)	81,642	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	—	191	33	8 Green & Coates st. Phila.)	232,953	150,400	100,000	—	166,792	51,934	18½	50	30½
31 Oct. '66	2 12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	—	390	66	1 Hestonv., Mantua & Fairm't	—	—	183,6 0	8,250	242.181	30,388	—	50	12½
31 Oct. '66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90 000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	lo s.	—	—	—
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100.00	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	386,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,50	116,38	23,058	16	50	—
31 Oct. '66	2.90	—	—	75	12	— Pittsburg and Birmingham	72,-09	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	178,635	120,000	63,300	2,108	42,025	7,879	4	50	9
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)	—	—	—	—
31 Oct. '66	19.35	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,097	114,200	41,229	407 923	131,588	50	50	78½
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	17
31 Oct. '66	8 50	—	—	154	19	4 Spruce & Pine (Phil. & Gir'd F.)	250.253	250,157	—	—	101,996	38.491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,045	192,750	—	—	206,845	99,614	31½	50	65
31 Oct. '66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400.000	300.000	—	344,895	67 574	7½	50	36
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	—	292,461	86,847	10	50	65
31 Oct. '66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	15,000	—	6 260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50.000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	— Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1, 200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd: 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty second street: 1st Mortgage	127,150	7	J. & J	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm: 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,800	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71–72	91½
Malden and Melrose: 1st Mortgage sua antied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	56,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue: 1st Mortgage 1,	000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Eric Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	200,000	7	J & J	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, May 1.					
Loan of Jan. 28, 1847 registered	$8,770,100	6	Jan. & July.	1867	101½
Loan of March 31, 1848 registered	8,715,542	6	" "	1868	107½
" " " coupon		6	" "	1868	105½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	103½
" " " coupon		5	" "	1874	107
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	111
" " " coupon		5	" "	1871	115
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " " coupon		6	July.	1881	108½
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108½
" " " coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 registered	264,315,200	6	" "	1881	108½
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	511,780,500	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	110
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered	416,265,650	6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	107
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99½
" " " coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) registered	12,922,000	6	Jan & July.	'95-'98	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	106
" March 3, 1865 2d series		7.3	June & Dec.	1868	105½
" " 1865 3d series		7.3	Jan. & July.		105½
Matured Debt not presented	11,381,190	6	At maturity.		----
Gold Certificates of Deposit	15,490,440	---		3 y'rs	----
Compound Interest Notes of 1864	134,774,610	6	At maturity.		----
United States Notes (greenbacks)	374,247,687	---			----
Fractional currency	28,975,379	---			----
Navy Pension Fund	12,500,000	---			----
STATE SECURITIES.					
Alabama—Dollar Bonds coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling "	648,000	5	Jan. & July.	1876	----
" — " " "	688,980	6	" "		----
" —Funded Interest Bonds "		---		1868	----
Arkansas—State Bonds (issued to banks)	1,500,000	6	(In default.)	'77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	121
" —War bonds	1 548,000	7	" "	'72-'90	100
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July	1892	100½
" " " (free.) "		6	" "	1869	----
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'88-'86	----
" — " " "	2,271,750	6	" "	'72-'86	73½
" — " " "	434,000	7	" "	1870	90½
Illinois—Canal Bonds	1,288,887	6	Jan. & July.	1870	95
" — " registered	1,758,402	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,196	6	" "	'60-'79	99
" — " 1862-'79 "	436,000	6	" "	'62-'79	----
" — " 1865-'79 "	229 372	6	" "	'65-'79	----
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" — "	1,778,677	6	" "	1877	100
" — " "	241,000	6	" "	1879	----
" — " War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	235,000	5	Jan. & July.	1866	95
" — " "	2,058,173	2½	" "	1866	----
" — " War Loan coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates registered	200 000	7	Jan. & July.	1886	----
—War Loan Bonds coupon	200,000	7	" "	1877	----
Kansas—State Bonds coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds coupon	417,000	5	" "	'66-'73	----
" — " "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds coupon	9,856,000	6	various.	'87-'90	82
" —Funded Coupons "		6			----
Maine—State Certificates	532,000	6	Mar. & Sept.	1893	99½
" —War Loan Bonds coupon	4,500,000	6	Jan. & July	1883	99½
Maryland—State Bonds coupon	2,171,902	5	quarterly.	var.	82
" — " "	1 727,000	6	"	1870	102
" — " coupon	3,192,763	6	"	1890	102
" — " inscribed		6	"	1890	----
" — " (sterling) coupon	6,401,000	6	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	103½
" — "	244,000	5	Jan. & July.	'70-'74	105½
" — "	375,000	5	April & Oct.	'72-'74	105½
" — "	220,000	5	May & Nov.	1880	99½
" — " War Loan	6,429,000	5	" "	1894	99½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1868	131½
" — "	1,024,000	6	Jan. & July.	'71-'75	109½
" — "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	----
" — " " "	1,750,000	6	" "	'73-'83	92
" —Canal Loan "	100,000	6	" "	1873	----
" —Renewal Loan "	216,000	6	" "	1878	92
" —War Loan Bonds "	1,122 000	7	" "	1886	102
" —Bounty Bonds "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275.000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	98½
" — " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	82½
" — " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	93
" —New Sinking Fund Bonds		7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	99
" —War Fund Bonds coupon	1,050 000	6	" "	'83-'85	99
" — " Notes	2,300,000	8	var.	var.	----
New Jersey—State Stock inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds general fund	703,000	7	quarterly.	1870	103½
" " " bounty fund	25,566,000	7	Jan. & July.	1877	108½
" " " general fund	1,189,780	6	quarterly.	pleas.	----
" " " canal fund	702,000	6	"	1866	----
" " " general fund	500,000	6	"	1868	100
" " " canal fund	3,050,000	6	"	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1873	101
" " " " "	2,250,000	6	"	1874	99½
" " " " "	500,000	6	"	1875	100½
" " " " "	900,000	6	"	1877	100
" " " " general fund	800,000	6	"	1878	92½
" " " " "	909,507	5	"	pleas.	----
" " " " canal fund	192,585	5	"	1866	----
" " " " "	1,163,000	5	"	1868	----
" " " " general fund	442,960	5	"	1868	----
" " " " canal fund	167,000	5	"	1871	----
" " " " "	4,500,000	5	"	1874	93½
" " " " general fund	900,000	5	"	1875	93
" " " " "	800,000	5	"	1878	----
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	62
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	----
" " " "	536,798	6	" "	1860	98
" " " "	379,866	6	" "	1868	----
" " " "	2,185,532	6	" "	1870	100
" " " "	1,600,000	6	" "	1875	102
" " " "	4,095,309	6	" "	1881	103
" " " "	2,400,000	6	" "	1886	102½
—Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" " " inscribed	1,708,000	6	" "	'68-'90	----
" " " coupon	1,499,000	6	" "	'77-'90	----
" " " (new) "		6	" "		----
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	68½
" " " "	239,167	6	" "	'72-'79	----
" " " "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	873,813	6	" "	1892	67½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	70
" " " coupon	11,108,000	6	" "	'86-'95	----
" " (sterling) "	1,865,000	5	" "	1872	----
" —Funded Interest registered		6	" "	'76-'96	----
" " " coupon		6	" "	'76-'96	----
West Virginia—State Bond coupon		6			----
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates "	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	99½
" — " "		6	Jan. & July.	1873	97
" — " "	19,024,523	6	May & Nov.	1875	96½
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	97½
" — " " coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	1:5
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5		'81-'86	102½
" — " "		6		'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds coupon		6	Jan. & July.	'66-'71	89
" —Public Park Loan "	3,036,200	6	" "	'81-'97	93
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" "	'76-'78	----
" " " "	1,800,000	6	" "	1888	100
" " " "	5,149,271	6	" "	1887	101
" " " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " " "	3,125,200	5	" "	1870	94½
" " " "	319,000	5	" "	1873	----
" " " "	1,000,000	5	" "	1874	----
" " " "	334,700	5	" "	1875	----
" " " "	2,016,000	5	" "	1876	----
" " " "	2,376,000	5	" "	79-'80	88
" " " "	900,000	5	" "	1890	----
" " " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " " (new)	739,222	5	" "	'67-'82	93
" — " " (old)	2,232,800	6	" "	'66-'93	93
" — " " (new)	7,898,717	6	" "	'66-'99	99
Pittsburg—Municipal Bonds coupon	1,009.700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	80
" —Water Loan "	484,000	6	" "	'71-'85	77
" —Sewerage Loan "	425,000	6	" "	'79-'88	80
" —Railroad Loans "	1,161,000	6	" "	'71-'77	83
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	103
" — " "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds "	1,133,500	6	" "	1893	----
" — "	2,200.000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166,493	194,992	200,807	265,626	295.512	356,408	401,103	357,228	353,344	328,828	3,285,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	624,243	576,365	5,825,385
1866	475,641	433 279	385,991	412.521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	383,274	431,046	443,029	459,370	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,416	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299.063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,362	283,921	338,691	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,078	201,779	3,318,514
1866	241,395	183,385	257,230	197.886	264,305	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331
1867	267,626	184,497	253,507	280,283	251,916	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,339	390,355	421 363	466,830	565,145	480,710	619,306	669,805	729.759	716.378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946.707	921,886	749,191	546,609	7,968,980
1866	528,566	406,634	523,744	518,736	735,082	922,892	776,990	778,254	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	757,736	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1863	33,829	33.804	38,485	40,641	37,588	33,058	30,208	50,198	51,486	61,787	51,386	60,895	528,364
1864	47,393	66.665	67,822	61,812	59,182	58,178	53.518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110.079	107.072	120,460	118,603	86,037	107,052	104,547	132,726	136,897	123,785	1,317.102
1867	96,223	80,928	93,872	103,164	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956.445	948,059	848,783	770,148	731,243	687,092	816.801	965,294	1.024,649	1,036,321	10,469,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,361,005	1,222,668	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,622,472	1,429,765	16,434,775
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206.246	269,282	261,079	352 786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,648	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,578	617,682	676,403	747,469	739,736	641,589	643,887	518,088	7,181,205
1866	603,053	505,286	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,365	477,607	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	63.059	76,764	68,863	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.509	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,053
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,269	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	210,595	226,540	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,488	262,172	170,795	116,424	160,989	245,701	244,854	98,787	1,953,900
1867	143,000	85,000	72,000	87,510	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	287,126	315 258	276.891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413 974	365,190	351,489	387,095	301,613	418,575	456,808	524,760	495.072	351,799	4,826 727
1866	312,846	277,234	412,715	418,970	418 024	384,684	338,358	384,401	429,177	496,565	429,546	352,218	4,650,338
1867	305,857	311,098	379,781	391,168	358,601	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174.002	172.189	216,624	295,958	322.369	307,474	258,634	2.650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,433	339,794	306,186	3,168,065
1864	252,435	278,848	348,302	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,681	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,787	365,196	335,083	324,986	359,645	429,160	493,640	414,804	308,869	4,260,112
1867	304,095	253,661	376,210	362.783	333,962	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,688	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2.586,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	203,785	183,815	276,436	466,359	328,589	129,287	2,638,800
1867	146,800	130,000	134,900	192,548	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,367,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,863	14,575,128
1866	1,088,360	896,887	1,136,745	1 190,491	1,170,416	1,084,533	1,135,461	1,266,911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,768,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,252	305,464	278,760	310,762	302,428	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	609,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,083,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,501	996,841	1,252,856	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,746,310
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,182,984
1864	290.676	457,227	611,297	588.066	525,751	532,911	506,641	626,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,886	637,186	646 995	584,523	712 495	795,938	858,501	712,363	580,964	8,489 082
1866	559,982	480,986	662.163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,936	655,222	7,467,217
1867	560,115	522,823	678,349	575,267	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144.736	143,748	162,921	1,554,913
1864	100,872	147,495	160,497	157,786	149,856	155,730	144,942	218,286	234.194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,518	218,546	216,783	222,736	207.301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,260,142
1867	149,858	149,342	174,152	188,162	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	150,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,822
1865	144,084	139,171	155.763	144,001	188 738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,843
1866	226,059	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	254,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43.716	37 255	32,378	33,972	63,862	82,147	68,189	59,862	75,877	92,715	61,770	79,530	690,824
1866	45.102	36.005	39.301	43,382	86,918	102,918	85,276	60,696	84,462	100,313	75,348	64,468	814,03
1867	39,078	27,667	36,892	40,710	357,852	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	628,500	6	Jan. & July.	"	1880	99
" " " 1855.	1,021,750	6	Jan. & July.	"	1875	99
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	800,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6			1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ¼ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	86
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90
2d Mortgage	493,000	7	April & Oct.	"	1870	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	909,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,305,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	2,169,000	8	" "	" "	1853	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	467,406	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	42½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	51,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,000,000	7	Jan. & July.	" "	1896	88½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	79
Equipment Bonds	270,483	7	May & Nov.	" "	1874	93
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	92
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,230	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	93
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1861	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	70
1st Div'n						
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1891	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,600,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov	" "	1893	70
Hannibal and St. Joseph :						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'78	81
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1863	99
Housatonic :						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1886	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central :						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa :						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville :						
1st Mortgage	187,000	7	March & Sept.	New York.	1961	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago :						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104½
Joliet and N. Indiana :						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland :						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley :						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort :						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami :						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'85-'87	
Maine Central :						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati :						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	77½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1880	
1st Mortgage	1,204,000	7	May & Nov.	"		
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	105
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	105
Mich. Southern and N'n Indiana :						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	85
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul :						
1st Mortgage	4,593,000	7	Feb. & Aug	New York.	1893	80
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific .						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central :						
1st Mortgage	1,007,363	7	May & Nov	New York		
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee :						
Tennessee State Loan	167,800	6	Jan. & July	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio :						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	148,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'67	
" ten years	75,342	8	" "	"		
Mongomery and West Point :						
Mortgage (due 1868 and '65	30,500	8			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1861	
Morris and Essex :						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		84
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck :						
1st Mortgage conv	224,000	7	Jan. & July	Bridgeport.	1876	
*New Albany and Salem :						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey :						
Company's (various)	855,000	6	Semi ann'ally	New York.	var.	
New London Northern :						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	6			1889	
New York Central :						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	115
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	98½
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct	" "	1880	85½
5th Mortgage	926,500	7	June & Dec	" "	1888	89
Buffalo Branch	188,400	7	Jan. & July	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July	" "	1867	97½
New York and New Haven :						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	94½
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	78-'78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	380,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	92,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	91
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	415,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	300,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1868 to 1869)	42,000	8	" "	"	'69-'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	99½
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	115
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1 90	
Racine and Mississippi						
1st Mortgage (Eastern Division)	690,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	142
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Mortgage	2,000,000					49½
Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	60
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo. Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	76½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	67
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	29½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Vermont Valley:†						
1st Mortgage	886,000	7	April & Oct.		1860	
1st Mortgage	114,000	6	" "		1860	
2d Mortgage	293,200	7	" "		1859	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	494,000	6	" "	New York.	1873	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	90
2d Mortgage	772,000	7		"	1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868	144,500	6			1868	
Company's endorsed by State	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Year's ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,966	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261.927	184,906	—	1,067,006	777,777	240,486	2,476,028	109.6	------	207.626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,268,002	2,189,562	—	3,615,400	7,561,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	238,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	----	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	------	23.8	53,885	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	------	122.4	319,433	644,795	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	------	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	------	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	------	62.0	------	67,143	loss.	—	—
30 Nov. '66	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,866	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	58	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	120½
30 Nov. '66	69.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,524	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,976	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18 536	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	------	------	------	------	------	------	------	------	------	----	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,532	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	------	------	------	------	------	------	------	------	------	------	------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	------	------	------	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 .00	36,500	22,721	1,296,541	86.7	------	415,411	54,648	4	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	------	------	------	------	------	30.0	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	------	53.0	------	168,986	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755.000	*	—	151,887	------	------	------	21.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6.690,173	229.0	879,468	1,715,025	764,579	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,126,340	232.0	------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	10	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,568	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264,524	856,546	343,802	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	------	138.0	------	832,343	464,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,299,904	280 0	1,934,118	3,696,153	1,484,616	5½	110
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,496	204,207	17,618,440	400 0	2,083,580	5,175,553	2,799,435	31	175
31 May, '65	242.0	688 0	----	—	154	94	3,145	Chicago and Northwestern	37,328,791	*	2,366,660	28,155,641	12,020,483	825,396	39,680,452	930.0	------	5,820,750	1,802,272	—	85½
31 Mar. '66	181.8	—	----	—	65	71	1,305	Chicago and Rock Island	8,050.132	*	2,265,632	6,500,000	1,448,000	—	10,315,764	228.4	1,234,851	3,154,236	1,442,781	10	91½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,848,561	2,350,000	------	4,214,542	190.0	------	742,097	377,476	—	----
31 Dec '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.383,828	23,415,780	12.144.000	—	41,478,280	708.3	5,603,862	6,546,741	2,175,447	10	119
31 Dec. 66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121.658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,240,743	488 558	—	50½
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	------	------	------	4,390,000	5,600,000	------	------	224.0	------	------	------	—	15
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,726	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,607,039	274,081	26,041	811,050	1,254,500	15,900	2,102,761	109.0	------	442,995	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140.689	3,458,108	110.0	------	448,858	230,834	9	80
31 Dec. '64	84.0	—	----	—	15	---	---	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,762	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,40	—	96½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1-0	3,862,123	960,000	663,935	5,429,208	156 5	819,880	805,271	287,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	------	------	38.5	11 mo's	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,532	4,875,998	111.8	------	426,408	227,584	—	----
30 Jun. '66	29.0	—	3.1	—	}	}	}	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	6,644	729,357	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	—	14	13	226	} Louisville and Frankfort	1,405,910	126,735	142,618	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	65
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,891,682	5,490,100	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,058	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4.254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,187	12,089,633	206.0	------	1,533,042	386,268	—	—
31 Aug '60	53.7	—	----	135.8	--	---	---	*Vicksburgh, Shreveport & Texas*	1,662,891	*	—	1,253,016	248,969	108.434	1,710,819	53.7	------	------	------	--	--
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	------	------	------	------	------	—	----
30 Jun. '62	188.0	—	----	—	---	---	—	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	------	9,008,369	188.0	------	340,896	------	—	----
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,439	281,032	16,188,190	329.3	1.741.670	4,446,490	1,638,114	15	113
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,185,940	736,951	20,473,991	523.8	2,386,195	4,673,193	1,609,387	—	68½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	------	1,550,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	------	------	------	------	675,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	------	------	------	------	600,000	------	------	------	------	------	------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	------	------	------	------	300,000	------	------	------	------	------	------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,896	236.0	------	584,342	328,092	—	----
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	------	------	83.2	------	250,047	121,669	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	------	------	206.8	579,324	1,047,567	420,026	—	----
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,553	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.6	------	1,020,089	287,804	—	45
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	------	------	52.0	------	------	------	—	----
28 Feb. '66	288.0	—	13.4	—	48	31	645	*Pacific*	13,686,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	----
28 Feb '67	90.0	—	5.9	260.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	------	------	------	—	----
0 Sept. '64	86.5	3.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,252	3,501,000	49 658	6,362,109	90.1	284,189	399,291	149	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	113½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	92	54	3,725	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	18½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	448,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	131
30 Nov. '66	47.0	7.0	48.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	137½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	147½
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	159,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	116
30 Nov. '66	44.1	50.4	38.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	91.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	36.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	264,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,995	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,882	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	601	Old Colony and Newport	6 866,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	96½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	106½
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	296,180	701,147	149,399	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B. & L. Co.)	17,500	1	110½	
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,880,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	54
30 Nov. '66	156.1	17.3	144.4	—	89	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	176
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	8.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	57½
30 Nov. '66	53.6	—	3.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	119
31 Mar. '66	20.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	—	52.5	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	392,540	681,301	242,997	8	105
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	586,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,052	1,444,705	15	129
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,981,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	2
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	4,181 111	208,699	3,500,000	5,516,960	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	66
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.2	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	166,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	835,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	W st Jersey	1,219,604	*	454,219	731,050	1,019,500	—	1,741,550	54.0	.....	268,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	158	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	178,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,885	515,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	489,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	6,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,923	5,035,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	61½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,886	150.0	1,602,279	4,462,880	994,668	8	109½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,352,716	932,000	—	2,928,474	107 0	366,319	588,406	363,606	8	61½
30 Sep. '66	297.8	258.1	432.6	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,986,992	26,830,000	12,366,804	815,170	44,119,904	692.2	6,667,261	14,396,786	3 201,112	6	102½
30 Sep '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,967	1,047,106	6,685,050	6,008,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	102½
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61½
30 Sept. '65	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,850	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	38.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303.705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	98	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rense	elae	r and S	aratoga	R. R.	6	.....
30 Sep. '65	40.9	0.7	8.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,369	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	668,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	—	—	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,432	141.0	553,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	464	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,600	5,996,577	202.0	.....	1,361,566	582,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,938 700	521,906	8	99½
31 Oct. '66	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	76½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,564	2,388,868	1,035,717	18	119
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,828	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	494,454	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2.020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,655	3,688,385	815,434	17,429,777	250.8	739,960	1,224,058	446,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	596 400	391,992	3,382,162	1,218,972	109,818	4,972,746	205.9	340,571	694,520	134,081	—	.....
31 Dec. '65	116.0	9.0	.....	—	10	7	238	Sandusky, Mansfield & New'k	2,189,890	*	38,934	898,204	1,291,800	38,820	2,228,824	125.0	241,240	382,801	166,153	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,268,90	6,700,000	14 345,000	795,301	22,113,900	260.6	———	3,717,386	905,200	—	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	386,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,919,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	140,641	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,087	*	—	1,316,900	384,000	—	1,691,087	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,800	3,370,500	717,222	15,376,822	204.5	1,909,755	2,788,496	714,825	20	125
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,678	237,084	—	----
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	80
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	----
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,866	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	----
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,531	22,315	—	1,335,000	2,401,645	68,886	3,812,186	82.0	484,750	818,878	285,010	—	----
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,078,411	3,718,880	2,260,027	20	58½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,265	67.5	345,588	902,213	382,500	—	33½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,058 266	—	44,251,844	565.7	7,080,026	16,583,883	5,967,520	9	51½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139 079	268,499	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,340	247,446	9	63½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,989,738	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	265 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,868	22,742,867	6,719,562	—	32 577,848	474 8	4,361,336	10,9 2,819	6,016 531	10	84
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	129
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,336	2,470,958	1,057,687	10	84
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,058	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	639,109	245,966	—	----
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,002,343	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	96
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,562,450	28.0	149,058	348,138	130,392	44	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	884,036	962,600	113,865	1,760,501	35.4	144,402	267,850	142,650	—	----
31 Oct. '66	36.6	—	4 7	—	8	3	253	Tioga	826,867	247,245	22,901	549,400	316,000	26,292	1,095,913	36.6	120,061	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,381	500,000	—	----------	62.0	340,600	625,641	169,823	12	60
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51 9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	280,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '66	136.0	106.0	----	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,493	9,827,175	242.0	----------	1,312,738	387,332	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	----------	*	—	----------	2,141,970	----------	----------	140.0	10 mos.	441,029	154,081	—	----
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,532	331,871	161,014	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,855 990	1,462,314	11,093 391	291.0	406,061	1,276,307	624,142	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '66	99.2	—	----	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	525,399	1,069,600	962,059	3,016,107	99.2	----------	387,252	173,729	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	169.0	----------	734.118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	----------	45.8	57,960	127,963	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275.000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	—	—	—	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	430,577	175,993	—	----
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	----
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	----
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----------	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	----------	—	2,140,000	----------	----------	2,250,000	ope	r. by Vt.	Central	180,000	8	90
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	----------	----------	23.6	----------	90,278	34,358	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	580,610	155,161	8 months	79.2	47,702	54,121	16,332	—	----
30 Sep '66	103.5	—	----	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	----------	696,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	----------	----------	—	2,063,655	2,923,000	380,780	----------	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	----------	289,581	49,581	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,600	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	----
30 Sep. '59	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,825	----------	78.6	159,981	279,945	145,386	7	----
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032 997	80.0	168,037	391,577	230,526	—	----
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423.128	541,814	240,926	3,354,679	1,799,822	504,785	6,245,868	195.0	----------	487,449	120,13-	—	----
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,199,550	*	171,670	3,497,291	1,837,500	52 , 22	7,362,250	214.9	278,839	656,022	93,832	—	----
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,574	275.0	956,727	2,638,800	934,105	—	95½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	----------	285.0	----------	----------	----------	—	40
---- ----	----	----	----	----	----	----	----	Western Union	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (g. y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236.798	67,652	—	15
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,462 539	*	15,311	1,631,130	911,029	22,984	2,665,376	49.0	----------	242.798	117,842	—	68
30 Jun. '48	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	2,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,85-	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,953,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,866	1,649,610	1½	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456.619	----------	—	----------	4,909,980	768,958	5,678,939	98.1	402,670	467,266	191,13-	—	----
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	----------	108.0	----------	148,339	55,777	—	----
July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	02,-	—	1,380.000	- 13,100	136.000	1,709,28-	60	----------	134 65-	36,07-	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4 273,281	92.0	168,416	139,10-	37,18	—	----
								NEW GRANADA.													
31 Dec 63	6.		---	—	11	22	120	Panama	3,000,00			3,000			10 63,25-	63.	----------	7 737,49-	398 92.		275

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	17½
Catawissa (preferred)	1,160,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	55½
Chicago & Alton (preferred)	2,425,400	7	7	111½
Chicago & Northwestern (pref.)	12,994,720	7	7	60½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,773,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,636,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	56
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	75
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1870	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	841,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & .	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,168	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,361	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	282,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J	1882	76½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68½
Preferred Interest b'ds.	227,560	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	96½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	86½
Delaware and Hudson	100	10,000,000	10	153½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,968,148	10	48
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	60
" (preferred)	100	1,175,000	10	119
North Branch	100	----	——	----
Sault Ste Marie	100	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	21
" " (preferred)	50	2,888,983	——	30
Susquehanna and Tide Water	50	2,043,260	——	16½
Union	----	----	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 40 —	@ 45 —
Pig, American, No. 1		42 —	@ 43 —
Bar, Refined, English		85 —	@ 90 —
Bar, Swedes, assorted sizes	(in gold)	95 —	@100 —
		(Store Prices.)	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		102 50	@107 50
Bar, English & American, common		92 50	@ 97 50
Scroll, English		185 —	@182 50
Ovals and Half round		130 —	@140 —
Band, English		135 —	@ — —
Horse Shoe		130 —	@ — —
Rods, English		107 50	@167 50
Hoop, English		140 —	@195 —
Nail Rod		per lb. —	9 @ — 10½
Sheet, Russia		per lb. —	18½@ — 19
Sheet, English, Single, Double and Treble		—	5½@ — 8
Rails, English	(gold)	per ton 53 —	@ 54 —
Rails, American		82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. —	18 @ — 23
English Spring	(1st & 2d qlty.)	—	10½@ — 12½
English Blister	(1st & 2d qlty.)	—	11½@ — 20
English Machinery		—	13½@ — 16
German		—	14 @ — 16
American, Blister		—	11½@ — 17
American, Cast, Hammered		—	19 @ — —
American, Cast, Rolled		—	@ — —
American Spring		—	12 @ — 15
American Machinery		—	10 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits)	per lb. —	34 @ — 35
Sheathing, Yellow		—	@ — 24
Pig, Chile		—	@ — —
Bolts		—	36 @ — 37
Braziers'		—	@ — 35
American Ingot	(cash)	—	23½@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
English		6 50	@ 6 87½
Bar		per lb. —	@ 10 —
Pipe and Sheet		—	@ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold)	per lb. —	25½@ — —
Straits	(gold)	—	23 @ — 23½
English	(gold)	—	22½@ — 23

	(Gold.)			(Currency.)	
Plates, I.C. Charcoal, p. box	8 75 @	9 25	12 — @	12 —	
Plates, I. C. Coke	7 50 @	8 75	10 50 @	12 25	
Plates, Coke Terne	6 75 @	— —	9 25 @	9 50	
Plates, Charcoal Terne	8 25 @	8 75	11 50 @	12 —	

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d	(cash)	per 100 lb. 5 87½	@ 6 —
Clinch	(cash)	—	@ 7 50
Copper		—	@ — 42
Ausable Horse, Norway Iron, Forged		—	@ — —
Zinc Nails	(6 mos.)	—	13 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		—	15½@ — —
Refined, free L. S. to White		—	41½@ — 42
Ref'd, in bond, prime L. S. to White		—	24 @ — —
Ref'd, in bond, Standard White		—	@ — 25
Naptha, Refined (60@63 gravity)		—	21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th 6	F. 7.	Sat. 8.	M 10	Tu. 11	W. 12
Atlantic M. S. S. Co.	104½	105	106½	106½	107	107½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	43½	----	43½	45	44½	44½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	109	110	----	----	110	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	132	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	34½	34½	34½	35½	35½	36
" " pref.	58½	58½	59½	59½	59½	60½
" " 1st M.	82½	83	83	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	92½	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	88	88½	88½	90	89½	91
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	99½	----
Clev. and Pittsburg	75½	76½	76	76½	76½	76½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	118	116½	119	118	117½	118
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	----	----	80½	81½	30	81
Del. & Hudson Canal	154	153½	----	153	153½	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	59½	60½	60½	60½	60½	60½
" pref.	----	----	----	73	----	73½
" 1 M. 7 p.c. '67	----	----	101½	----	101½	101½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	97	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	105	109	109	110	108½	108½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69. 103	----	----	103	----	----	103
" 2M. S. F.	----	----	----	106	----	----
" 3M. 7p.c. '75 100	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119	119	119½	120	119½	120
" " Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	7½	----	7½	8	8
Michigan Central	111	111	----	112	112½	113
" SF. 8po. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68	68½	68½	68½	98½	69½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	97½	----	----	----	----	97½
" " 2 M.	----	----	----	----	90	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul.	33	----	34	34½	34	----
" " pref.	55	----	55½	56	55½	55½
" " 1st mort.	----	----	89	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98½	98½	98½	98½	98½	98
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	99	98½	99	----	----	98
New York Central	99	100	100½	102	102	102½
Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	104
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	95½
" 6s, S. F. '87	----	----	----	----	----	96½
N. York & Harlem	----	----	----	102½	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '78 100	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	----	50½	----	----	51½	51½
" new	50	51	51	----	51	51½
Ohio & Miss. cer.	25	25	25½	25½	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	134½	140	139	143	142½	143½
Panama	----	----	----	----	----	----
Phila. and Reading	104½	105½	105½	106½	107	107½
Pitts. Ft. W. & Chicago	94	98½	98½	99½	97½	97½
" 1M.	----	----	----	----	102½	----
" 2M.	----	96½	----	----	96	----
" " 3M.	----	----	85	----	----	----
Quicksilver Mining Co.	24½	25	----	25½	26	29
St. L., Alton & T. H.	----	----	----	----	47	47
" " pref.	----	----	----	----	75	----
" " 1M.	90	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	76	----	----	----	----	----
Tennessee 6s. 1890	----	----	90	90	----	----
" ex-coupon.	----	69½	----	70	69½	69½
" new	68	68	68½	68½	68	67½
Tol. Wab. & Western	----	42½	42	42½	42½	43
" Pref.	66	66½	----	----	----	----
" " 1M. ex.	89½	----	----	----	----	89
" " 2M.	----	77½	----	77½	----	77
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	70	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th 6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	115	115	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	106	....	107	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	99½	....	99¼	99⅜	99⅞	100
U. S 5s, 10-40s, reg.	....	....	....	....	99⅛	....
U. S. 6s, 1881, reg.	108	....	108	108¼	....	....
U. S. 6s, 1881, coup.	....	112	112	112¼	....	112½
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	109¾	109⅞	109⅞	109⅞	110	110
U. S. 6s, 5-20s, c. 1864.	....	105⅞	106	106⅛	106⅛	106⅜
U. S. 6s, 5-20s, c. 1865.	106⅛	106⅛	....	106⅜	106⅜	107
U. S. 6s, " reg.	106⅛	106	106⅜	106⅜	....	....
7.30 Notes, 1st series.	....	....	....	106	....	....
" " 2d series.	105⅛	105⅛	105⅛	....	105⅞	105⅛
" " 3d series.	....	....	....	....	....	....
American Gold	....	....	....	137	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 11.

	W 5.	Th 6	F.7.	Sat.8.	M.10	Tu.11
Catawissa	....	....	....	....	....	....
" preferred	27	26⅞	....	....	27	....
Camden & Amboy	....	129	129	....	....	....
" " 6s,'87	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	86	....	86	86
" " 6s,'88	....	....	....	....	....	....
" " 6s,'89	....	....	....	....	86	....
" mort. 6s,'89	....	....	....	....	....	93½
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	56½
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	48½	47½	48	....	48	48
" " 6s, '84..	87½	87½	87½	87½	87½	....
Lehigh Valley R. R.	58½	57½	....	....	58½	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	27½	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	....	58	57½
Morris Canal	....	....	....	....	....	....
" " pref.	119	....	....	....	119	119
" " 6s '76	....	....	....	....	90	....
North Pennsylvania	....	....	....	....	....	....
" " 6s. 89	....	....	88	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	51⅛	51⅛	51⅛	51⅛	51⅛	51⅛
" 1st m..	99½	99½	....	....	....	....
" 2d m..	93⅝	93⅝	....	94	....	....
Penn. State, 5s	....	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	102	....	102½	....	....	....
Philadelphia City, 6s	93½	93½	93½	93½	....	93½
" " new.	99	99	99	99	99	99
" " muno	....	....	....	....	....	....
Philad., Germ. & Nor.	....	63½	....	....	....	....
Phila. & Reading	52⅛	52½	52½	52½	53⅛	53⅛
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	....	....	....	....	....	24½
" " 6s	....	92½	92½	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	30	30	....	....	....	30
" " 6s '82	....	....	....	....	....	76½
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	16⅛	16⅛	16⅛	....	16⅛	16⅛
" " 6s '78	67	67	....	....	67⅛	68½
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	11½	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 11.

	W 5.	Th 6	F.7.	Sat.8.	M 10.	Tu.11
Baltimore City 6s, 1875	97	....	....	....	96½	96⅝
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	99½	99½	....	....	....	97½
Balt. and Ohio	118½	....	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	97½	....
Northern Central	45	....	45	....	....	....
" " b'ds, 1885	84½	84½	....	....	....	....
" " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th. 6.	F.7.	Sat.8.	M.10.	Tu.11.	W12
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	130½	131	....	....	....	....
Boston and Providence	....	....	....	....	....	137½
Boston and Worcest.	148	147½	....	147½	....	....
Cheshire, pref.	....	....	....	....	....	55½
Concord	....	....	....	....	....	....
Connecticut River	....	116	....	....	....	116
Eastern, Mass.	112	112	....	....	....	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	119	....	119½	120	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	106	....	....	....	....
Old Colony & Newport	....	....	....	96½	96½	
Ph., Wil. & Baltimore	56	56	....	55½	54	54
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	91	....	90½	90	90
Vermont & Mass.	....	54	....	....	54	....
Western	....	....	170	....	....	....
Broadway (Horse)	....	....	55	....	....	....
Cambridge "	....	....	88½	....	....	90
Metropolitan "	....	54	....	....	55	57
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	26½	....	24½	....	25	24½
Franklin "	14	11½	11	12	14½	18
Huron "	5	....	4	....	....	4
Isle Royale "	....	....	....	6½	....	6
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	7	6½
Pewabic "	....	11	11	12½	13	12½
Pittsburg "	....	....	....	38	38	....
Quincy "	....	....	20	....	20	....
Rockland	8	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 17th and 24th of May.

	Closing Prices. May 24.	Closing Prices. May 17.
United States, 5-20s, 6 per cent 1882	72 @ 72½	72½ @ 72½
Do. do. 6 do. 1884	68 @ 70	68 @ 70
Do. do. 6 do. 1885	70½ @ 71	71 @ 71½
Do. do. 6 do. 1868	85 @ 90	85 @ 86
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 5 per cent	50 @ 55	53 @ 58
Do. 6 per cent	45 @ 46	45 @ 46
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	21¢ @ 22½	21 @ 22
Erie shares, $100 (all paid) 8 p. c.	39½ @ 40	42 @ 42½
Do., convertible bonds, 6 p. c.	64 @ 67	65 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	75½ @ 76½	75½ @ 76½
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	66 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, June 15, 1867.

Stock Exchange and Money Market.

Money has been much more freely offered, since our last, and rates have worked in favor of borrowers. The governing figures up to Wednesday of the current week were the same as those given in our preceding weekly review. On Wednesday, call loans were quoted down from 6@7, to 5@6 per cent. on Government and other prime stock collaterals, and discount rates on choice to prime short date commercial paper, from 7@8½, to 6½@7½ per cent. per annum. At the reduced figures, the offerings of capital were quite liberal, and the demand for accommodation was less urgent, despite the increased activity at the Stock and Gold Boards, which should naturally call for the employment of increased amounts. The Government has been deriving a larger revenue from excises and customs. It has ceased being a seller of bond, and measurably, of coin; yet the cash balances in its vaults keep up to an unusually high figure. It has been semi officially stated that on Saturday last the United States Treasury held the largest amount of money ever held at any one time since the organization of the Government, to wit: $180,000,000, of which $102,000,000 were gold and $78,000,000 currency. This amount was reduced $10,000,000 on the 10th inst., by the maturing of the June compounds and interest, and on the 15th inst. it will be reduced $9,000,000 more by the payment of interest on the June Seven-thirties. The Treasury is now buying in as freely as they are offering, the maturing compound interest and Seven-thirty notes. Its purchases of these have exceeded a million and a half a day, for several days past. These purchases tend to unlock a large additional amount of currency, thus adding to the available supply of money in the open market. It is not making any further considerable drafts on the public depositories, and the banks thus designated, are not losing in their deposit or legal tender line, to any alarming extent. Confidence seems to have vastly increased in the immediate future of the market, and consequently, business appears to be improving again. Even in the dry good and produce lines, the reports of current operations are more encouraging. The city banks, last week, lost $5,655,808 of their deposits, and $2,536,720 of their legal tender reserve, while reducing their loans, $2,314,216, and their circulation, $27,951. Their specie reserve was increased $1,081,978. While the greenbacks in bank have fallen off $2,536,000, the *pro rata* of greenbacks and gold to deposits and circulation remains about the same as last Monday, to wit, 32½ per cent. The impression is general that the return of Monday is probably the last of the decidedly liquidating returns, and that the succeeding statement will show a gradual improvement in deposits and legal tender. The specie reserve of the banks is now $15,699,038, against $15,821,663 same time last year. The city bank deposits are now $184,730,335, against $202,503,949 week ending June 9, 1866. The legal tender reserve amounts to $55,923,107, against $74,828,674 same time last year. The circulation now stands at $33,719,088, against $25,967,253 same time last year. The loans are now $250,477,298, against $249,538,959 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $76,955,703 a day, against a daily average of $73,779,264 the preceding week, and $71,955,437 the week ending with May 25th. The current week's exchanges average $82,038,316 a day.

National Bank notes to the amount of $35,700 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $302,936,806, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,834,627, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,102,179. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340 596 500; and for the public deposits, $39,102,950—making a total of $379,699,450. The Treasury Department last week re-

deemed and destroyed $378,500 of worn and mutilated fractional currency, and issued $691,822 worth of new.

The U. S. Sub-Treasury receipts, week ending with June 8, were $18,876,740, including $1,789,-141 from customs duties; payments, $8,347,554; balance at the close of the week, $134,112,920, against $123,583,733, at the close of the preceding week, showing an increase of $10,529,187. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,465,816 and payments, $1,563,316; on Tuesday, receipts, $5,004,731; payments, $4,614,-518. The balance at the close of business on Tuesday stood at $134,405,663, against $126,-804,118 a week previous.

Government revenues have been much more liberal, especially in the line of excises, since our last. And the promise is of a steady increase in this particular, now that the annual taxes are payable. The excises, last week, yielded $5,450,-239, against $3,741,682 the preceding week; customs at the port of New York $1,789,141, and at the outports, about $600,000 (in coin) more, making the grand total income for the week equal about $8,736,489 in currency. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $255,000,000.

It is now confidently anticipated that the excises will yield twenty-five millions to the National Treasury, in June. Thus far in the month, they have added nearly ten millions to the public income, or an average of nearly a million for each business day.

Government received $2,775,768 from customs, through the port of San Francisco, from Jan. 1, to May 17, 1867.

From the recent improvement in the revenues, and modification of the estimates of the expenditures of the Government, it is now believed that by the end of the current fiscal year, fully $150,000,-000 will have been available, out of the income of the year, after paying off current claims, for the purpose of reducing the public indebtedness. This revised calculation would place the finances of the whole year as follows:

Revenues from all sources	$500,000,000
Expenses, including interest	350,000,000
To reduction of public debt	$150,000,000

Gold has been unusually steady, during the week, the range having been from 136½@137⅜, and the closing price 137⅛, on a tame but pretty firm market. The speculative demand has been quite moderate. The export inquiry has been less than was anticipated, especially for Wednesday's steamers. On Wednesday, the total shipments to Europe were $1,117,419 from this port. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,314,-626. The customs demand for Gold last week, averaged $298,190 a day; thus far, this week, it has been equal to $279,710 a day, or equal to a weekly aggregate of $1,678,260. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $258,053, and from California, $659,006. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $116,782,903, against $126,-385,900 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $37,300,596, against $28,230,736 same time last year, showing an increase this year, of $9,069,860. The exports of specie from this port, last week, were $2,216,-821. The total outflow of specie from the port, thus far in the current fiscal year has been $36,-859,481, against $49,565,459 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $555,-000, making the total coin interest disbursements through the Government office, since July 1, 1866, $53,570,310, against $45,673,696 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 17, reached $13,680,512, against $13,646,731 same time last year, showing an increase, in 1867, of $33,781.

A limited supply of choice foreign exchange has been available to buyers, this week, and as the demand has been somewhat brisker, rates have stiffened a fraction. Bankers' 60 day bills on London closed on Wednesday at 110@110⅛, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅛@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been moderate, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,829,587, making the total value of exports since July 1, 1866, $168,827,723, against $206,976,013 same time in the preceding fiscal year.

Government securities have been much more freely dealt in, since our last. The demand from investment buyers has been quite brisk, chiefly for the later issues of the Five-Twenty six per cent. coin-bearing bonds, which are improved in in price, closing quite buoyantly. A heavy conversion business has been recently transacted in Seven-Thirties, through the private banking houses, who exchange the new consolidated Five-Twenties of 1865 for the Seven-Thirties, on terms much more favorable to the holders of the notes, than those available at the Sub-Treasury, since the latter ceased to issue the bonds in exchange for the notes, with the July coupon attached to the bonds. The Treasury office, instead of giving the new bonds with the July coupon on, and charging the interest to date of conversion in currency, as heretofore, now announces that conversions at the Treasury Department will only be made by allowing interest on the Seven-Thirties to July 1st, and giving in exchange the new Five-Twenty, *with the July coupon off*. Puchase and sale at the market rates, is nearly 1 per cent. more advantageously to holders of the notes than direct conversions by the new method. The consequence of this is that the private banking houses have almost a monopoly of the business of conversion, through the exchanging process, as already mentioned. At the close the tendency of the market for the public funds is decidedly upward, on a brisk trade. U. S. sixes of 1867 closed buoyantly here on Wednesday at 134; U. S. sixes of 1868, at 136; U. S. sixes of 1881, 112⅛@112¾; U. S. Five-twenties of 1862, 110@110⅛; U. S. Five-twenties of 1865 at 106⅞@107⅛; U. S. Five-twenties of 1865, consolidated, 109¼@109⅜; U. S. Ten-forties at 99⅞@99⅛, and U. S. Seven-thirties at 105¾@106¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864.....	119⅜	May, 1865	116¼
July, 1864.....	118⅞	August, 1865....	115¼
August, 1864....	118½	September, 1865..	114¾
October, 1864....	117½	October, 1865....	114¼
December, 1864..	116¾		

Through the Government Loan Agency nearly fifty-five millions of Seven-Thirties were retired, during the four months, ending with June 1. The total redemption of these notes by the Department, during the same period, amounted to $151,-746,000.

Intimations are given out that the August Seven-Thirty Treasury notes not presented for payment on or before August 15, will be treated as past due demands on the Treasury, and payment made for them in money. Up to the 1st instant the government showed an anxiety to have them funded. Now, the Secretary of the Treasury is so indifferent as to stop buying them and to fall back upon the simple funding operation; and the Assistant Treasurer in this city openly says that the amount is so small as to give no concern.

Railway and miscellaneous stocks have been in much better request, chiefly on speculative account, at firmer and buoyant prices. The renewed animation and buoyancy are due mainly to the growing ease in money, and the consequent increase of confidence is the stability of values, in the immediate future.

In general business, there has been more activity, but prices have been irregular. Breadstuffs and provisions have been generally depressed though there has been a slight rally in flour. Cotton has been in less demand at reduced rates, in consequence of the less favorable foreign advances; middling grades left off here on Wednesday very heavily at 26@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 100,000 bales. The receipts at the port this week, have averaged about 450 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 581,000 bales, against exports of 404,024 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,771,000 bales against 1,906,600 bales same time last year; exports, 1,365,000 bales, against 1,486,300 bales same time last year; estimated stock at latest dates, 270,000 bales, against 323,000 bales same time last year. Foreign merchandise has attracted more attention. Dry goods of desirable styles bave been held with more firmness. The total imports of foreign dry goods, last week, were $1,-010,414, and the total amount marketed $956,268. The value of foreign merchandise imported last week, was $3,215,271—making the grand total specie value of last week's imports of dry goods and merchandise, $4,255,685, and since July 1, 1866, $244,764,619, against $278,722,919 same time in the preceding fiscal year. The ocean freight market has been moderately active and rates have advanced, since our last, with 525 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 2½d.@3½d. per bushel; cotton at $\frac{5}{32}$@$\frac{7}{32}$d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 29.	June 5.	June 12.
Consols	94	94½	95
U. S. 5-20's of 1862	72½	72¾	73
U. S. 5-20's of 1865	71	71	71½
Erie	40	40½	40
Ill. Central	76½	79¼	79

The New York exports, exclusive of specie, for the week ending June 11, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$1,943,494	$3,829,587
Prev. reported	98,154,413	83,391,741
Since January 1	$100,097,907	$87,221,328

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$611,374	$1 010,414
Gen. merchandise	2,119,385	3,215,271
Total for the week	$2,730,759	$4,225,685
Previously reported	133,907,962	109,605,902
Since January 1	$136,638,721	$113,831,587

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$278,722,919	$244,764,619
Exports produce	206,976,043	168,827,728
Exports specie	49,565,459	36,859,481

The balance in the Sub-Treasury on Wednesday was $134,518,375 46.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—U. S. 5-20s, new issue, 109½; Morris and Essex, 65; do., 1st mort., 94¾; Toledo, Wabash and Western Equipment bonds, 67; N. J. Central, 118; do., 1st mort., 103; N. Y. and N. Haven, 122; Indianapolis and Cincinnati, 80; Troy, Salem and Rutland 1st mort., 97; South West Pacific R. R. 1st mort., 48½@49¼; Hannibal and St. Joseph 1st mort., 81; Virginia 6s, ex-coupon, 48; do., new, 42¼; Indiana 5s, 95; Ohio 6s, 1875, 102; Connecticut 6s, War Loan, 100¼; Brooklyn 6s, Water Loan, 95¾; do., Park Loan, 93; Boston Water Power Co., 24¾; Mariposa pref., 20½; Western Union Telegraph, 45; American Coal, 46; Central Coal, 41; Wilkesbarre Coal, 38; Merchants' Union Express, 14; Adams' Exp., 63¼; Wells-Fargo, Exp., 64½; Am. Exp., 64¾; U. S. Express, 68¼; Bank of Commerce, 119; Am. Ex. Bank, 115; Park Bank, 145; Bank State of New York, 110; Fourth National Bank, 109; Central National Bank, 112; Bank of Commonwealth, 112; Ninth National Bank, 110; Ocean Bank, 102; Bank of Republic, 115; Merchants Exchange Bank, 115; Importers' and Traders' Bank, 111; Shoe and Leather Bank, 111; Seventh Ward Bank, 110; Gallatin National Bank, 110; Columbian G. & S., 0.55; Consol. Gregory 5.55; Corydon, 1.05; Davidson Copper, 1.00; Gunnell, Gold, 2.50; La Crosse Gold, 0.94; Montana Gold, 0.15; Nye Gold, 0.05; Ohio and Colorado G. & S., 1.15; People's G. & S., 0.40; Quartz Hill, Gold, 1.49; Rocky Mt., 0.60; Rockland Copper, 8.50; Rutland Marble, 6.00; Seaver Gold, 7.55; Smith and Parmalee, 4.20; Texas, 0.12; Walkill Lead, 0.45; Buchanan Farm Oil, 0.15; United States, 3.00; Rathbone Oil Tract, 0.25.

Philadelphia.—Warren and Franklin 7s, 82½; Belvidere Delaware 2d mort., 84½; Phila. and Trenton R. R., 129; Camden and Atlantic pref., 17½; do., 2d mort., 72; Allegheny County coupon 5s, 75½; Pittsburg 5s, 73; State 6s, 1 series, 102⅜; do., 2d series, 101¾; do., 3d series, 102¼; do., 5s, 101½; Morris Canal Boat Loan, 90; West Philadelphia R. R., 65; Union Pass. R. R., 36; 13th and 15th streets R. R., 19¼; 10th and 11th streets, 65; Hazleton Coal, 53¾; Big Mt., 3¾; Lehigh Zinc, 36; Ocean Oil, 2.56; Dalzell, 0.44; St. Nicholas, 0.94; Egbert, ¼; Maple Shade, ⅝; Seventh National Bank, 106; Consolidation Bank, 45; Farmers and Mechanics' Bank, 138; Commercial Bank, 56. The latest quotations are: City 6s, 93¾@94; do., free of tax, 99@99; State 5s, 94@96½; do., coupon, 93½@94½; do., 6s, W. L., 102½@102¾; Reading, 53⅞@54; do., 6s, 1870, 95@97; do., bonds, 92@93; do., conv., 103@105; Camden and Amboy, 129½@130; do., 6s, 1889, 93@94; do., 1883, 89@89½; Penn. R. R., 52@52½; do., 1st mort., 99⅜@99⅝; do., 2d mort., 93½@94; Little Schuylkill R. R., 27@28; Morris Canal, 58@60; do., pref., 118¾@119¼; do., bonds, 90½@92; Wyoming Valley Canal, 54@56; do., 6s, 84@85; Susquehanna Canal, 17½@18; do., 6s, 68¼@68½; Sch. Nav., 19¾@20; do., pref., 29½@30½; do., 6s, 1882, 76½@77; Union Canal bonds, 21@28; Delaware Div. Canal, 56½@56¾; do., bonds, 85@90; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 90@96½; do., 5s, 62@72; Lehigh Coal and Navigation, 47¼@48½; do., bonds, 1884, 87¾@88; North Pennsylvania, 33@34; do., 6s, 88@88½; Philadelphia and Erie, 28¾@29; do., 6s, 92@92½; Minehill, 57@58; Catawissa, 13@14; do., pref., 26⅞@27¼; Lehigh Valley, 58¾@59; do., bonds, 91½@92; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 75@80; West Philadelphia, 65@67; Spruce and Pine, 26@27; Green and Coates, 30@31; Chestnut and Walnut, 42@45; Thirteenth and Fifteenth, 19¼@19½; Girard College, 27@30; Tenth and Eleventh, 64@67; Union, 35@37; Hestonville, 12⅜@13.

Boston.—Vermont Central 1st mort. 7s, consolidated, 54; Boston, Hartford and Erie, 13¾; do., 7s, 55¾; Indianapolis and Cincinnati, R.R., 40½; Ogdensburg and Lake Champlain pref., 98⅜; Summit Branch R. R., 11; Old Colony and Newport 6s, 1876, 97; Nashua and Lowell R.R., 141½; Eastern R. R. 6s, 1874, 94¾; Rutland and Burlington 1st mort., 142; do., 2d mort., 51½; N. Y. and Boston Air Line 6s, 49; South Shore R. R., 16; Vermont Central and Vermont and Canada 8s, 1876, 97; Boston and Lowell R. R. 6s, 1879, 94; Boston Water Power Co., 24¼; Cary Imp. Co., 8; Boston, Newport and New York Steamboat Co., 635; Adams Express Co., 62¾; Ophir (N. S.) Gold, 1.95; Massachusetts 5s, 1880, gold, 99½; do., 1883@1893, gold, 100½; Rhode Island 6s, 1882, 98½; New Hampshire 6s, 97; Chicago 7s, W. L., 99¼; do., sewerage, 99¼; do., River Imp., 99; Boston 6s, 1876, currency, 101; St. Louis 6s, 1890, Harbor Imp., 80; do., 1887, Municipal, 78; do., Renewal 7s, 95½; Portand 6s, 1868, 95½; Bangor 6s, 1874, 91¾; Cambridge 6s, 1875, 98¼; Bath 6s, 1891, 92¾; Salem 6s, 1877, 92; Boston Gas Light Co., 757½; Cambridge Gas Light, 99½; National Bank of North America, 104¼; State National Bank, 89½; National Bank of Redemption, 109¾; National Bank of Commerce, 115¾; National Bank of Republic, 128½; Tremont National Bank, 118; Second National Bank, Granite, 140; Columbian National Bank, 116¾; Third National Bank, 108¾; Freeman's National Bank, 125; Market National Bank, 107¾; Merchants' National Bank, 109; Allouez Mining Co., 8¼; Bay State, 4½; Eagle River, 1¾; Hancock, 7½; Native, 15⅝; Phœnix, 6; Petherick, 1⅜; South Side, 50c.; St. Clair, 3⅞; Tremont, 62½c.

Baltimore.—Virginia 6s reg., old, 44¾; do., 1866, reg., 37¼; do., 1867, 34; Maryland 6s, 1870, 101⅛; Western Maryland bonds, 75; do., guaranteed, 96; Marietta and Cincinnati bonds, 77½; Orange and Alexandria R. R., 15¼; Balt. and Cuba S. & M. Co., 40; National Exchange Bank, 99; Farmers' and Merchants' Bank, 46; Merchants' Bank, 106⅜; Third National Bank, 99½; Com. and Farmers' Bank, 39; Farmers' and Planters' Bank, 29¾; Mechanics' Bank, 93¼; Union Bank, 60⅝. The latest quotations are: Balt. and Ohio, 113⅝@113¾; do., 6s, 1875, 98@99; do., 1880, 98@99; do., 1885, 97½@98; Northern Central, 42¼@43; do., bonds, 1885, 84@85; N. W. Va., 15@18; do., 1st mort., 1873, 94@97; do., 2d mort., 92@92; do., 8d mort., 91½@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 79¾@80⅜; Central Ohio, 25½@26; do., 1st mort., 89@90; Western Md. 6s, 75@75; do., 6s, guar., 96@96; Maryland 6s, coupon, 1870, 100½@101⅛; do., Ins., 101@102; do., 1890, 101@102¼; Baltimore 6s, 1870, 95@—; do., 1873, 95@98; do., 1875, 96½@96¾; do., 1886, 98@98; do., 1890, 97½@97⅝; do., coupon, 100@100; do., Park, 96@97¼; do., 1892, 94@94; do., 5s, 1838,–'70, 81@82; City Passenger R.R., 19¼@20; Canton Co., 42@45; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 50@75; Santa Clara, 3⅞@4¼; Balt. Chrome, 0.20@0.40; Bare Hill, 0.27@0.30; Atlantic Coal, 0.10@0.25; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Western Union Telegraph.

The following is an official statement of the business of the Western Union Telegraph Company from Jan 1, to April 30, 1867:

	Receipts.	Current Expenses.	Net Profit.
January	$580,560 53	$341,104 71	$239,455 82
February	483,441 77	314,617 26	168,824 51
March	530,642 66	297,076 59	233,566 07
April	545,586 30	320,869 41	224,716 89
Total	$2,140,231 26	$1,273,667 97	$866,563 20

Western (Mass.) Railroad.

At a meeting of the directors of this corporation, held at Boston on the 4th inst., it was decided to issue 20,000 new shares of the capital stock, to be distributed on and after the 10th of July to stockholders of record on the 8th inst., in the proportion of three new to ten old shares. No fractional shares will be issued, but rights to factions of a share may be assigned, convertible into stock on or before August 1st, after which time $30 will be paid for each right on the original shares not converted.

☞ The route for the projected railroad between Decatur, Ills., and East St. Louis is now being surveyed. At last accounts the engineers had reached Edwardsville, en route for Litchfield. Edwardsville is distant 16 miles from East St. Louis. The whole road will be about 100 miles in length. The President of the road, Hon. W. C. Shirley, says that it will be built immediately.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending May 18th, 1867, were $109,009 00
Corresponding week of previous year. 116,189 00

Decrease $7,180 00

The earnings of the Detroit and Milwaukee Railroad for the week ending June 6th, 1867, were $34,832 00
Corresponding week of 1866 ..... 30,277 00

Increase $4,555 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in June, 1867, were $70,270 00
Corresponding week of previous year .. 96,019 00

Decrease $25,749 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in June, 1867, were $71,065 38
Corresponding week of 1866 ..... 81,518 32

Decrease $10,452 94

The earnings of the Western Union Railroad for the week ending June 7, 1867. ... $15,577 99
Corresponding week previous year 23,637 55

Decrease $8,059 56

The earnings of the Cleveland and Toledo Railroad for 1st week in June, 1867, were. $39,189 00
Corresponding week previous year 45,825 00

Decrease $6,636 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of May, were $15,244, an increase of $2,317 on the same week last year. Total for the fiscal year commencing 1st of July, $665 763, an increase of $136,319 on same time of 1866.

Richmond and Petersburg Railroad.

The receipts of this road for the year ending September 30, 1866 were as follows:

From passengers	$79,293 60
" freight	55,186 36
" extra baggage and express.....	7,043 44
" mails	2,137 09
" miscellaneous sources	24,220 39
	$167,880 88

And the expenses were:

Repairs of road	$19,600 52	
" locomotives ...	10,849 49	
" cars	11,517 77	
" bridges	539 56	
" buildings, etc..	1,636 52	
" tools, etc	20 00	
Oil and waste	2,817 44	
Wood	13,525 82	
Train expenses	11,927 71	
Depot "	11,061 51	
Officers salaries	7 375 00	
Stationery etc	2,401 03	
		93,272 37
Leaving a net balance of		$74,608 51
Insurance on buildings.....	$1,435 38	
Tax account	4,577 36	
Loss and damage.....	503 19	
Through travel expenses ..	36 18	
Clover Hill transp. exp.	5,769 76	
Manchester and Petersburg turnpike	375 00	
Miscellaneous expenses	1,127 85	
		13,824 72
Balance of net income.....		$60,783 79

The cost of working the road being about 63 per cent. of the whole receipts, or $1.58 cents per mile.

The extraordinary expenses amount to $250,-421 25, divided as follows:

New engines	$41,691 70
" freight cars	1,876 00
Reconstruction of rolling stock and machinery injured by fire.....	84,608 48
Rebuilding James River bridge	118,245 07
Repairs of Falling Creek and Swift Creek bridges	4,000 00
Total	$250,421 25

Including the extraordinary expenditures, there is a deficiency of $189,637 46. The President in his report says:

During a portion of the year, the road-way and rolling stock were in an imperfect condition, and, until the 26th of May, we were deprived of the use of the bridge over the James River. The connecting roads south were in a similar, and in some cases, even in a worse situation for providing speedy and comfortable transportation. Other causes contributed to diminish the revenue which the road would otherwise have received; chiefly, the extraordinary failure of the crops in Virginia, the diminished quantity of coal sent to market by the Clover Hill Railroad Co., and the prevalence of the cholera as an epidemic for several months in this city. The mail pay, also, allowed the company, is only about one-third of what it was before the war, and about one-third of what is allowed the railroad companies north of Washington, for like service. Under so many unfavorable circumstances, it is a gratifying evidence of the substantial character of the business of this road, that the income is greater than it was in any year preceding the late war. Nearly every one of these drawbacks have ceased to exist; we caanot, therefore, but anticipate, with much confidence, an improvement in the earnings of the road for the future.

The Clover Hill Railroad Co. has within a few months past completed an extension of its road to Osborne's, on the James River. That company is also about to improve its machinery at the mines, so as to enlarge its operations. As those mines furnish the best gas producing coal found on the Atlantic coast, independent of its other valuable properties, and as the markets of the North are again opened to it, with increased facilities for shipment, it will doubtless soon regain the high reputation it enjoyed before the war, and find a ready sale for any quantity that can be raised.

A comparison of the operating expenses of the past fiscal year with those of several years preceding the war, if proper allowance be made for the depreciation of the existing currency, shows a degree of efficiency and economy on the part of our experienced Superintendent highly creditable to his management. As the bridges are all either entirely new, or have been thoroughly overhauled, and sound timber substituted for unsound, where necessary; the roadway in good condition, and the locomotives and other rolling stock in such order as, without accident, to require but few repairs, we have just grounds for believing that our ordinary expenses will for some time to come be very moderate.

The company chartered at the last session of the Legislature to construct a road connecting this road with that of the Richmond, Fredericksburg and Potomac Railroad Co., in this city, has progressed so far with its work that it is expected that trains will pass over it early in the ensuing year. As authorized by the charter of the Connection Co., the Richmond, Fredericksburg and Potomac Railroad Co. and this company have united in a lease of the property and franchises of the Connection Co. The Richmond, Fredericksburg and Potomac Railroad Co. to maintain and operate the Connecting Road, on terms set forth in the lease. That company and this to guarantee to the stockholders of the Connection Co. an annual rent until the two roads, or either of them, shall purchase, at valution the right, title, estate and franchises of the Connection Co., as provided for in its charter. By resolutions of the two Boards of Directors it was further understood, as between them, that during the existence of the lease the two companies are to prescribe rhe rates of fare and freight over the Connecting Road, and the permission for any other railroad to unite with it to require the assent of each of the two companies.

Application was made, in August last, to the Common Council of the city of Petersburg, to aid in getting up a similar connection, through that city, of the track of this road with that of the Petersburg Railroad Co., by opening books of subscription to the capital stock of the company, chartered also by the last Legislature for that purpose; but no answer was ever received to our application. Finding, however, that authority had been given to the Petersburg Railroad Co. to extend its road to the Appomattox River, application was made to the Council for permission to extend the track of our road so as to connect with that of the Petersburg Road on the south side of the river; and this permission was granted. Considering the importance of rendering the route through both Richmond and Petersburg as expeditious and comfortable as practicable, in order to secure the largest amount of the through travel and traffic, the Board of Directors ordered that portion of the connection which this company will have to make to be at once entered upon. The right of way has been purchased and the bridge commenced; the work is in charge of Mr. Gill, the Engineer and Superintendent of this road, and it is expected that it will be ready for use by the time the connection in Richmond is completed. A joint depot, the site of which has been secured, at the expense of the two companies, is to be erected at a suitable point on the south bank of the river, which will also admit of the other two roads which enter Petersburg uniting at the same point, so as to furnish a convenient and ready transfer of passengers and freight for all four roads.

The enterprising President of the Wilmington and Welden Railroad Co. is using every effort to construct a bridge across the Cape Fear River, at Wilmington; and the projected road between Washington City and Brooke's Station, on the Richmond, Fredericksburg and Potomac Railroad, is in course of construction. When these breaks in the line of continuous railway communication between Washington and Kingsville, South Carolina, are completed, this route will possess such advantages as will ensure to it the through travel and the mail and express transportation along the Atlantic coast. It will be still further assured against competition when (and it is boped at no distant day) the roads so long projected, and partially under way, between Raleigh and Cheraw, South Carolina, shall have been completed, and have shortened, as they will do, the distance between this city and Kingsville, South Carolina, not less than forty miles. When these links shall have been filled up, the passenger can start from New York and pass, without change of cars, to Charlotte, North Carolina, on the upper route, or to Wilmington, North Carolina, on the lower route.

In obedience to the resolutions adopted by the Stockholders at their last annual meeting, application was made to the General Assembly for authority to borrow one hundred and seventy-five thousand dollars, and to execute a deed of trust to secure the repayment of the loan. An act was accordingly passed, on the 12th of December, 1865, and which, having been accepted by the Board, as authorized by the Stockholders, the bonds of the company for the full amount were issued and readily disposed of. The proceeds have been applied to the rebuilding the superstructure of the James River Bridge and renewing the other permanent property of the company damaged or destroyed during the late war. This bridge is now considered by experts one of the most superior, as it is one of the most extensive of its kind in the Southern States.

From the report of the Superintendent we learn that the road was in good condition, the ditches had been cleaned out, and in many instances deepened, and the road-bed covered with gravel in the wet cuts. All defective or unsuitable iron in the track had been taken up, and about 250 tons of good iron laid in its place, 17,500 new cross-ties had been laid during the year, and the track leading into the coal yard at Richmond, which was destroyed by fire on the 3d of April, 1865, rebuilt.

The superstructure of the James River Bridge was completed, and the work accepted on the 26th day of May, 1866. It is a substantial and well built structure. It is built on the Howe plan, and is divided into nineteen spans. The bridge across Falling Creek and Swift Creek had been thoroughly overhauled and repaired, and all the unsound timber taken out and replaced by good materials. These had also been newly roofed, and strengthened by additional chords, braces and floor beams. The bridge at Roslin, which was in a decayed condition, had been taken down and a new one erected.

The workshops, storehouse and office and car sheds at Manchester, had all been completed, and supplied with full and ample machinery of the best description for the repair of engines and cars.

The old passenger car shed at Richmond had been altered and fitted up as a temporary freight depot. New water tanks had been constructed at Manchester, Chester and Port Walthall Junction, and the depot at Pocahontas repaired and put in good order.

The number of passengers carried southwardly was 24,696, of which 4,183 were through and 20,513 were local; total number carried northwardly, 24,529, of which 4,593 were through, and 19,936 local; number between Richmond, Petersburg and Clover Hill, 568—total number carried 49,793, equal to 989,027 carried one mile. Miles run by passenger trains 27,564; receipts per mile run by passenger trains 1.84 cents.

The total number tons of freight transported was 26,822; total tons transported one mile 726,780.

The number of miles run by locomotives with passenger trains, was, 27,564; with freight trains, 9,837; with extra trains, 96; with coal trains, 18,518; with material trains, 8,866; switching trains, 2,123—total miles run 67,004.

The company had 8 locomotives; 4 first-class passenger cars, in good order, and 1 in shops being built; 4 second-class passenger cars, 3 baggage and mail, and 2 express cars in good running order; and there were two passenger cars requiring extensive repairs; 19 freight cars in good order, and 6 requiring repairs; 13 platform cars in good condition and 4 laid up for repairs, 74 coal cars, of which 55 were in good condition.

The company had on hand 1,219 cords of wood; 2,164 cross-ties; 490 bars railroad iron, valued at $8,520, also iron castings and stores of various kinds, valued at $3,500.

On the 3d of September, 1865, the extension of the Clover Hill Railroad to Osborn's on James River, was completed, and the first train of coal went there on the 5th of that month. It was anticipated that this extension, terminating as it does at deep water on James River, and at an accessible point for large vessels, would greatly augment the coal business, and thereby keep the train steadily employed.

GENERAL STATEMENT.

Cost of road and property, including interest		$922,822 39
Less loss by fire, April 3d, 1865		254,318 30
		$668,504 09
Branch road to Port Walthall, including purchase of land, wharves, coal track and cars		45,539 09
Reconstruction of road		219,852 50
Land purchase		45,378 26
Debts due to the company—		
This company stock	$12,126 06	
Open accounts	4,127 40	
Cash on hand	3,422 24	
		19,675 70
Profit and loss		211,674 95
		$1,210,624 59
Capital stock—		
Subscriptions by individuals		$300,000 00
Converted loan stock at $50		161,500 00
		$461,500 00
Subscribed by state, old st'k	$200,000	
" " new "	185,600	
		385,600 00
		$847,100 00
Debts due by the company—		
Coupon bonds due June 1st, 1875	$78,500	
Registered bonds due June 1st, 1875	52,000	
Coupon bonds due July 1st, 1875	13,500	
Coupon bonds due Sept. 1st, 1870	175,000	
		319,000 00
Bills payable		16,055 41
Open accounts		28,469 18
		$1,210,624 59

President.—CHARLES ELLIS.

Directors.—B. B. Haxall, T. H. Wynne, D. W. Lassiter, I. Davenport, Jr., B. H. Nash.

Treasurer.—M. W. YARRINGTON.

Superintendent.—E. H. GILL.

Rights of Preferred Stockholders.

The question of the rights of preferred and debenture stockholders in railway corporations, though of great interest and affecting large investments of capital, is one to which even the shareholders themselves seem indifferent, probably from ignorance of these rights.

Year after year companies earn twice the amount of profits requisite to pay the stipulated percentage upon preferred stock, and yet so far from making such payment, either pass their dividends altogether or make them in stock worth perhaps from 50 to 60 cents on a dollar, thus withholding from 40 to 50 per cent. of the dividend due these shareholders. Indeed one corporation, the Chicago and Northwestern Railroad Company, which has earned and is earning profits enough to pay their preferred dividends with all arrears, has diverted these profits to new schemes, which, if in the interest of preferred shareholders, are not if we may judge from the present market value of the stock, as compared with its price when the profits were legitimately divided, at all appreciated by this class of stockholders. They, on the contrary, tamely submit to this arbitrary conduct of directors, without apparently so much as even inquiring as to their legal rights in the matter.

The object of this article is to consider these rights, and though Lord Cairns, in a recent English case (more particularly cited below,) regretted that the rights and liabilities of this class of stockholders were not better understood, and that "their legal operation and extent should come to be defined, not at the time when they have been given as security, but after difficulties have arisen as to their re-payment," yet we believe that as in the case before that eminent Judge, decisions of questions which may hereafter arise will be reached "without hesitation." Our own and English decisions, and the analogies of decisions enforcing the rights of ordinary stockholders will greatly facilitate the investigation.

A railroad corporation owes it to shareholders is not be guilty of breach of trust by misappropriation of funds, resulting in diminution of dividends and value of shares. (Pierce Am. R. R. Law, p. 508.) A reference to a few decisions will illustrate this principle; and though they are confined to the rights of ordinary stockholders, yet they are pertinent to the present inquiry; for preferred stockholders have of course all the rights of ordinary stockholders, and in addition some "preference." (Opinion Lord Chan. Cranworth in Henry *vs.* Gt. N. R. R. Co. (post.) In Stevens *vs.* Rut. and Burlington R. R. Co., 1 Am. Law Reg., 154, a bill was preferred before the Chancellor of the 3d Judicial District in Vermont, for an injunction against the defendants applying corporate funds or pledging credit to constructing an addition to their road, which though not provided for in their charter was authorized by subsequent legislative authority, assented to by a majority vote of the corporation, though not by the plaintiff. The application was granted.

We observe that the addition might have greatly benefitted the public; but the plaintiff could not be deprived against his will, of rights growing out of his contract with the company.

The same principle was maintained in Kean *vs.* John and Cent. R. R. Co., 1 Stock., Ch., 401 (New Jersey;) Chapman *vs.* Mad River and L. E. R.R., 5 Ohio State; Hester *vs.* Memp. and Charlest. R.R., 32 Miss., 378. Pierce Am. R. R. Law, p. 508, and in numerous other American cases, especially those of defences to calls upon stock subscriptions. An important English case, is:

Stevens *vs.* S. Devon R. R. Co., 13 Beav., 48. Here an ordinary shareholder restrained the defendants from applying their funds to the payment of the costs of an application to Parliament for permission to extend their road. The Court said that the present funds of the company consisted of money paid in and subscribed for purposes in which all the shareholders are interested according to the contract now subsisting between them and the company; which contract the company had no power to alter or modify.

If such then are the rights of ordinary stockholders, we are prepared to find that the rights of debenture and preferred stockholders are much greater, and that there are ample remedies for their protection and enforcement; that they are not only entitled to payment prior to ordinary stockholders, but that they are entitled to be and must be paid out of the *profits* of the company; and that upon failure to pay, they may restrain an

appropriation of profits to *any* other purpose, and have a receiver of them appointed.

Profits are well understood in railroad management in this country, to be the balance remaining after paying the operating expenses, interest on bonds, taxes, and the cost of *ordinary and necessary renewals.*

The system of preferred and debenture stock, originated in England, and has been borrowed in the consolidation and re-organization in late years of a number of our own railroads. It will aid us therefore to briefly consider the English statutes and decision, for upon them our system is based.

"The Companies Clauses Consolidation Act" of 1845, (8 and 9 Vict. Cap., 16,) applies to all joint stock companies, and provides for "borrowing money on bond and mortgage (§ 38)," that bond obligees shall be paid out of tolls, profits and effects without priority among themselves (§ 44); that interest due to them shall be paid in preference to dividends to shareholders (§ 48); and that they may sue in Superior Courts of Law or Equity, and have a receiver appointed, (§ 53.)

The act of 26 and 27 Vict., 118, cited as "Companies Clauses Acts, 1863," provides in part I. for raising additional capital on new ordinary shares and on preference shares (§ 13); and by § 14 that the preferred shares, shall be entitled to a preferential dividend or interest assigned thereto out of the profits of each year, in priority to ordinary shares.

Part III. of same statute relates to *debenture stock* and provides:

§ 22, That companies authorized to raise money on bond and mortgage, may do so by issuing stock called debenture stock, and may attach to it fixed and perpetual preferential interest which (§ 23) is a charge on the undertaking, and (§ 24) has priority of payment over all dividends, or interest, or any shares or stock of the company, whether ordinary, preference or guaranteed, which may be enforced § 25, 26, by appointment of receiver of the whole or competent part of the tolls, &c., and § 27 by a suit for arrears.

§ 35, provides that the word debenture when used in this part of the act, shall be held to include mortgage, preference stock, and funded debt.

The most recent decision under these statutes before referred to is that of Lord Cairns, Gardner *vs.* London, Chatham and Dover R. R. Co., &c., Law Rep. (Eq. Series,) Part 3, March 1, 1867, p. 201.

There were four different suits, the first three of which only are pertinent to our present inquiry. They were brought by holders of debentures, which assigned the several "undertakings," and all tolls or sums of money arising out of it, until the principal secured and ½ yearly interest were paid.—Principal sum due in 3 years from date. The plaintiffs filed bills praying an account of sums due from company for principal and interest, and for the appointment of a receiver of the tolls, &c., and a manager of the road. The Vice Chancellor appointed both a manager and receiver.

This is the appeal to the Lord Justices, and the appointment of a manager was set aside, but that of a receiver sustained; and thus the "tolls and sums of money *ejusdem generis*," made available to satisfy the plaintiffs claim. Sir G. J. Turner, assenting, says at p. 22: "It may be right to avoid any unnecessary alarm as to the safety of investments which have been made upon railway debentures, I should add that I see no reason to doubt the safety of the security whilst the company are carrying on the business to a profit. The debenture holders would have the first charge on the profits."

In Henry *vs.* Gt. North. R. R. Co., 27 Law J. (Chan.) 10. Lord Chancellor Cranworth said: "These statutes in fact guarantee to the favored shareholders a charge on all accruing profits at the stipulated rate, before anything is divided among the ordinary shareholders. This case is one substantially of interest chargeable on profits. We speak of *dividends* payable on £3 per cents, when we mean no more than an annuity of 3*l.* payable out of public revenue." *Held* in this case "that if on the declaration of a dividend the fund to be divided is insufficient to satisfy the claims of preference shareholders, they will be entitled to be paid in full out of all subsequent profits before the ordinary shareholders can receive anything."

The case of Sturge *vs.* Eastern Union R. R. Co., 31 Eng. L. & E., 406, held that holders of ordinary preferred shares (not debentures,) were entitled to payment in any year out of profits earned in that year, *and had a lien therefor.* See also Matthews *vs.* Gt. N. R. R. Co., 28 Law J., 375, Corry *vs.* Londonderry &c., R. R. Co., 29 Beavan, 263, and in this country Gifford *vs.* N. J. R.R. Co., 2 Stock. Ch., 171. These decisions and the principles they involve seem to establish the following conclusions:

(1) That preferred shares, if either expressly guaranteed or issued to take the place of mortgages or other liens, are of the nature of the technical English debentures, and the holders thereof have a lien for arrears as well as current dividends.

(2) That ordinary preferred shareholders have a lien on the profits of the road in any year in which such profits are earned, to the amount of the stipulated percentage.

(3) That such percentage is in the nature of interest due (like interest on a mortgage) for money invested.

(4) That corporations have no right to divert profits from the payment of this stipulated interest, and to apply them to new enterprises, or to paying the principal or interest of subsequently incurred obligations, before satisfying the dividends on preferred shares.

(5) That consequently the failure to pay the percentage in full by cash or its full equivalent, if equivalent profits are made is a breach of contract for which the stockholder has remedies in Law and Equity.

We cannot better close this article than in the words of the master of the rolls in the case of Brown *vs.* Monmouthshire R. R. and Canal Co., 13 Beavan, 32:

"It seems not to be sufficiently considered that a character for fairness and a willingness to meet objections, and facilitate the settlement of disputed questions on fit occasions, would contribute much more to the honor and credit of the companies and their agents, than a character for skill and adroitness in baffling investigation by unnecessary litigation and delay."

In the case of the Erie road, it is understood that a firm demand backed up by a manifest determination to appeal to the Courts, induced the directors to pay their preferred stockholders the full amount of the stipulated dividends, in cash, and such payment has been regularly continued ever since.

It may be said that the policy of preferred shareholders who are seeking only moderate but certain returns from their investments, is opposed to progress, and this may in some sense be true; but the conservative class who invest in preferred shares, would doubtless in most, if not in all cases, as in the recent arrangements between the different classes of stockholders of the Prairie du Chien Company, cheerfully give up all control of affairs to the common stockholders, provided their rights were fully assured and their lien put beyond question and declared by mortgages.

Chicago and Northwestern Railroad.

The earnings of this road for the fiscal years ending May 31, 1866 and 1867, were:

	1865–'6.	1866–'7.
Passenger	$3,003,180 33	$2,952,062 27
Freight	5,744,895 57	6,650,722 01
Express	187,852 44	344,231 49
Mail	84,264 77	121,725 43
Miscellaneous	66,503 02	84,921 92
Total	$9,086,646 13	$10,153,663 12

☞ Proposals will be received up to and including the 15th of June at the Engineers office in Bennington, Vt., and up to 12 o'clock, noon, of June 18th, at the office of the Harlem Railroad Co. in New York, for the construction of the Lebanon Springs Railroad from Chatham Four Corners, N. Y., to Bennington, Vt. Much of the work is heavy and of a desirable character, and will be let in large or small quantities.

☞ A number of gentlemen from the leading New England States, interested in the projected railroad from Portland connecting at Montpelier with the Vermont Central and Ogdensburg line. Visited Oswego on the 6th inst., for the purpose of seeing what connections could be made from from Oswego to Niagara river, and also what connections to the West. A meeting was held, and the project fully discussed. It is proposed to make such connections as will form an all rail route from Portland to the West.

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Proposals will also be received for constructing said work not only according to the plans and specifications filed here, but also in any other manner, the bidder to furnish his own plans and specifications.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Washington street Tunnel," and be accompanied with the usual $200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

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Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the road as the road is finished at the average rate of about $28,350 per mile amounting to $44,308,000.

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American Railroad Journal.

New York, Saturday, June 22, 1867.

Monongahela Valley Railroad.

An adjourned meeting of the corporators of this road was held at Elizabeth on the 30th ult. Dr. J. S. Van Voorhis, President, in the chair. After the reading of the minutes of the previous meeting held at Pittsburg on the 9th of May, and the Act of Assembly incorporating the company, the following preamble and resolutions were read and unanimously adopted:

WHEREAS, The corporators named in the Act of Assembly incorporating the Monongahela Valley Railroad Company are about to open books of subscription to the capital stock; and, whereas, a certain amount of the stock, according to the terms of the charter, must be subscribed before an organization of the company can be effected; and, whereas, the early completion of said road is of the utmost importance to the interest of the citizens of the Valley, Therefore, be it

Resolved, That we most cordially approve of the project of a railroad along the Monongahela Valley, and that we pledge it our undivided support, and that we will aid, by all lawful and honorable means, the organization of the company and the completion of the road.

Resolved, That inasmuch as it is necessary to have subscribed at least $160,000 before an organization of the company is perfected, this sum be apportioned among the different cities and towns along the river, as follows, viz: Pittsburg, $80,000; Birmingham, $20,000; McKeesport, $10,000; Elizabeth, $6,000; Limetown, $1,000; Monongahela City, $8,000; Webster, $2,000; Bellevernon, $3,000; Cookstown, $4,000; California and Greenfield, $6,000; Bloomfield, $15,000; Frederickstown and Millsborough, $1,000; Rice's Landing, $1,000; New Geneva and Greensburg, $3,000, and that it be recommenned to each place to secure their assessed amount at as early a day as possible, and that we recommend the corporators to give public notice of the time when they will visit the respective towns to receive the amount above mentioned.

Resolved, That a committee of three be appointed to confer with the proper authorities of the different railroads leading into the city of Pittsburg, and solicit their aid and influence in behalf of our enterprise.

The Act of Assembly authorizes the formation of a company to construct a railroad from a point at or near the city of Pittsburg to Waynesburg, in Greene Co., by way of the Monongahela River, diverging from the River at Rice's Landing. The capital stock of the company shall not exceed $20,000 per mile of road, as the same may be constructed and equipped. The company may borrow money and issue bonds to any amount not exceeding the amount of capital stock actually paid in. In reference to the cost of the road, a letter from Hon. B. H. Latrobe, of Baltimore, written in reply to an invitation to be present was presented and read. The following is an extract:

It will not be in my power to attend your meeting at Elizabeth, on the 30th, but you have my best wishes for your success in organizing the "Monongahela Valley Railroad Company." As you desire my views of the enterprise, I will suggest unhesitatingly that I consider it entirely feasible, and of the utmost importance to your valley. The survey made under my direction in 1837, was on the west bank of the river, but I presume that you would prefer the east bank for connection with the Connellsville road, which would save you fourteen miles of expensive road to build. My estimate of the cost of the whole distance, of 53 miles, from Brownsville to Pittsburg, was $748,844 for gradation, masonry and bridging; that is for the road bed ready for the rails. For the 39 miles, to a point opposite McKeesport, it was about $460,000. This was for a *double track* road bed, but in view of the increased prices prevailing, it would require at least as much for a single track road bed at this time. There would be no material difference in cost of road bed on the two sides of the river, I judge. The cost of track would depend on weight of rail, but with a fifty pound rail might, I suppose, be laid for $11,000 per mile. This, added to the cost of grading, &c., would make the cost from Brownsville to Pittsburg, on the west side, $1,331,844, and from Brownsville to McKeesport, on the east side, say $892,000. To this last we must add the cost of a bridge over the Youghiogheny at its mouth, say $50,000, making the total from Brownsville to McKeesport $939,000. Adding again for right of way, (suppose this to be mostly given,) depots, engines and contingencies 10 per cent., on each of the above amounts they would compare thus: $1,465,028 from Brownsville to Pittsburg, and $1,032,900 from Brownsville to McKeesport. These estimates you will observe are but approximate, but I think with due economy should build the road. I would rather rely on those of the road to McKeesport than those to Pittsburg, as the *approaches to the latter city* would be much more costly than estimated thirty years ago.

The Chairman, in his remarks stated that the probable distance from Pittsburg to Waynesburg is 80 miles. The cost per mile, therefore is $27,662 22; or the distance from Pittsburg to the State line of West Virginia being 87 miles, the whole cost would be $2,406,612 14. According to the terms of the charter bonds to the amount of $7,662 22 per mile only will be required to be issued, while the road prepared for the rails would be a sure basis for bonds of a much larger amount.

The amount of capital stock authorized is $20,000 per mile for 80 miles, making $1,600,000, ten per cent. of which, or $160,000, according to the railroad law of 1849, is required to be subscribed, and five per cent. paid in before the company can be organized. An elaborate review was also presented by the Chairmain of the resources of the valley, and the inducements it offers to capitalists for investment.

After which, and the delivery of addresses by several gentlemen who were present, and the appointment of a committee in accordance with the resolutions, the meeting adjourned to meet again at Brownsville on the 13th inst.

Macon and Brunswick Railroad.

The Augusta *Chronicle* says that the President of this road has succeeded in making arrangements with persons at the North which will secure the completion of the road in a very short time. The road is already finished and the cars running over it daily from Macon to Hawkinsville, some 53 miles. The grading is also finished on the

lower end of the line from Brunswick to the "Initial Point" on the Savannah and Gulf Road, some 47 miles from Brunswick. The intermediate portion of the line has been located, and some progress made in the work of grading and grubbing.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1866. For convenience of comparison, many of the statements are made to cover the year 1865, as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1866.	1865.
Miles run by passenger trains.	448,545	431,334
" merchandise "	292,110	230,361
" coal trains	494,160	393,693
Total by transportat'n trains.	1,234,815	1,055,388
Miles run by wood trains	2,100	3,100
" gravel and constr'ct'n trains	138,110	129,490
Total miles run by trains	1,375,025	1,187,978

During the year the ferry boats have made 12,717 trips between New York and Jersey City, 1,684 round trips between New York and Elizabethport, and 7,536 miles in carrying live stock and on excursions; making a service of 40,461 miles. In 1865 they ran 47,072 miles.

PASSENGERS, COAL AND FREIGHT.

A comparison of the passenger-business of the year 1866 with the year 1865 gives the following results:

	1866.	1865.
Number of passengers	1,083,592	928,806
Miles traveled by pass	25,866,378	23,831,715
Equal to through pass'ng'rs	344,885	319,889

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1866.	1865.
Number of tons carried	434,002	317,181
Tons carried one mile	24,045,007	17,338,585
Equal to through tonnage.	320,067	231,181

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1866.	1865.
Number of tons carried	103,008	75,469
Tons carried one mile	6,592,512	4,830,016
Equal to through tonnage.	103,008	75,469

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1866.	1865.
Number of tons carried	1,289,249	1,004,506
Tons carried one mile	69,421,516	55,683,624
Equal to through tonnage.	1,084,711	870,057

There was an increase in Lackawanna coal of 283,486 tons, and in Lehigh coal of 1,257 tons.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,743	474,221	1,149,964
1865	494,687	509,819	1,004,506
1866	778,173	511,076	1,289,249
Total	5,406,691	3,187,855	8,594,546

EQUIPMENT.

The company own 83 engines, of which 18 burn wood or soft coal, and 65 hard coal. Of these engines 71 are narrow gauge and 12 broad gauge. Their condition is reported to be as follows: 51 in good order, 20 in fair order, 9 wanting general repairs, 2 in shop rebuilding, and one not in use. Eighteen new locomotives have been placed on the road during the year, and 7 more are ordered but not yet delivered. About 50 engines are required for the ordinary daily service.

The equipment of cars is as follows: 52 first class passenger cars, 6 second class passenger cars, 6 first class smoking cars, 12 baggage and mail cars, 2 express cars, 106 eight-wheel house freight cars, 40 four wheel house freight cars, 20 eight-wheel cattle cars, 153 eight wheel platform cars, 133 six-wheel platform cars, 15 six-wheel lime cars, 806 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 17 four-wheel caboose cars, 10 eight-wheel gondola cars, and 2 wrecking cars.

Large additions have been made during the year, as will appear by a comparison with last year's report.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1866 compared with 1865:

	1866.	1865.
Receipts:		
Passengers	$762,479 56	$688,774 05
Merchandise	1,099,239 13	898,287 32
Coal	1,619,744 24	1,388,492 82
Mail	10,183 33	7,600 00
Express	42,147 31	32,803 49
Rents	27,119 50	8,361 48
Miscellaneous	20,340 21	12,070 73
Total receipts	$3,581,244 28	$3,036,389 89
Expenses:		
Running expenses	$425,850 94	$356,788 25
Wood consumed	69,938 70	90,746 71
Coal consumed	244,026 98	259,238 66
Repairs of road	314,461 77	249,074 01
Repairs of engines	176,565 28	155,312 89
Repairs pass'nger cars.	38,287 99	37,131 86
Repairs freight cars	50,316 46	44,303 83
Repairs coal cars	53,511 47	33,342 31
Repairs docks, Elizabethport	23,237 90	24,440 55
Repairs b'ld'gs, bridges	66,915 27	48,314 02
Repairs tools, mach'ry	33,152 01	25,813 14
Expense account	86,700 03	49,041 18
Miscellaneous expenses	124,734 01	56,602 38
Ferry running expenses	118,270 05	108,258 30
Ferry boat repairs	40,312 08	45,522 14
Ferry miscel. expenses	11,869 82	24,918 66
Car service	85,824 93	139,584 83
Total expenses	$1,963,975 69	$1,748,433 72
Balance net earnings.	$1,617,268 59	$1,287,956 17

The following table shows the receipts, expenses and net earnings from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389, or 43 p.c.
1854.	378,145	197,349	180,796, or 48 "
1855.	398,729	208,856	184,873, or 47 "
1856.	553,479	258,308	295,171, or 53 "
1857.	682,314	340,502	341,812, or 51 "
1858.	836,934	345,614	491,320, or 58 "
1859.	971,702	385,716	585,986, or 61 "
1860.	1,185,848	475,457	710,391, or 60 "
1861.	1,201,895	522,452	679,443, or 57 "
1862.	1,397,586	623,245	774,341, or 56 "
1863.	1,941,976	814,732	1,127,244, or 58 "
1864.	2,587,185	1,231,554	1,305,631, or 51 "
1865.	3,036,390	1,748,434	1,287,956, or 43 "
1866.	3,581,244	1,963,976	1,617,268, or 45 "
Tot.	$19,047,445	$9,313,824	$9,733,621, or 51 p.c.

An increase in receipts is here shown of $544,854 39, or 18 per cent. The increase in passenger receipts was $73,696 51, or 11 per cent.; in merchandise receipts, $200,951 81, or 22 per cent.; in coal receipts, $231,251 42, or 16 per cent.

The expenses show an increase of $265,541 97, or 12 per cent. There has been an increase in running expenses of $69,062 69; in repairs of road of $65,387 76; in repairs of equipment of $548,590 31; in other repairs of $24,737 47; in general expenses of $105,790 48. There has been a decrease in fuel consumed of $36,019 69; in ferry accounts of $8,247 15, and in car service of $53,759 90.

The gross receipts per mile run have been as follows: From passenger trains, $1.70, against $1.73 in 1865; from merchandise trains, $3.76, against $3.88; from coal trains, $3.28, against $3.52. The average receipts per mile run from all trains has been $2.90, against $2.87 the previous year.

The gross expenses per mile run have been $1.59, against $1.66 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Gross earnings, as per statement		$3,581,244 28
Capital instalments paid on new stock	$2,314,060	
Less first mortgage bonds paid off	9,000	
		2,305,060 00
Property transferred to American Dock and Improvement Company		707,356 09
Total		$6,593,660 37
Ordinary expenses, as per statement.		$1,963,975 69
Grading, second track, extension, etc.		174,385 72
Masonry		99,268 68
Railway superstructure		285,012 10
Bridge superstructure		37,636 82
Engineering		13,168 15
Land damage		77,876 93
Ferry boats		74,201 52
Station houses		74,684 35
Port Johnston coal wharf		131,365 46
Docks in New York		42,949 77
Engines		287,482 26
Passenger cars		32,433 59
Freight cars		97,617 04
Coal cars		364,436 63
Lands, machinery, miscel. property, increase		529,625 39
Sundry accounts, material, etc., increase		154,524 42
Quarterly dividends for year, 10 per cent		1,146,483 76
Interest account for year		215,784 00
State taxes for year		36,998 40
United States taxes		111,147 81
Cash and accounts receivable, increase		642,601 88
Total		$6,593,660 37

The profit and loss account has been credited.

Gross earnings		$3,581,244 28
It has been debited as follows:		
Ordinary expenses	$1,963,975 69	
Interest account	215,784 00	
Taxes to State	36,998 40	
United States taxes	111,147 81	
Dividends, 10 per cent.	1,146,483 76	
		3,474,389 66
Balance		$106,854 62

This balance has been appropriated to the reduction of the various property accounts, to make the purchases during the year correspond with the inventories. Large expenditures for personal property have also been included in the current expense accounts with the same object.

The balance of surplus profits, therefore, remains $628,159 26, as at the close of the previous two years.

The increase in the construction accounts of the railroad and appendages, after allowing for the

cost of filling and bulkheads refunded by the American Dock and Improvement Company, has been	$308,400 60
Increase in equipment accounts, after deducting for depreciation	680,827 45
Increase in all other property acc'nts.	678,942 62
Increase in cash and accounts receivable	381,196 61
Total	$2,049,367 28

This corresponds with the increase in capital stock, less the reduction in bonded debt and accounts payable.

The cost of the railroad, doubled tracked, with its coal wharves, station houses, shops, and other appendages, stands at $7,708,079 64, and that of the equipment at $1,964,600.

CONSTRUCTION.

A steady progress in the construction and completion of the various improvements undertaken has been made during the past year. The North Branch bridge has been rebuilt. The filling up of the Bloomsbury bridge is advancing rapidly. The Springtown bridge, like the high bridge, is a thing of the past, and the tracks in place on the embankment. The Lopatcong stone viaduct is built to the spring of the arches. At Phillipsburg, superior dumps and pockets have been provided, on an extensive scale, for coaling the engines; the new engine houses occupied, and the tracks and other facilities for economical management of the business much increased.

Though the second track is now in use over the entire road, yet it has been found necessary to commence work at certain points for the third track. This will first be laid between Jersey City and Elizabeth, where the trains are the most numerous, and the complication of business the greatest; where also the grading is already done and much of the track laid. Several miles are also urgently required between New Market and Bound Brook, as a passing place for trains, and have been put under contract. This is all that is likely to be necessary the present season.

One of the large piers at Jersey City has been covered with a building to facilitate the transfer of freight coming or going by water. Additional buildings and several miles of track have been added at the same place, and many acres of land prepared for business. All the cuts on the extension, except the Bayonne cut, have been taken out to their full width for four tracks, and the banks have been filled out to the same width. Much of the earth excavated has been taken to Jersey City, much used in filling up the approaches to Port Johnston, and the balance advantageously employed at other points. The Bayonne cut will be finished during the season.

Station houses have been built at Greenville and Bayonne.

But little important work is now on hand, and the expenditures, in construction, the coming year will not be large.

PORT JOHNSTON.

The first coal wharf at the new coal terminus, described in the last report, was completed in June, and has been in use since. The arrangements are found very convenient, and a great improvement on the confined space at Elizabethport. During the present dullness in the trade, the two places together furnish ample accommodation for all the business likely to offer. At the new port the shipping is done by the company at rates intended simply to clear expenses, without giving a profit; and it is proposed to apply the same system to Elizabethport while it remains in use as a coal station.

STOCK YARD AND MARKET.

During the past season an extensive establishment for the purchase and sale of cattle, and for slaughtering on the most improved modern plans, has been built and put in active operation on forty acres of meadow land, just south of Communipaw, by a company chartered for that purpose. The arrangements are remarkably convenient, and the abattoir bids fair to be a complete success. While it removes from the City of New York the nuisances that have been so long complained of, it is so arranged, and with such perfection of detail, as to be itself perfectly harmless to the neighborhood where it is situated. A large hotel is connected with the premises.

AMERICAN DOCK AND IMPROVEMENT COMPANY.

A controlling interest in the stock of the American Dock and Improvement Company having been acquired, all the lands under water, in and south of Communipaw Bay, purchased from necessity or convenience while extending the road across the waters of that bay to its terminus in the Hudson, have been transferred to that company, and are now held under its valuable charter. For various reasons, and more particularly to avoid any question of boundaries between the two companies, the station grounds were included in the general conveyances, and a re-conveyance taken by metes and bounds of the tract, which it was deemed desirable to retain for the station grounds, shops, &c. The right to run railway tracks over the other ground, as reclaimed, was expressly reserved, and locations of the principal tracks have been filed under the provisions of the charter.

The bulkheads and filling-in commenced by the Railroad Company have been vigorously prosecuted by the Dock Company with great success, and will be continued with especial reference to developing the general plans and getting the more valuable portions in a position for sale or lease, so as to reduce the interest running against the property, and also to ensure the working of all improvements toward a common end.

The contract for the removal of dirt, rubbish, etc., from the city was transferred to the Dock Company in July last, and has been carried on by them since, very satisfactorily to all concerned.

LAND AND LAND COMPANY.

The land under water being thus disposed of, there remains a large amount of land along the line of the road, acquired also from necessity, or convenience, in widening the right of way to 100 feet, and in locating new lines. Together, these form a very valuable body of land, which can be made much more valuable by a gradual development and sale of the same. To facilitate this, application has been made to the Legislature for a charter for the "Central New Jersey Land Improvement Company," under which charter it is intended to hold the said lands, for the benefit of the stockholders generally, till they can be gradually disposed of. In this way a considerable profit can be realized, the right of way secured without charge, and the local business of the road much fostered and improved by the impetus given to the growth of the villages along the line.

PROSPECTS OF BUSINESS.

At present the Lehigh coal trade is very dull, and the rates for transportation will have to be low during the season. The Lackawanna coal trade is brisk, and, under the fixed price of 1865, is now remunerative. Passenger business bids fair to remain good. General freight is good, but uncertain in its prospects. The cattle trade is likely to be large, with the stimulus of the abattoir. Western business is steadily improving. Local trade, both passengers and freight, is excellent.

BALANCE SHEET, CENTRAL RAILROAD COMPANY OF NEW JERSEY, January 1, 1867.

Capital stock		$13,000,000 00
1st mort. bonds, due 1870	$900,000	
2d " " " 1875	600,000	
		1,500,000 00
Dividend 2½ per cent., payable in January		299,293 00
Interest on bonds, accrued, not yet due		33,250 00
Accounts payable		250,400 07
Renewal fund, balance to credit		628,159 26
		$15,711,102 33
Railroad 74 miles double track		$6,794,305 67
Port Johnston coal wharves		318,376 77
Station-houses, shops, and water-stations		293,420 68
Land and work at Elizabethport		301,976 52
Ferry interest and boats		556,551 52
Engines		931,000 00
Passenger and baggage cars		199,000 00
Freight cars		280,950 00
Coal cars		553,050 00
Land, docks, machinery, miscellaneous property, etc.		4,417,978 86
Chairs, spikes, iron rails, and ties on hand		86,411 40
Materials and fuel on hand		189,786 95
Cash and accounts receivable		787,693 96
		$15,711,102 33

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, Moses Taylor, Benjamin Williamson, F. T. Frelinghuysen, Henry D. Maxwell, Asa Packer.

Secretary & Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—JOSIAH O. STEARNS.

Interest on Virginia State Debt.

By reference to the annexed statement of the Second Auditor of Virginia, it will be seen that the interest on the State debt, including coupons heretofore payable in New York, will be payable at the Treasury in Richmond on the 1st of July next. It is estimated that there will be a large surplus in the Treasury after the interest is paid. The Auditor says:

Under the act of March 2, 1866, all interest due to January 1, 1867, may be funded at the option of the owner, in the mode therein prescribed. No provision has yet been made for payment of interest on certificates issued under that act.

The General Assembly, at its late session, provided for paying 1st of July next, and semi-annually thereafter, two per cent. on account of the interest accruing since January 1, 1867.

Where the stock is registered the interest will be paid to the owner or his order, and the balance, one per cent., will stand to his credit on the books.

The interest on the coupon five per cent. sterling debt, payable in London, will be paid there, and funds have already been transmitted to meet the amount due first of July.

All other coupons for interest, including those heretofore payable in New York, will be presented for payment here. Two per cent. in money will be paid, a new coupon given for the balance, when the original will be surrendered and cancelled.

The law also provides that parties who choose to do so, may, after the first of July, get certificates in the nature of coupons, for interest due first of January next, which are receivable in payment of taxes and public dues.

In the case of coupons they will be presented here, and certificates for two per cent. and coupons for the residue, one per cent. will be issued in lieu of them.

Where the stock is registered, the order of the owner will be sufficient; but the bonds must, in these cases, be presented so that an endorsement may be made upon them that such certificates have been issued.

☞ The Ohio River Survey party, under the direction of W. Milnor Roberts, Esq., were to have left Pittsburg on the 19th inst., with a view to commencing their labors. The party will proceed first to Marietta, at which point the survey will be commenced. The middle division of the work extends as far as Cincinnati, and from that city to Cairo has been designated as the Western Division.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 31st May, inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866...	21,700	169,800	1,384,200	40,700
1867...	3,200	50,500	432,000	19,500
Dec..	18,500	119,300	952,200	21,500

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 42,360 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 1.
Flour, bbls.	64,100	21,700	3,200
Wheat, bushels	403,800	169,800	50,500
Corn, bushels	560,500	1,384,200	432,000
Barley, bushels	97,800	40,700	19,500
Oats, bushels	1,741,000	570,700	193,900
Rye, bushels	29,800	55,600	14,600
Malt, bushels	92,400	40,100	28,500
Beef, bbls	2,990	100	.....
Pork, bbls	6,810	3	4
Bacon, lbs	724,600	.....	.....
Butter, lbs	8,500	100	200
Lard, lbs	200,500	5,600	.....
Cheese, lbs.	34,200	39,700	4,800
Wool, lbs	16,100	36,400	4,500

Metropolitan Branch Railroad.

We learn from the Washington *Star* that work has been commenced upon this road within the city limits, and that a large force will be constantly employed pushing it forward to completion. Several gangs of men are at work at different points on the line—one within the city, another about half a mile out, and another where the road intersects the Washington Branch track. A large force has been employed for some months upon the heavy cutting at Parr's Ridge, working toward Washington, and another body of men are engaged at the junction of the road with the main stem of the Baltimore and Ohio Railroad at Point of Rocks. Mr. S. G. Myers is Superintendnt of construction.

Virginia State Debt.

The Auditor of Public Accounts for the State of Virginia has published the following letter on the subject of the indebtedness of that commonwealth:

STATE OF VIRGINIA, AUDITOR'S OFFICE, Richmond, May 27, 1867.

H. G. FANT, Esq., *President of the First National Bank of Richmond.*

DEAR SIR—In reply to your favor of the 17th instant, I beg leave to state that an act was passed at the last session of the General Assembly, bearing date the 21st of March, 1867, providing "That the accounting officers of the treasury pay on the 1st of July, 1867, and January, 1868, two per centum interest on the principal of the public debt of the State, excluding therefrom the bonds given for interest on said debt, under the act of the General Assembly, passed the 2d of March, 1866 (the 'act to provide for funding the interest on the public debt,') that being the interest which the State feels obliged to pay until there is a settlement of accounts between this State and West Virginia." You will observe that in this act no provision is made for continuing the payment of interest beyond the 1st January, 1868, but an act was subsequently passed, to wit, on the 23d of April, which declared, among other things, that "the semi-annual payments of interest required by the said act (21st of March, 1867) *be continued until otherwise provided by law.*" The tax imposed by the Legislature, much of which is now in process of collection, is amply sufficient to meet all the demands on the treasury. The greater portion of the amount required to pay the July interest is already in the treasury.

The form of evidence to be given to the bondholders for the amount of their interest held by the State in abeyance will be: 1. In respect to the registered debt: The amount unpaid will remain at the credit of the holders upon the books of the Second Auditor, for which a certificate will be issued if required. 2. Interest coupons: These coupons will be presented at the office of the Second Auditor; two per cent. will be paid thereon in money, and for the remainder, not provided for, a new coupon will be issued of the same number and date as the original. I may here remark that the interest on both the registered and coupon debt will be only for the six months preceding the 1st of July, 1867.

In respect to the probable reduction of our State debt, I would remark that three acts were passed at the last session of the General Assembly—one on the 1st of March, 1867, incorporating the Chesapeake and Ohio Railroad Company, which consolidated the following roads, to wit: The Covington and Ohio Railroad, the Blue Ridge Railroad, the Virginia Central Railroad, the South Side Railroad, and Norfolk and Petersburg Railroad. The interest of the State in the above roads, exclusive of the Covington and Ohio, is, in the aggregate, $6,893,680 85. The act of incorporation provides that this company (the Chesapeake and Ohio) "shall have the right within *two years* after its organization to purchase the stock held by the State in said companies at the date of purchase, by transferring to the Board of Public Works bonds of the State for an amount equal to the stock proposed to be purchased.

Another act was passed the 18th of April, 1867, providing that it shall be lawful for the Virginia and Tennessee Railroad Company, the Southside Railroad Company, the Norfolk and Petersburg Railroad Company, and the Virginia and Kentucky Railroad Company, to form one joint stock company, to be thereafter known as the Atlantic, Mississippi and Ohio Railroad Company. The interest of the State in these corporations, provided it is not extinguished as to the Southside and Norfolk and Petersburg Railroad Companies by the act of the 1st of March, 1867, is $5,506,909 69. Upon the organization of this company the Board of Public Works are empowered and instructed to sell to it the State's interest in the several companies composing it for State bonds *at par*, provided that such purchase of stocks of the State in the said railroads and bonds of the Southside railroad and Norfolk and Petersburg railroad shall be made on or before the 1*st day of May*, 1868.

An act was passed on the 24th of April, 1867, authorizing the Richmond and Danville railroad, in a certain contingency, to purchase the entire interest of the State in said road, amounting to $4,988,598, for State bonds at par.

The aggregate amount of the State's interest in the roads embraced in the companies aforementioned, to be exchanged for the bonds at par, is $11,285,715 54. When the provisions of these laws are carried out, the debt of the State as it stood on the 17th day of April 1861, to wit., $34,977,298 38, will be reduced by that amount, to wit, $11,285,715 54, making the principal of the debt, (after deducting the amount to the credit of the sinking fund, say $2,000,000) $21,691,579 84.

The interest of the State in the railroads not embraced in the organization above mentioned is	$6,277,481 85
To which may be added the interest in the James River and Kanawha canal	10,400,000 00
Total	$16,677,481 85

Several of the roads are among the best in the State.

Having answered substantially the several queries propounded to me, I may be pardoned for remarking, in conclusion, that there is nothing in the future, so far as I can foresee, to induce the supposition that the interest on the public debt of the State will not be regularly and punctually paid. The debt itself will doubtless be reduced by an exchange of the interest of the State in the roads aforesaid for its bonds at par, either by the organization indicated in this letter or by authority granted to the Board of Public Works to dispose of the same with a view to its extinguishment. Very respectfully,

WILLIAM F. TAYLOR,
Auditor Public Accounts.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of the Chicago and Rock Island Railroad (228¼ miles) from April 1, 1866, to August 20, 1866, and of the entire line (409¾ miles) from August, 20, 1866, to March 31, 1867 were as follows:

From passengers		$988,960 86
" freight		2,428,824 26
" mails		21,199 94
" rents and other sources		61,156 66
" interest on loans and deposits		73,891 99
		$3,574,033 71

And the expenses were:

Repairs of road	$308,507 18	
" engines	205,151 97	
" cars	153,415 00	
" bridges	19,938 49	
" buildings	53,472 19	
" fences	22,892 11	
Cost of iron for repairs	175,466 26	
Fuel	271,736 10	
Oil, waste, etc	37,291 89	
Loss and damage	24,513 50	
Contingent account	33,682 80	
Salaries of agents, etc	100,819 42	
Handling freight	138,231 55	
Pay of train hands	214,960 98	
Station house expenses	33,629 71	
Books, printing, etc	20,929 61	
Tools and machinery	13,213 01	
		1,827,851 77
Earnings less operating expenses		$1,746,181 94
Taxes on real estate	$106,301 41	
U. S. Gov. tax	52,291 30	
Legal expenses	8,590 20	
		167,182 91
Net earnings		$1,578,999 03
Rent of Peoria and Bureau Valley railroad	$125,000 00	
Interest on bonds	256,131 20	
Dividends 10 per cent. & U. S. tax	820,878 94	
Interest on Bridge bonds	40,000 00	
		1,242,010 14
Leaving a surplus of		$336,988 89

The sum of $322,037 26 has been expended during the year in the purchase of the following material for repairs and renewals of track, viz: 76,166 ties; 101 tons steel rails, at $192 20; 25 tons steel head rails, at $123 97; 804 tons iron rails, at $92 32; 3,511 tons re-rolled rails, at $44. 07; 50,575 lbs. wrought chairs, at 6.24 cents; 152,450 lbs. spike, at 6.28 cents; 230,785 lbs. fish bars, at 5.69 cents; and 59,480 fish bar bolts at 8.5 cents.

The number of miles relaid during the year was 41.7; of which 37.2 miles were with re-rolled rails, and 4.5 miles with new rails.

The number of rails repaired at the shops of the company was 25,038, costing an average of

91.04 cents. The 101 tons steel rails were placed in the track at an expense over iron rails of $9,724 28; the 25 tons steel head rails costing $733 50 more than iron rails; steel frogs have been substituted for iron, at a difference in first cost of $1,725. The extra expenses incurred in the use of steel instead of iron, as well as all repairs on locomotives and cars, are included in the above statement of expenses. The report says:

By the report of 1866 of the Chicago and Rock Island Railroad Company, you were informed that that company had made a contract for the ultimate control and use of the Railroad Lands and other property of the Mississippi and Missouri Railroad Company. In order to carry out that plan, a company was organized under the General Incorporation Laws of the State of Iowa, under the name of the Chicago, Rock Island and Pacific Railroad Company, with power to purchase the property and to complete the construction of the line of Railroad in Iowa. On the 9th July, 1866, the entire railroad, franchises, lands, and all other property of the Mississippi and Missouri Railroad Company were sold (under a decree of foreclosure of all the mortgages upon the property) by order of the Circuit Court of the United States for the District of Iowa, and at such sale the said Chicago, Rock Island and Pacific Railroad Company became the purchaser, and in due time the sale was confirmed by the court, and the necessary conveyances made and delivered to vest the title completely in that company. The necessary steps required by the laws of the States of Illinois and Iowa having been taken by the Chicago and Rock Island Railroad Company, and by the Chicago, Rock Island and Pacific Railroad Company, a consolidation of the stock and property of the two companies was made on the 20th day of August, 1866, and the whole merged and consolidated in a new corporation by the name of the "Chicago, Rock Island and Pacific Railroad Company." The capital stock of the consolidated company was fixed at the aggregate amount which the two companies respectively were authorized by their acts of incorporation and by the laws of the States of Illinois and Iowa, to create and issue, but the total amount of the capital stock of the consolidated company at the time it should commence and go into operation was limited to the aggregate amount which the two companies had issued or agreed to issue, which amount was $9,200,000, of which $9,100,000 had been issued, and which is the present amount of the capital stock issued. The capital stock of the Chicago and Rock Island Railroad Company was increased in June, 1866, $2,600,000 by the conversion of that amount of bonds.

The liabilities of the corporation of Iowa which the consolidated company assumed were $5,500,000, to be paid by an issue of bonds as specified in the agreement of November 1st, 1865, a copy of which was published in the annual report of the Chicago and Rock Island Railroad Company of 1866.

The property of the corporation in Iowa, which by the consolidation became the property of the consolidated company, consisted of 183 miles railroad in operation, with a moderate equipment—good shops, station buildings, &c., a supply of fuel, materials, &c. for operating, and the lands granted by Act of Congress and of the Legislature of Iowa to aid in the construction of the Mississippi and Missouri Railroad of which there has been certified by the Government of the United States to the company 481,000 acres.

Since the consolidation, this company have been engaged in constructing the road in Iowa, from Kellogg to Des Moines, a distance of about forty-two miles, and it is now nearly completed. It is expected that it will be opened to Des Moines for business in the month of July. The company will then own absolutely 406 miles of railroad in operation, and in addition thereto have a perpetual lease of the Peoria and Bureau Valley Railroad, a distance of 46 miles.

There has been a large amount of new rolling stock purchased and constructed and placed upon the line during the past year. A new passenger depot and offices, in common with the Michigan Southern and Northern Indiana Railroad Company have been erected at Chicago, additional lands have been acquired, a large additional amount of side-track has been constructed, masonry in bridges and culverts has been substituted for the temporary work, &c., all of which has involved a considerable expenditure of money, but it was all necessary to be done to facilitate the transaction of the increasing business of the company.

The books of the company show the cost of the road, equipments, lands, and all other property to be $15,313,822 84. This includes the cost of the Chicago and Rock Island Railroad Company's property, the sum of $5,500,000 which was paid for the property in Iowa, the amount paid on account of construction of the new road from Kellogg to Des Moines, the additional equipment and other expenditures for land and construction for the past year.

The company have issued of the new Sinking Fund Bonds $6,669,000, of which about $4,875,000 has been paid for the purchase of the Iowa property, and the balance has been sold, a portion of the proceeds expended in construction and equipment, as before stated, and for the balance the company have the money on hand.

The company have 92 locomotives, of which 35 are coal burning and 57 wood burning; 46 passenger coaches, 20 baggage, mail and express, 1,109 box, 202 stock, 468 flat and 1 pay cars.

In addition to general repairs on locomotives, which have in many cases been quiet heavy, 2 have been entirely rebuilt, 8 changed from wood to coal burners, furnished with copper fire boxes, at an estimated expense for the latter item alone of $10,000; 36 iron tires have been replaced with steel, and the repairs alone on the 41 locomotives in shop have been of the most thorough and substantial character.

There have been purchased during the year 14 locomotives, 25 box and 25 stock cars: and there have been built in the company's shops 145 box, 40 coal, 5 baggage, 3 drovers and 1 passenger cars. Repairs on all the cars have been fully maintained. Four coaches have been rebuilt at a cost of $12,000, and 13 coaches repaired, painted and varnished.

The number of miles run by locomotives with passenger trains was 467,763; with freight trains, 1,058,136; with wood and gravel trains, 95,408—total, 1,621,307, at an average cost per mile run, for engineers, firemen, wipers, oil, fuel and repairs, of 38.68 cents.

The whole amount of freight transported over the road during the year was 1,197,827,158 lbs.—an increase over the previous year of 919,972,110 lbs., or 30.2 per cent. Number of loaded cars going east, 36,176; going west, 30,176—total, 66,352. Average tonnage to each loaded car, 9.026. Average earnings per ton per mile, 3.05 cents. Tons carried one mile, 79,565,702.

The number of passengers carried was 463,100, of which 458,925 were first-class, and 4,175 2d class; of these, 44,491 were through, and 418,609 way; 220,415 went east, and 242,685 west. Passengers carried one mile, 22,701,661. The average rate per mile for transporting passengers was 4.357 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 424,299,300—an increase over the previous year of 139,647,494 lbs. The number of loaded cars passing for the same period was 23,877. Number of foot passengers, 83,163. Number of boats, barges and rafts passing the draw, 2,498.

INCOME ACCOUNT.

Balance to credit April 1, 1866		$2,367,764 23
Earnings as above		3,574,033 71
Total		$5,941,797 94
Dividend, April 13, 1866, 5 per cent. and U. S. tax	$342,105 26	
Interest on income bonds, April 30.	1,715 00	
Discount on Convertible bonds issued *pro rata* to stockholders, May 16.	2,080,000 00	
Interest on mortgage bonds July 10	48,895 00	
Six months' rent Peoria and Bureau Valley R. R., Aug. 1	62,500 00	
Dividend October 10, 1866, 5 per cent. and U. S. tax	478,773 68	
Interest on Income bonds, Nov. 1	1,715 00	
Interest on S. F. bonds Jan. 1, 1867.	154,911 20	
Interest on mortgage bonds Jan. 10	48,895 00	
Six months' rent Peoria and Bureau Valley R. R. Feb. 1	62,500 00	
Operating expenses for the year	1,827,851 77	
Taxes and legal expenses	167.182 91	
Interest on Bridge bonds	40,000 00	
Balance	624,753 12	
Total, as above		$5,941,797 94

BALANCE SHEET, APRIL 1, 1867.

Capital stock account		$9,099,300 00
Fractional shares, convertible into stock		700 00
Mortgage bonds Chicago and Rock Island R. R. Co		1,397,000 00
Income bonds Chicago and Rock Island R. R. Co		47,000 00
Mortgage bonds C., R. I. & Pacific R. R. Co		6,699,000 00
Fractional agreements convertible into bonds		3,524 12
Chicago, Rock Island and Pacific R. R. Co. of Iowa		628,381 89
Trustee Eastern Division M. & M. R. R. Co		7.163 80
Profit, balance income account		624,753 12
		$18,506,762 93
Cost of road and equipment		$15,313,822 84
Cash and U. S. securities in hands of trustee to provide for Income bonds		57.894 18
Loans payable on demand with int.		1,642,870 00
Balance trustees Land Grant Div. M. & M. R. R. Co		16,405 52
Cash in hands of treasurer		1,263,288 87
Balance in hands of cashier, Chicago		212,481 52
		$18,506,762 93

President & Gen'l Sup't.—JOHN F. TRACY.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, David Crawford, Jr., Thomas T. Sturges, Oliver Charlick, Clark Durant, John F. Tracy, Robert A. Forsyth, Ebenezer Cook, N. B. Curtis.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Ass't Gen'l Sup't.—P. A. HALL.

☞ Work on the Camden and Mount Holly Railroad is progressing rapidly, and will continue until completed. From Mount Holly it is to extend to Hightstown, where it connects with the Camden and Amboy road, thus forming another complete line from Camden to New York.

☞ The Denton *Union* says that work on the Maryland and Delaware Railroad will be resumed in a short time, and be pushed forward to a speedy completion. A large force of workmen have been engaged, and it is expected the road will be completed to Hillsborough this summer

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145	---- ----	---- ----
Allegheny Valley ---- 50	1,498,400	---- ----	---- ----
Alton and St. Louis---100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point. 100	1,232,200	---- ----	---- ----
Atlantic & N. Carolina ..100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western .. 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br. ...100	2,850,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	A. 67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont.100	459,900	---- ----	---- ----
Do. do. pref.100	1,340,400	J. & D	Jun.'67 3
Boston and Lowell.....100	182,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	---- ----	---- ----
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newtn.100	386,000	---- ----	---- ----
Buff., New York & Erie*.100	860,000	J. & J.	J'n'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	777,800	A. & O.	A. 67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa.....50	1,150,000	---- ----	---- ----
Catawissa, pref.....50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110	---- ----	'65 3
Central of Georgia.....100	4,666,300	J. & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	A. '67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	---- ----	---- ----
Charlotte & S. Carolina...100	1,201,000	---- ----	---- ----
Chemung*.....100	380,000	J.A.J&O	Apr.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M & S.	Mar.'67 5
" " pref.100	2,425,578	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jul. '66 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western ...100	15,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	---- ----	---- ----
Cin. & Indianap. Junction.100	1,600,000	---- ----	---- ----
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '67 c
Cleve., Col. & Cincinnati...100	6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J&O	A. '67 2½
Columbus and Xenia*.....50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	J'n.'67 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '67 4
Cumberland Valley.....50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,384,941	---- ----	---- ----
Delaware.....50	466,132	J. & J.	Jan. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.....100	454,359	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,678,304	J. & J.	Jul. '67 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport ...50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834	---- ----	---- ----
Fitchburg 100	4,540,000	J. & J.	Jan. '67 5
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly .....----	----	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	---- ----	---- ----
Frankf. and Southw.(Phila.) 50	491,620	J. @ J.	Jan. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.) 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) .. 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.) .....----	15,123,430	---- ----	---- ----
Great Western (Ca.).....----	16,802,745	---- ----	----1¼
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Apr.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Hannibal and St. Joseph..100	$2,800,000	---- ----	---- ----
Do. do pref.100	5,253,850	---- ----	---- ----
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000	---- ----	---- ----
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jan. '67
Illinois Central.....100	23,886,450	F. & A.	Feb. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A.J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J.A.J&O	Ap.'67 2½
Lexington & Frankfort ...100	514,640	M. & N.	Nov.'66 5
Little Miami.....50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island.....50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	---- ----	---- ----	---- ----
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central.....100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'67 5
Michigan Central 100	7,502,666	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	---- ----
" " " pref.....100	7,371,000	J. & J.	Jan.'67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '67 4
Mississippi Central.....100	2,030,261	---- ----	---- ----
Mobile and Ohio 100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Muscogee 100	669,950	---- ----	---- ----
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Nashville & N. Western...	---- ----	---- ----	---- ----
Naugatuck 100	1,100,000	F. & A.	Feb. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '67 5
New Haven & N. London..100	738,588	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J & J.	Jan. '67 3
New Jersey 100	5,000 000	F. & A.	Feb.'67 5
New London Northern.....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ..100	4,697,457	---- ----	---- ----
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.....50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jan. '67 5
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue.....100	795,300	---- ----	---- ----
North Carolina.....100	4,000,000	---- ----	---- ----
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	---- ----	---- ----
North Missouri 100	2,369,307	---- ----	---- ----
North Pennsylvania.....50	3,150,150	---- ----	---- ----
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 5
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'67 3
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ..100	4,848,300	J. & J.	Jan. '67 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse.....50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3.581,000	---- ----	---- ----
Panama.....100	7,000,000	J.A.J&O.	Apr. 67 6
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,366,500	---- ----	---- ----
Phila. & Balt. Central.....50	218,100	---- ----	---- ----
Philadelphia and Erie*... 50	5,069,450	---- ----	---- ----
Philadelphia and Reading 50	22 742,867	J. & J.	Jan. '67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*.....50	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt.....50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y... 20	100.000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,79 ,628	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	A. 67 2½
Pittsb. Col. and Cin.....100	---- ----	---- ----	---- ----
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '67 3
Portland and Kennebec...100	1,000,000	---- ----	---- ----
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '67 4
Reading and Columbia ... 50	605,019	---- ----	---- ----

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Rensselaer and Saratoga ..100	$500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,500	---- ----	---- ----
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Os'nb.100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	---- ----	---- ----
St. L., Alt. and T. Haute.100	2,800 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
St. Paul and Pacific.....100	---- ----	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	396,073	M. & N.	M'y '67 3
Sand. Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1,020 000	---- ----	---- ----
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh's. 50	1,264,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200	---- ----	---- ----
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	---- ----
South Carolina 100	2,819,275	---- ----	---- ----
South Shore 100	259,885	---- ----	---- ----
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Springfield and Columbus.100	---- ----	---- ----	---- ----
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 1.0	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.). 50	---- ----	J. @ J.	Jan '67 2
Tol., Peoria and Warsaw..100	1,650 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref..100	908,176	---- ----	---- ----
Tol., Wabash and West... 50	5,400,000	---- ----	---- ----
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific.....100	---- ----	---- ----	---- ----
Union Pacific (E. D.).....100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.).100	---- ----	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River 100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,452,815	---- ----	---- ----
Western (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,257	---- ----	---- ----
West Jersey 100	751,050	M. & N.	M'y '67 4
West Philadelphia.....50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,273	---- ----	---- ----
Winona and St. Peter 100	---- ----	---- ----	---- ----
Worcester and Nashua .. 7s	1,141,000	J. & J.	Jan. '67 5
CANALS.			
Chesapeake and Delaware 25	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division.....50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania.....100	64,000	---- ----	---- ----
Illinois and Michigan 100	---- ----	---- ----	---- ----
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated).....10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie.....100	---- ----	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,498,207	F. & A.	Feb.'67 6
" " (pref.) 50	2.888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4 000.000	---- ----	Ju. '67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal.....25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....25	500 000	---- ----	---- ----
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal.....50	1,250 000	J. & J.	Jan. '67
Spruce Hill Coal.....10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble.....25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	No.	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.73	—	218	32	4	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	45,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	....	15
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	50	25	....
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	....	57
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,258	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	516	443	—	47	....
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	....	....
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	616,000	46,000	103,215	37,588	—	100	....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5 802	81,027	12,500	—	100	....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104 691	5,651	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7 500	35,000	.....	.....	.....	—	....	....
30 Sep. '65	24.00	—	—	116	—	Centr'l P'k, N. & E. Riv. (N. Y.)	1,517,906	955,300	550,000	.....	528,090	74,053	—	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	....	....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4,192	150,634	34,102	—	100	....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,780	2,600	—	100	....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	.....	.....	—	....	....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep. '65	11.00	—	—	19	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	....
30 Sep. '65	18.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	.....	139 604	482.224	loss.	—	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	ope: by	T. & L.	R. R.	—	....	....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	....	....
30 Sep. '65	1.60	—	—	—	4	V. Brunt st & Erie Basin (Bk'n)	62.000	50,000	12,000	.....	12,839	808	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	3 Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143.111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	—	271	49	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	—	367	59	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	....	28
31 Oct. '66	5.47	—	—	120	25	Girard College (Phila.)	81,612	160,000	.....	.....	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	—	191	33	8 Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	12½
31 Oct. '66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67.450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	.....	.....	59,500	52,157	6,174	43,264	loss.	....	....
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100.000	17,000	.....	.....	39.291	18,479	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,600	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,50:	116,388	28,058	16	50	....
31 Oct. '66	2.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	.....	.....	80,135	29,938	20½	50
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120.000	63,300	2,108	42,025	7,879	4	50	9
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by S. & P.)	.....	—	....	....
31 Oct. '66	19.3	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	78½
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120.000	.....	.....	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	—	154	19	4 Spruce & Pine (Pl. il. & Gr's F.)	250.253	250,157	.....	.....	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67.574	7½	50	36
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	.....	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	.....	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,800	.....	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50.000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadwy & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd: 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway: 1st Mortgage	20,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	6,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	....
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	....
Forty second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm: 1st Mortgage	118,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	185,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [read]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	..	.....	.....	....
Maldan & Melrose bonds	40,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100.000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	160,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	180,000	..	.....	.....	....
Union: Real Estate Mortgage	360,000	6	J. & D.	1875	....
Utica City: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, May 1.					
Loan of Jan. 28, 1847 ..... registered	$6,770,100	6	Jan. & July.	1867	101⅛
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	107⅝
" " " ..... coupon		6	" "	1868	105½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000		" "	Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	106
" " " ..... coupon		5	" "	1874	106½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	111
" " " ..... coupon		5	" "	1871	115
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " " ..... coupon		6	July.	1881	104½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	108½
Loan of July 17, & Aug. 5, 1861 ..registered	264,315,200	6	" "	1881	108½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ..registered	514,780,500	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	106½
Loan of March 3, 1864 (5-20s) ..registered	100,000,000	6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) ..registered	416,365,650	6	May & Nov.	1885	107½
" " " (5-20s) ..... coupon		6	" "	1885	107
Loan of March 3, 1864, (10-40s) ..registered	171,499,350	5	Mar. & Sept.	1904	99½
" " " ..... coupon		5	" "	1904	100
Pacific R. R. Bonds of (currency) ..registered	12,922,000	6	Jan. & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350		Due.	1867	----
" June 20, '64 & Mar. 3, '65 1st series	549,419,200	7.3	Feb. & Aug.	1868	106½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106½
" 1865 ..... 3d series		7.2	Jan. & July.	----	106½
Matured Debt not presented	11,381,190	6	At maturity.	----	----
Gold Certificates of Deposit	15,490,440		.....	3 y'rs	----
Compound Interest Notes of 1864	134,774,510	6	At maturity.	----	----
United States Notes (greenbacks)	374,247,687		.....	----	----
Fractional currency	28 975,379		.....	----	----
Navy Pension Fund	12,500,000		.....	----	----
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " ..... "	688,000	6	" "	----	----
" —Funded Interest Bonds ..... "			.....	1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	'77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	121
" —War bonds ..... "	1 548,000	7	" "	'72-'90	----
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	100½
" — " " (free.) ..... "		6	" "	1860	100½
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	----
" — " ..... "	2,271,750	6	" "	'72-'86	73½
" — " ..... "	434,000	7	" "	'77-'86	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	99½
" — " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	101
" — " ..... "	1,778,677	6	" "	1877	100
" — " ..... "	241,000	6	" "	1879	----
" — " War Loan	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1866	95
" — " " ..... "	2,068,178	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
" —War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	----
" — " ..... "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Fu ded Coupons	.....	6	.....	.....	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,800,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	6	quarterly.	var.	82
" — " ..... "	1 727,000	6	" "	1870	102
" — " ..... coupon	3,192,763	6	" "	1890	102
" — " ..... inscribed		6	" "	1890	----
" — " (sterling) ..... coupon	6,401,000	5	" "	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — "	244,000	5	Jan. & July.	'70-'74	105½
" — "	375,000	5	April & Oct.	'72-'74	103½
" — "	220,000	5	May & Nov.	1880	99½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1868	131½
" — "	1,024,066	6	Jan. & July.	'71-'75	109½
" — "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" " " " ..... "	1,760,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad) ..... "	13,701,000	6	Jan. & July.	'71-'89	98½
" — " " (H. & St. R. R.) "	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.) "	7,000,000	6	" "	'72-'87	93½
" —New Sinking Fund Bonds	.....	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds ..coupon	1,650 000	6	" "	'83-'85	99
" " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108½
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	"	1886	----
" " " ..... general fund	500,000	6	"	1868	100
" " " ..... canal fund	3,050,000	6	"	1871	100
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	101
" " " " ..... "	2,250,000	6	"	1874	99½
" " " " ..... "	500,000	6	"	1875	100½
" " " " ..... "	900,000	6	"	1877	100
" " " " ..... general fund	800,000	6	"	1878	92½
" " " " ..... "	909,607	5	"	pleas.	----
" " " ..... canal fund	192,585	5	"	1866	----
" " " ..... "	1,163,000	5	"	1868	----
" " " ..... general fund	442,960	5	"	1868	----
" " " ..... canal fund	167,000	5	"	1871	----
" " " ..... "	4,500,000	5	"	1874	93½
" " " ..... general fund	900,000	5	"	1875	93
" " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62
" " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" " " ..... "	536,798	5	" "	1860	98
" " " ..... "	379,886	6	" "	1868	----
" " " ..... "	2,183,632	6	" "	1870	100
" " " ..... "	1,600,000	6	" "	1875	102
" " " ..... "	4,095,309	6	" "	1881	103
" " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" " " ..... coupon	6,168,000	5	"	'77-'82	93
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	481,444	5	Jan. & July.	1868	----
" " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" " " ..... coupon	1,199,000	6	" "	'77-'90	----
" " " (new) ... "	.....	6	" "	.....	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest	872,813	6	" "	1892	67
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'96	70
" — " " ..... coupon	11,108,000	6	" "	'86-'95	----
" " (sterling). ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	.....	6	" "	'76-'96	----
" — " ..... coupon	.....	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	.....	6	.....	.....	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war)	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
City Securities.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	----
" — "		6	"	1870	98½
" — "		6	Jan. & July.	1873	97
" — "		6	May & Nov.	1875	96½
" — "		6	Jan. & July.	1886	98
" — "		6	quarterly.	1890	97½
" — " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	----
" — "	7,846,026	5	Various.	'66-'70	125½
" — "		5	"	'71-'75	125½
" — "		5	"	'76-'80	99½
" — "		5	"	'81-'86	102½
" — "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	----
" — "	305,000	5	Jan. & July.	'77-'78	100
" — " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	93
" —Improvement Loans ..... "		6	" "	'86-'96	90
" —Water Loans ..... coupon	5,500,000	5	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" — " (new) ..... coupon	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " "	4,714,000	6	" "	'76-'78	----
" " "	1,800,000	6	" "	1883	100
" " "	5,149,271	6	" "	1887	101½
" " "	275,000	6	" "	1898	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	5	" "	1870	94½
" " "	319,000	5	" "	1873	----
" " "	1,000,000	5	" "	1874	----
" " "	834,700	5	" "	1875	----
" " "	2,016,000	5	" "	1876	----
" " "	2,376,000	5	" "	79-'80	88
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	562,700	5	Jan. & July.	'67-'81	83
" " " (new)	739,222	5	" "	'67-'82	93
" " " (old)	2,232,800	6	" "	'66-'93	93
" " " (new)	7,809,717	6	" "	'66-'99	99
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	80
" —Water Loan	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1898	----
" — "	2,200,000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,406	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,559	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	383,274	433,045	443,029	459,370	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	226,824	3,440,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,696,153
1867	240,238	142,947	238,562	283,921	338,691	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257.230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,464	280,283	251,916	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,234	296,169	473,186	551,122	435,945	407 683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	563,400	6,111,566
1865	641,005	482,164	499,296	468,358	585,623	747,944	702,491	767,508	946,707	921,886	749,191	546,600	7.958,980
1866	623,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	600,832	586,743	747,391	720,651	787,736	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.585	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9+7	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	802,906	963,859	8,400.334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206,246	269.282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510.100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,685	516,608	460,573	617,892	578,403	747,469	739,736	641,589	643,987	518,098	7,181,208
1866	603,053	505,266	506.465	411,695	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,458	554,201	417,352	420,365	477,607	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	282,172	170,795	116,224	150,989	245,701	244,864	93,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,925	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	361,489	387,096	301,613	418,575	436,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	379,761	391,163	358,601	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,024	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,086
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410.802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,631	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4.260,112
1867	304,096	283,661	375,210	302,783	333,952	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,786	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.756	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,460,076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,859	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,920	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,202	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351,579	1,419,262	1,196,965	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,558	914,082	7,129,468
1865	660,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 082
1866	559,982	480,966	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,936	655,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,842	174,152	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,983	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,694,975
1867	237,674	200,798	270,630	317,052	329,078	------	------	------	------	------	------	------	------
Western Union:													
1865	42,716	37 265	32,378	33,972	62,862	82,147	68,189	59,862	75,077	92,715	61,770	27,830	689,343
1866	45.102	36,005	39,301	45,332	86,913	102,918	85,276	60,098	84,462	100,213	75,248	44,468	814,03
1867	39,078	27,667	36,392	40,710	57,852	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1865	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,250	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	86
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93¾
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'67-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	----
Convertible bonds	1,600,000	7	" "	"	1882	---
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	---	Jan. & July.	Frankfort o. M.	----	---
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	---
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	88½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	79
Equipment Bonds	270,483	7	May & Nov.	" "	1874	93
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,230	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Income Bonds	3,500	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						82½
Internal Improvement (State)	1,655.000	7	----	----	1891	
Free Land, 2d Mortgage	1,400,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1864	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	81
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(04½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1876	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104½
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksev. and Louisv.:						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio.						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State (Tenn.) Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	117
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8	" "	" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		84
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	97
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	98½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	188,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						
1st Mortgage	600,000	6	Feb. & Aug.	New York	'75-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Jn. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84¾
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb. & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	91
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,821,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	99½
1857, (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	96
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	3 52,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	150
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,800	6	Jan. & July.		'78–'74	
Domestic Bonds	643,600	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Stenbenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	75½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (I. K., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	67
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	28½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	'90–'75	
1st Mortgage guaranteed	200,000	6	" "	"	90 '96	
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	55–'75	
Bonds not secured by mort	61,684	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	90
2d Mortgage	772,000	7		"	1896	
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	180,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,965	503,500	105,255	1,516,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,025	109.6	.....	297,626	111,252	—	.....
30 Jun. '59	57.0	—	.....	171.8	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	56,773	21,000	—	.....
31 Dec. '65	469.3	13.5	—	49.4	21	20	263	*Mobile and Ohio*	9,258,092	2,189,562	—	3,615,400	7,561,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,492	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,383	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,705	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	.....	3,927,000	75 2	.....	1,591,804	633,488	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,489,775	*	347,819	2,000,000	202,500	150 848	2,787,584	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,055	.....	62.0	152,974	419,469	130,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,149	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	—
30 Nov. '66	100.0	—	.....	—	14	16	150	New London Northern	658,805	—	—	895,000	353 283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079,5 0	258.046	8 272,182	117.4	787,826	2,068,200	704,016	10	120
30 Nov. '66	59.4	7.0	4.2	—	19	19	456	Norwich and Worcester	2,463,983	149,111	666,663	2,363,600	559,000	6.112	3,230,357	66.4	366,149	780,678	290,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271.877	1.607,884	84.3	136,631	138,970	41 466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,286	10,250	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.1	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30 0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,900	.....	.....	6 890,173	229 0	879 468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,345	232.0	.....	1,159,188	528,045	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026 688	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71 6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3 350,606	411,375	34,175	3,203 400	437,500	12,532	4,808,553	228.8	264,521	856 845	343,802	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,782	6,311,900	3,983 000	498,049	12,290,903	280 0	1,934,175	3,695,153	1,484,616	8	112
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10 193,010	5,764,496	204 207	17,318,440	400 0	2,085 580	6,175,553	2,799 435	21	139
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	27,323,791	*	2 256,860	26,155,641	12,020,483	825,388	39,680,4 2	930.0	.....	6 820,750	1,802,272	—	344
31 Mar. '67	181.8	181.5	.....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15 347,822	*	3,192,940	9,100 000	8,146,524	655,486	18,308,763	409.3	1,621,707	3,271,634	1 41 ,999	10	894
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 032,861	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,456	—	—
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.523,528	23.415,780	12.144.000	.....	41,478,280	768 3	3 693,862	6 548,741	2,175,447	10	120
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	8,217,654	*	52,348	3,335,939	1,600 000	121,658	5,269,685	111.0	288,524	561,663	171,967	—	—
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,743	488 598	—	58
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,844	1,240,000	4,562	2,726,18	132.0	240,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,600	15,900	2,102,561	109 0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	80
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,765	307,852	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,225	108.0	312,859	527,803	268,196	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,300	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288 0	.....	645,827	371,40	—	80
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,160	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	150
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3 215,917	*	235,796	1,541,804	1,902,110	7.717	3,451 712	75.5	125,325	406,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 0	3,662,125	960,000	655,955	5,429,203	156 5	519,880	800,271	237 801	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mos.	468,824	21,356	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,030,000	337.532	4,375,99	111.8	.....	428,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,62	174,049	86,707	7	90
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,40,940	126,735	142,618	1,109,994	319,519	20,497	1,675,258	95.1		389,171	108,903	5	66
30 Jun. '66	185.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,125,491	453,051	12,764,540	334 0	959,947	3,145,159	1,592,056	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,315,464	4.093,425	1,730 000	2,804,768	8,628 793	80.0	105,980	414,741	200 220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,4 7	3,561,000	281,157	12,0 8,63	206.0	.....	1,533,04	386,268	—	—
31 Aug '60	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,3 3,015	248,909	108 434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	87 ,767	6,982 866	7,463,489	281,032	15,188,180	329.3	1 741 670	1,446,490	1,038,114	15	112
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,663,517	1,745,795	10,001,200	9,135,340	736,951	20,473,9 1	523.8	2,386,1	4,73 1 3	1,609,387	—	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,861	2,554,732	895,992	5,331,809	236.0	.....	584,342	324,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59 7	.....	176,462	116,435	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	45
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,588	815,063	236,716	2,469,940	4,460,000	108,235	8,028,361	182 0	.....	1,020,089	267,904	—	—
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
2 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,8 5,014	1,504,015	439,157	3,581,500	9,200.000	1 159,743	15,6 8,18	283.0	831,433	1,794,366	400,826	—	—
28 Feb '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,0 0	—	5,000,000	127.0	.....	.....	.....	—	—
30 Sept. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,242	3,501,000	40 568	6,362,109	90.1	252,189	309,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,419	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,771,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	113¾
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,660,000	*	—	1,660,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	329.0	1,736,704	4,042,125	1,167,973	8	42
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	18
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	776,454	1,575,826	498,499	10	127½
30 Nov. '66	47.0	7.0	46.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	157½
30 Nov. '66	44.6	24.0	62.6	—	36	68	286	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,158	189,816	300,144	1,650,000	250,000	594	2,237,115	58.4	255,853	617,143	177,322	8	116
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,678,300	1,848,400	271,200	5,426,700	94.5	806,800	1,422,167	477,714	8	108½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	360,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	119½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,186	(Operated by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,804	90,966	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	600,000	124,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6-666,571	354,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	96½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,793	121,286	1,750,000	—	127,680	1,877,680	44.4	296,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Operated by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	—
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	922,942	979,308	—	(Surrendered to the Commonwealth.)						.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,985	134,638	3½	51½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,408,791	10	176
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,386	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	451,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	117½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	668,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	106½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	586,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,705	15	131½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	2,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,581,244	1,617,268	10	119
31 Dec. '66	53.0	—	.....	45.5	21	43	274	Morris and Essex	6,973,931	2,181 1:1	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	65
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,665	1,580,141	5,000 000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	88.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,'00	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.		233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,286,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,874	786.0	7,109,139	14,566,413	2,238,704	4	59½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	109½
30 Sep. '66	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	28,530,000	12,366,804	815,170	44,119,904	892.2	6,607,261	14,596,786	3 201,112	6	101½
30 Sep '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	105
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	62
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	6	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	30.7	87,202	240,637	69,610	8	.....
30 Sep. '65	26.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,760	—	1,278,750	176.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.3	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	355,000	"	"	"	"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,090	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	64	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	8	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	31.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,862,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	484	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5 998,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	185.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100
31 Oct. '65	95.5	—	23.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	77½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,368,863	1,085,717	13	120½
30 Nov. '65	84.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,454	75,697	2,284,941	3,754,630	136,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	83.6	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	488	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,665	3,688,385	315.434	17,429,777	250.8	739,900	1,224,055	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	329,932	119,082	—	.....
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,364	595 400	391,992	3,382,163	1,218,972	109,813	4,272,748	205.9	346,571	894,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	229	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,223	2,9 0.'59	125.0	240,785	420,453	128,800	—	—
31 Dec. '66	413.0	45.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,90	6,700,000	14,245,000	795,301	22,115,900	250.0	—	3,717,388	906,200	—	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56357.560	*	83,348	29,564,405	29,929,900	1,156,819	60.721,124	507.0	2,041,771	4,833,440	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,545	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	125
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,859	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,656	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	436,296	2,622,548	98.6	313,902	618,466	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R. Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,150	1,462,140	—	2,188,498	59.7	194,282	250,906	85,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	256,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,911,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	50
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,263	*	1,598,965	2,666,100	885,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2:5	67.5	345,588	902,218	382,500	—	33½
31 Dec. '65	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0-8 2 6	—	44,251,544	365.5	7,060,028	16 583,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	169,800	—	1,817,554	24.2	274 879	605,346	247,446	9	65
31 Dec. '65	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,989,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	2?½
30 Nov '65	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10.9 2,819	6,016 631	10	65½
31 Oct. '66	28.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	849,446	316,764	15	129
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,057,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	629,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,843	26,927,540	468.5	4,946,413	7,467,217	2,319,531	10	97
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,065	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10.000	684,036	962,600	113,865	1,760,501	35.4	144,402	757,510	143,850	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	816,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,381	500,000	—	.....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	—	.....	North Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,225	102.0	.....	220,014	98,145	—	—
31 Dec. '65	136.0	106.0	—	—	47	34	843	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,847,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,307	47.6	.....	.....	29,067	19,187	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	—	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,349,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,352	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,206	844,284	448,922	5,312,725	2,885 900	1,462,314	11,093 891	291.0	406,061	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	—	.....	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,089,600	962,0?9	3,01?,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,600	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	408,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734.115	337,584	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	—	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	—	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275.000	240,000	171,580	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,290	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	490,577	175,993	—	—
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,851	623,027	112,168	—	—
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,788	—	—
3 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,308	1 477,782	334,328	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	80
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,434,194	—	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,875	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,33?	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	.....	103.5	—	696,703	127,935	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,?00	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,965,600	1,631,900	124,331	3,566,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,225,626	*	—	883,200	192,500	5,?9?	1,486,527	80.5	.....	326,564	213,85?	7?	—
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,600	2,?00 000	1,717,500	900,939	7,301,983	191.7	259,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,94?	145,38?	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,0 4	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391 577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	2?0,9 6	3,35?,679	1,709,822	?04,?8?	6,245,8?8	196.0	.....	4?7,449	120,15?	—	—
30 Jun. '65	204.7	9.4	10 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,2?1	1,339,5 0	?2 , 22	7,362.2 0	214.9	27-,8 9	85 ,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,9?0	5,220,000	—	18,508,374	2 5 0	986.727	2,538,80	924,10?	—	86
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,698	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188.000	—	11,938,000	16.10	.....	236.79?	67,652	—	1?
31 Dec. '?2	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,4?? ?89	*	15,311	1,651,130	911,029	22,984	2,603,376	49.0	.....	242.798	117,942	—	63
30 Jun. '?3	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	?,?10.345	*	—	15,123,430	54.750,51?	7,336,4??	77,210,345	1,096	.....	4,368,51?	1,154.89?	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,780	*	1,250,000	16,802,745	9,281,43?	.....	26,084,180	357.0	.....	5,011,86?	1,649.51?	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,61?	.....	.....	.....	4,909,980	?68,9??	5,678,939	98.1	402,67?	467,?26	191,15?	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	16	170	European & North American	4,747,713	—	—	4,658,?0?	—	—	—	108 0	—	148,?3?	53,???	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,?38	—	1,380.000	13,10?	136,00?	1,?90,2??	60?	—	132 ?5	36,67?	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.5	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,?78,4?1	—	—	4 ?78,281	?2?	166,41?	339,10?	87,18?	—	—
								NEW GRANADA.													
31 Dec 62	8.		—	—	11	23	120	Panama	3,000,000	*	—	3,00?,???	—	—	10, 68, ?3?	??	—	? ??,4??	,?28,?2?		275

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	17½
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	54½
Chicago & Alton (preferred)	2,425,400	7	7	114½
Chicago & Northwestern (pref.)	12,994,720	7	7	58½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	82½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	55½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	85½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90½
2d Mortgage	3,980,670	6	J. & J.	1882	77
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	56½
Delaware and Hudson	100	10,000,000	10	153½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	47½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	98
" (preferred)	100	1,175,000	10	119
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	20
" " (preferred)	50	2,888,988	---	30
Susquehanna and Tide Water	50	2,048,250	---	18½
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 40 — @ 43 —
Pig, American, No. 1 42 — @ 43 —
Bar, Refined, English 85 — @ 90 —
Bar, Swedes, assorted sizes (in gold) 95 — @100 —

	Store Prices.
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	102 50 @107 50
Bar, English & American, common	92 50 @ 97 50
Scroll, English	185 — @182 50
Ovals and Half-round	130 — @140 —
Band, English	135 — @ — —
Horse Shoe	130 — @ — —
Rods, English	107 50 @107 50
Hoop, English	140 — @195 —
Nail Rod per lb.	9 @ — 10½
Sheet, Russia per lb.	18½@ — 19
Sheet, English, Single, Double and Treble	5½@ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18 @ — 23
English Spring (1st & 2d qlty.) — 10½@ — 12½
English Blister (1st & 2d qlty.) — 11½@ — 20
English Machinery — 13½@ — 16
German — 14 @ — 16
American, Blister — 11½@ — 17
American, Cast, Hammered — 19 @ — —
American, Cast, Rolled — — @ — —
American Spring — 12 @ — 15
American Machinery — 15 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — 34 @ — 35
Sheathing, Yellow — — @ — 24
Pig, Chile — — @ — —
Bolts — 36 @ — 37
Braziers' — — @ — 35
American Ingot (cash) — 23½@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 6 50 @ 6 62½
German Refined — 6 50 @ 6 62½
English — 6 50 @ 6 87½
Bar per lb. — — @ 10 —
Pipe and Sheet — — @ 10 25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	25½@ — —	
Straits (gold)	23 @ — 23½	
English (gold)	22½@ — 23	
Plates, I.C. Charcoal, p. box	8 75 @ 9 25	12 — @ 12 —
Plates, I. C. Coke	7 50 @ 8 75	10 50 @ 12 25
Plates, Coke Terne	6 75 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	8 25 @ 8 75	11 50 @ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash) per 100 lb. 5 87½@ 6 —
Clinch (cash) — @ 7 50
Copper — @ — 42
Ausable Horse, Norway Iron, Forged — @ — —
Zinc Nails (6 mos.) — 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 15½@ — —
Refined, free L. S. to White — 41½@ — 42
Refi'd, in bond, prime L. S. to White — 24 @ — —
Refi'd, in bond, Standard White — — @ — 25
Naptha, Refined (60@63 gravity) — 21 @ — 21½

New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th 13	F. 14	Sat. 15.	M 17.	Tu. 18	W. 19
Atlantic M. S. S. Co.	105½	106½	----	106½	106½	107
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	44½	44½	----	44½	----
Central Am. Transit	----	----	----	----	----	44
Chicago & Alton	110½	----	----	----	112	112
" " pref.	----	114	----	----	114½	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	135½	136	----	----	139	139
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	35½	35½	35½	35½	35½	35½
" " pref.	60½	59½	59½	59½	60	59½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Consol.	----	----	----	80	----	----
Chicago & Rock Isl.	91½	90½	91	90½	92½	90½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	99½	----	99½	----	----	----
Clev. and Pittsburg	76½	77	76½	76½	77½	77½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	74½	----	74	----	----	----
Clev. and Toledo	119	118½	119	120	122½	122
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	30½	----	31½	30½	30½	
Del. & Hudson Canal	154	----	----	153½	153½	
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" "2M. 8p.c. '81	----	----	----	----	----	----
Erie	61½	60½	60½	60½	60½	60½
" pref.	74	----	----	----	----	----
" 1 M. 7 p.c. '67	101½	101	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	98	----	----	----	97
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	109½	108½	108½	----	109½	----
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69.	103	103	----	----	----	103
" 2M. S.F.	105	104½	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	120½	119½	119½	120	121	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central	113	114	113½	113½	----	
" S F. 8p.c. '82	----	----	110	----	----	
" conv. 8p.c. '69	----	----	----	----	----	
M. S. and N. I.	69½	68½	68½	68½	69½	69½
" " guar'd	----	----	----	----	----	----
" " 1M. S.F. 7's	----	----	----	----	----	----
" " 2 M.	----	90	----	90	----	
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	35½	----	35	35	36	----
" " pref.	56½	56½	56½	56½	56½	55½
" " 1st mort.	89	----	----	88	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98½	98½	----	98½	99	98½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	99½	99
New York Central	103	102½	101½	101½	102½	102
" Real Estate	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	97	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	105	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52½	53	53	54½	----	53½
" new	53	53½	53½	53½	53½	54
Ohio & Miss. cer.	25½	25	25	25	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	140	139	139	141	141½	141
Panama	----	----	----	----	----	----
Phila. and Reading	108	107	----	107	107½	107½
Pitts. Ft. W. & Chicago	98	97½	97½	97½	97½	97½
" " 1M.	----	----	----	----	----	102½
" " 2M.	----	----	----	----	98	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	27½	28	----	28	29	28½
St. L., Alton & T. H.	50½	52	52	56	58	58
" " pref.	----	76	76	----	81	85
" " 1M.	91	----	----	91½	91½	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	89
" ex-coupon.	----	68½	----	----	----	69
" new	67½	68	67½	67	67½	67
Tol. Wab. & Western	43½	45	44½	44½	45	45
" Pref.	67	69	69	69½	----	68½
" 1M. ex.	89½	----	----	89½	----	----
" " 2M.	77½	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	106	----	----
U. S. 5s, 1874, coup.	109	109	109⅜	110¼	----	110⅛
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅛	----	----	----	100⅛	100⅛
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	108⅞	----	----	----
U. S. 6s, 1881, cou.	112⅜	112⅜	----	----	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	110	110⅞	110⅝	110⅝	110⅜	110⅜
U. S. 6s, 5-20s, c. 1864.	106⅛	106⅞	107⅛	107	107⅛	107
U. S. 6s, 5-20s, c. 1865.	107	107⅛	107⅛	107⅛	107⅛	107⅛
U. S 6s, " reg.	----	----	----	----	----	107⅛
7.30 Notes, 1st series.	106⅛	106⅛	106⅛	106⅛	106⅛	106⅛
" " 2d series.	105⅝	106⅛	106	106⅛	106⅛	106⅛
" " 3d series.	----	----	----	106⅛	----	----
American Gold	137⅛	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 18.

	W.12.	Th.13	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	----	----	----	----	----	----
" preferred	27	----	----	----	27½	27½
Camden & Amboy	129½	130	----	----	131	131½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	89
" " 6s,'89	89	----	----	----	----	----
" mort. 6s,'89	----	----	93¼	----	----	93
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	56¾	----
Elmira & W'mseport	----	----	----	----	----	----
" " pref.	42	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	47⅜	47	49⅛	46½	47	47⅛
" " 6s, '84	----	----	88	88	88⅛	88⅛
Lehigh Valley R. R.	59	----	59	----	59	59
" " 6s	----	----	91¼	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	54	----	58	58	----	----
Morris Canal	----	58	----	----	----	----
" " pref.	----	119	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	88½	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	42	----	----	----	----	----
Pennsylvania R. R.	52	52	52⅜	52⅛	52½	52½
" 1st m.	99⅜	----	99½	99⅜	----	----
" 2d m.	----	----	----	----	----	94
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	102¾	----	102¾
Philadelphia City, 6s	94	----	94	94⅛	94⅛	94⅛
" " new	99	99	99	99½	99½	99½
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	63	63	63	63	----	----
Phila. & Reading	53⅜	53	53⅛	53½	53⅛	53⅜
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28⅛	28⅜	28⅜	----	28⅛	28⅛
" " 6s	----	----	92½	----	----	92⅛
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	30½	----	----	----	----	30
" " 6s '82 '77	76¼	----	----	----	77	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	91½
Susq. Canal	17	17⅛	17⅛	----	18⅛	----
" " 6s '78	68⅛	----	----	----	68⅛	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	12½
Chestnut & Wal. "	----	----	44	----	----	44
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	26½	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 18.

	W.12	Th.13	F.14	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875.	96½	----	96⅜	----	97	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	97⅜	97⅜	----
Balt. and Ohio	----	----	----	113½	113½	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	97¼	----	----	----	97⅛	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th. 13.	F.14.	Sat.15.	M.17.	Tu.18.	W19
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134⅛	----	----	----	133	127⅜
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	143⅛	143	----	----	140	144
Cheshire, pref.	55	----	----	----	----	54⅜
Concord	----	----	----	----	----	----
Connecticut River	----	115⅛	----	----	----	116
Eastern, Mass.	----	109	----	----	----	108⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	120	----	120	----	119½	119⅛
Manchester & Lawr'ce	----	117⅛	----	----	----	----
Michigan Central	----	112⅜	----	----	----	----
Northern, N. H.	106	----	----	----	106⅛	----
Old Colony & Newport	----	----	----	----	----	96⅛
Ph., Wil. & Baltimore	54⅛	54⅛	54⅛	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	87⅛	----	----	89
Vermont & Mass.	53	53	----	----	52⅛	51⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	89	86⅜	----	88	87
Metropolitan "	----	57	57⅛	----	----	57⅛
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	23⅛	23	----	22⅛	22⅛
Franklin "	17⅛	17	17	----	17⅛	16⅛
Huron "	----	4	4	----	----	4
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	7
Pewabic "	12⅛	12	12	----	12	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	8⅛	8	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 24th and 31st of May.

	Closing Prices. May 24.	May 31.
United States, 5-20s, 6 per cent 1882	72 @ 72⅛	72⅛@ 72⅜
Do. do. 6 do. 1884	68 @ 70	70 @ 72
Do. do. 6 do. 1885	70⅛@ 71	71 @ 71⅛
Do. do. 6 do. 1868	85 @ 90	87 @ 90
Do. 5 per cent, 1874	70 @ 72	70 @ 72
Virginia State, 5 per cent	50 @ 55	53 @ 55
Do. 6 per cent	45 @ 46	44 @ 46
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	21⅛@ 22⅛	21 @ 22
Erie shares, $100 (all paid) 8 p. c.	39½@ 40	39½@ 40
Do., convertible bonds, 6 p. c.	66 @ 67	66 @ 67
Do., 3d mort., 1883, 7 p. c.	67 @ 69	67 @ 69
Illinois Central, 6 p. c., 1875	85 @ 89	85 @ 89
Do., 7 p. c., 1875	73 @ 75	73 @ 75
Do., $100 shares (all paid)	75½@ 76⅛	76⅛@ 77⅛
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	67 @ 70	67 @ 70
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	88 @ 90	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	76 @ 78
Do. with option to be paid in Phil.	76 @ 78	76 @ 78

American Railroad Journal.

Saturday, June 22, 1867.

Stock Exchange and Money Market.

The Money Market has been more freely supplied, since our last, especially through private channels, in which there has been a steady accumulation of balances. The receipts from the interior have been increasing, domestic exchanges ruling generally in favor of this point. The Government office has been disbursing at the average daily rate of the full measure of its receipts. Since Monday, its payments have been in excess of its income from all sources. It has been purchasing compound-interest and Seven-Thirty notes, as freely as they have been offered. It has retired all that was available of the June 1864 compound notes. Many of them held by the National banks have not been surrendered, and are not likely to be, until the banks shall have passed the ordeal of making their quarterly returns for July to the Currency Bureau, as the banks seem reluctant for the present to diminish in any way their reserve of legal tenders, plain or interest bearing. The inevitable loss of interest on the matured compound notes is of less consequence to them, than the danger of a poor showing of legal tender notes in their July exhibit. The Government office has been discharging, as promptly as they have been presented, all interest claims of the holders of the June issue of the Seven-Thirties. It has also been ready to anticipate the July coin-interest on the latest issue of the Five-Twenties of 1865, known in the street as consols. In this way, the Treasury has been prudently aiding in the restoration of an easy money market, and in the cheapening of the price of money for all legitimate business purposes. On call loans, the rates here have settled down to 5 per cent. on Government, and 6@7 per cent. per annum on other prime stock collaterals. On strictly choice to prime short date commercial paper, the discount rates have been, through private houses, quoted at 6@7 per cent. per annum. The demand for accommodation has been less active. The last city bank statement shows a loss of $4,412,572 in the deposit line, and $3,042,049 in the specie reserve, with a gain of $2,001,187 in the legal tender reserve during the past week. The loans were reduced $4,248,282. The specie reserve of the banks is now $12,656,389, against $11,217,305 same time last year. The city bank deposits are now $180,713,763, against $202,415,656 week ending June 16, 1866. The legal tender reserve amounts to $57,924,294, against $79,179,304 same time last year. The circulation now stands at $33,707,109, against $25,887,876 same time last year. The loans are now $246,228,465, against $247,301,547 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $76,828,100 a day, against a daily average of $76,955,703 the preceding week, and $73,779,264 the week ending with June 1. The current week's exchanges average $80,686,730 a day.

National Bank notes to the amount of $75,650 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $303,012,456, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,861,527, leaving, with the existing 1,647 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,150,929. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,586,500; and for the public deposits, $38,983,950—making a total of $379,590,455. The Treasury Department last week redeemed and destroyed $384,600 of worn and mutilated fractional currency, and issued $249,931 worth of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $34,925, and $21,646 in specie; with a decrease in legal tenders of $500,710; in deposits, $78,343, and $596,712 in circulation. The Bank Clearings show an increase of $81,165, and the balances, $365,073.

The U. S. Sub-Treasury receipts, week ending with June 15, were $17,834,629, including $1,895,713 from customs duties; payments, $17,331,277; balance at the close of the week, $134,616,271,

against $134,112,920, at the close of the preceding week, showing an increase of $503,352. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,932,486 including $359,008 from customs, and payments, $3,525,516; on Tuesday, receipts, $1,524,793; payments, $2,032,337. The balance at the close of business on Tuesday stood at $133,506,897, against $134,405,663 a week previous.

The cash balance in the hands of the United States Assistant Treasurer at Boston, at the close of business on Saturday, was $6,846,613 94, being a decrease of $1,362,951 07 during the week. The coin balance was $6,055,197 64. Amount of Compound Interest Notes paid, $2,472,275 61. The interest paid on the Seven-Thirty Bonds on Saturday the day of maturity of the coupons, was $446,540 26. Customs received during the week, $315,100.

Government revenues have been comparatively fair for the season. The customs revenue has been better than could have been expected from the reported dullness and depression in the importing interest. The excises have yielded quite encouragingly. The revenue officers look for a marked improvement in this particular, within the next six weeks, from the payment of income and other annual taxes. The excises, last week, yielded $4,169,549, against $5,450,239 the preceding week; customs at the port of New York $1,895,713, and at the outports, about $630,000 (in coin) more, making the grand total income for the week equal about $7,327,049 in currency. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $259,000,000.

The Gold market has been more active, since our last. The speculative demand has improved, partly on account of a rather extensive *short* interest made toward the close of last week, and to protect which more than usual eagerness has been exhibited. The discussions, relative to a July session of Congress, had been used by the inflationists to promote their purposes. The Government has not been a seller of gold, to any notable extent, for a number of days. The customs inquiry has been fair for the season; and the export drain, comparatively moderate. The price was as high on Tuesday as 138. On Wednesday, the opening rate was 137⅞, the range through the day, from 137⅞@138⅜; and the latest quotations 138 on a rather heavy market. The temporary rise on Wednesday was partly owing to the reported fall in United States bonds in London, which itself was the result of the previous rise in gold here. The specie exports on Wednesday were only $215,000. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,458,960. The customs demand for Gold last week, averaged $315,952 a day; thus far, this week, it has been equal to $429,416 a day, or equal to a weekly aggregate of $2,576,496. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $144,344, and from California, none. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $118,689,903, against $128,486,284 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $37,300,596, against $28,230,736 same time last year, showing an increase this year, of $9,069,860. The exports of specie from this port, last week, were $2,784,963. The total outflow of specie from the port, thus far in the current fiscal year has been $39,644,444, against $55,622,202 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $402,000, making the total coin interest disbursements through the Government office, since July 1, 1866, $53,972,310, against $45,740,696 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 17, reached $13,680,512, against $13,646,731 same time last year, showing an increase, in 1867, of $33,781.

There were $103,000,000 in gold in the National Treasury on Saturday last $85,000,000 of which belonged absolutely to the Government.

A more liberal supply of bankers' and commercial bills of exchange has been available, since our last, and as the demand has not been particularly urgent, prices have favored buyers, slightly. Bankers' 60 day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.15@5.11¼; sight bills on London to 110⅜@110½; and on Paris to 5.12½@5.10. The offerings of produce bills have been fair, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,085,804, making the total value of exports since July 1, 1866, $171,913,527, against $209,374,015 same time in the preceding fiscal year.

Business in the public funds was quite brisk through most of the week. The home and foreign investment demand for the coin bearing bonds was more animated at advancing prices. The Five-twenties of the several issues were in especial favor. The Seven-Thirties and Compound Interest Notes were also in good request, chiefly for banking purposes, at buoyant rates. On Wednesday, there was a marked falling off in the demand for the National interest bearing obligations, and a fractional decline in prices of the funded debt was the result. The June 1864 issue of the compound notes, having matured, have ceased to be quotable. U. S. sixes of 1867 closed tamely here on Wednesday at 133½; U. S. sixes of 1868, at 134; U. S. sixes of 1881, 112½@113; U. S. Five-twenties of 1862, 110⅜@110⅝; U. S. Five-twenties of 1865 at 107@107⅛; U. S. Five-twenties of 1865, consolidated, 109⅜@109⅞; U. S. Ten-forties at 100@100⅛, and U. S. Seven-thirties at 106¼@106⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

June, 1864.....119	May, 1865 .....116⅜
July, 1864.....119	August, 1865....115⅜
August, 1864....118⅝	September, 1865..115⅜
October, 1864....117¾	October, 1865....114½
December, 1864..117	

There has been less hesitancy in the railway and miscellaneous share speculation. A good speculative demand, chiefly on street account, prevailed through the better part of the week, at a firmer range of prices. Toward the close, however, something of a *bearish* temper was developed, and the general market closed heavily, with a downward tendency, under a moderately energetic hammering process.

General business has been comparatively tame, since our last. Breadstuffs have been more freely offered, and have been much depressed in price, Yet the demand has been very moderate. Provisions have been less active at declining prices, closing heavily. In most other miscellaneous home products, transactions have been restricted, though buyers have had any existing advantage. Cotton has been inclined to yield within the past two or three days, though holders have not made any important concessions. The demand for it has been moderate. Middling grades left off here on Wednesday languidly at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 92,500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 591,500 bales, against exports of 412,600 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,797,000 bales against 1,918,698 bales same time last year; exports, 1,408,000 bales, against 1,447,600 bales same time last year; estimated stock at latest dates, 258,000 bales, against 316,000 bales same time last year. At the Live Stock markets this week Beeves are in less request at from 14@19c. per lb.; receipts, 5,163. Calves are more inquired for at 7@12c. per lb.; receipts, 2,032. Sheep and Lambs are tamer and heavy at 5@7½c., and 11@14c. per lb., respectively; receipts, 15,588. Swine have been more sought after at 6½@7c. per lb., all live weight; receipts, 14 784. Foreign merchandise has been lightly dealt in, as a rule. Groceries, hides and wool have been in most request held with most firmness. Dry goods have been pressed for sale, and all other than strictly desirable fabrics have been quite heavy in price. The total imports of foreign dry goods, last week, were $925,695, and the total amount marketed $833,029. The value of foreign merchandise imported last week, was $4,070,114—making the grand total specie value of last week's imports of dry goods and merchandise, $4,995,809, and since July 1, 1866, $249,760,428, against $287,778,664 same time in the preceding fiscal year. The ocean freight market has been less active, owing to the advanced rates claimed by shipowners, since our last, with 556 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 3½c.@4d. per bushel; cotton at 3/16@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 5.	June 12.	June 19.
Consols	94½	95	94½
U. S. 5-20's of 1862	72¾	73	73
U. S. 5-20's of 1865	71	71⅛	71
Erie	40½	40	39¾
Ill. Central	79¼	79	79

The New York exports, exclusive of specie, for the week ending June 18, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,397,972	$3,085,804
Prev. reported	100,097,907	87,221,328
Since January 1	$102,495,879	$90,307,132

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,009,003	$925,695
Gen. merchandise.....	7,046,742	4,070,114
Total for the week.....	$9,055,745	$4,995,809
Previously reported....	136,638,721	113,831,587
Since January 1.....	$145,694,466	$118,827,396

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise.	$287,778,664	$249,760,428
Exports produce.....	209,374,015	171,913,527
Exports specie	55,622,202	39,644,444

The balance in the Sub-Treasury on Wednesday was $132,621,403 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Morris and Essex 1st mort., 94¾; do., 2d mort., 84; Chicago and Milwaukee 1st mort., 88; Joliet and Chicago 1st mort., 101½; Chicago and Great Eastern 1st mort., 50; Troy, Salem and Rutland 7s, 96½; N. Y. and N. Haven, 120; do., 6s, 96; N. J. Central, 119; Indianapolis and Cincinnati, 80; Rhode Island 6s, 101; Virginia 6s, new, 42½; N. Y. State Bounty Loan reg., 104½; Brooklyn 6s, Water Loan, 95¼; Adams' Exp., 66½; Am. Exp., 64; Merchants' Union Express, 9½; U. S. Express, 69; Wells-Fargo, Exp., 64⅜; Boston Water Power Co., 23; Wilkesbarre Coal, 36; American Coal, 45; Ashburton Coal, 6; Mariposa pref., 19; Western Union Telegraph, 44⅝; Citizens' Gas, 130; Continental Bank, 107; Bank of Commonwealth, 112; Bank of Republic, 116; Ocean Bank, 104; Ninth National Bank, 115¼; Central National Bank, 114; Bank State of New York, 111; Fourth National Bank, 110; Shoe and Leather Bank, 113; Hanover Bank, 118; Bank of North America, 109; Park Bank, 148; Bank of Commerce, 119; Gallatin National Bank, 111; Benton Gold, 0.65; Bates and Baxter, 0.95; Consol. Gregory, 5.80; Corydon, 1.35; Davidson Copper, 1.30; Gunnell, Gold, 2.50; Holman Gold, 0.13; La Crosse Gold, 1.18; Montana Gold, 0.15; Ohio and Colorado G. & S., 1.15; People's G. & S., 0.43; Quartz Hill, Gold, 1.40; Rocky Mt., 0.75; Seaver Gold, 7.30; Texas, 0.10; Walkill Lead, 0.53.

Philadelphia.—Allegheny County coupon 5s, 75; ¾ Camden and Burlington Co. R. R. 6s, 85; Warren and Franklin 7s, 81¾; Phila. and Balt. Central mort. 6s, 60; West Jersey R. R. 6s, 89; 13th and 15th streets R. R., 19¼; West Philadelphia R. R., 66; Lehigh Zinc, 36; Hazleton Coal, 54; Clinton Coal, 0.44; Shamokin Coal, 3; Caldwell Oil, ¼; Maple Shade, ½; Ocean, 2.56; Girard Bank, 57; Mechanics' Bank, 31½; Seventh National Bank, 106. The latest quotations are: City 6s, 94¾@95; do., free of tax, 99½@99⅝; State 5s, reg., 1870, 96@97¼; do., coupon, 93@94; do., 6s, W. L., 102½@103; Reading, 53⅜@53½; do., 6s. 1870, 95@95; do., bonds, 92@93; do., conv., 103@105; Camden and Amboy, 131½@132; do., 6s, 1889, 92⅛@93; do., 1883, 89@89; Penn. R. R., 52½@52½; do., 1st mort., 99⅜@99⅝; do., 2d mort., 94@95; Little Schuylkill R. R., 26@28; Morris Canal, 56@58; do., pref., 118¾@119; do., bonds, 90½@95; Wyoming Valley Canal, 54@54; do., 6s, 84@85; Susquehanna Canal, 18@18½; do., 6s, 68@69; Sch. Nav., 20@20; do., pref., 29½@30½; do., 6s, 1882, 76@77; Union Canal bonds, 21@23; Delaware Div. Canal, 56½@56¾; do., bonds, 85@89; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 90@96½; do., 5s, 61@62; Lehigh Coal and Navigation, 47@47½; do., bonds, 1884, 88@88½; North Pennsylvania, 34@35; do., 6s, 88@90; Philadelphia and Erie, 28½@28¾; do., 6s, 92½@92½; Minehill, 58@58¼; Catawissa, 13@13; do., pref., 27@27½; Lehigh Valley, 58½@59; do., bonds, 91¼@92; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 75@80; West Philadelphia, 65@67; Spruce and Pine, 26@27; Green and Coates, 30@31; Chestnut and Walnut, 43½@44½; Thirteenth and Fifteenth, 19@19¼; Girard College, 29@31; Tenth and Eleventh, 65@67; Union, 35@37; Hestonville, 12¼@12⅝.

Boston.—N. Y. and Boston Air Line 6s, 48; Old Colony and Newport 6s, 1876, 97; Eastern R. R. 6s, 1874, 95⅝; Stanstead, Shefford and Chambly 7s, 55; Rutland and Burlington 1st mort., 150; Boston, Hartford and Erie, 13; do., 7s, 54; Boston, Concord and Montreal R. R. 80; Summit Branch R. R., 11¼; Connecticut and Passumpsic Rivers R. R. pref., 82½; Indianapolis and Cincinnati, R. R., 40; Sandusky, Dayton and Cincinnati R. R., pref., 33¾; Ogdensburg and Lake Champlain R. R., 62; do., pref., 98⅜; South Shore, 16; Adams Express Co., 62¾; Boston Water Power Co., 23¼; Cary Land Co., 7⅛; Waverly Land Co., 2; Ophir (N. S.) Gold, 1.80; Cook Co., Ills. 7s 1880, 93¾; Massachusetts 5s, 1894, gold, 99½; do., 5s, 1880@1883, 100½; New Hampshire 6s, 98½; Rhode Island 6s, 1882, 98½; Vermont 6s, 99⅝; Boston 6s, 1876@1877, currency, 101; do., 5s, 1883, gold, 102; St. Louis 6s, 1877, Harbor Imp., 80¼; do., Municipal Loan, 1887, 79½; Chicago 7s, W. L., 1892, 99¼; Bath 6s, 1891, 92; Salem 6s, 1877, W. L., 98; Albany 6s, 1867, 95⅛; Portland 6s, 95; Bangor 6s, 1874, 90; Cambridge 6s, 98½; Boston Gas Light Co., 760; Lewiston Gas Light, 44; Blackstone National Bank, 126; Market National Bank, 107½; National Bank of Redemption, 109; Bunker Hill National Bank, 122; Boyleston National Bank, 134¾; Eagle National Bank, 115¾; National Bank of Republic, 128½; Continental National Bank, 109; National Bank of Commerce, 117; Washington National Bank, 120¾; Webster National Bank, 106½; Merchants' National Bank, 109¼; Allouez Mining Co., 8⅜; Concord, 50c.; Canada, 30c.; French Creek, 25c.; Hancock, 7¼; Native, 1¼; St. Clair, 3¾.

Baltimore.—Marietta and Cincinnati bonds 1st mort., 80; N. W. Va. 2d mort., 91¾; Virginia 6s 1866, 37⅜; do., 1867, 34½; do., old, reg., 43; Third National Bank, 100; Farmers' and Planters' Bank, 29¾; Merchants' Bank, 106½; Union Bank, 60⅛; Mechanics' Bank, 9½; National Exchange Bank, 100; Franklin Bank, 13½. The latest quotations are: Balt. and Ohio, 113¼@113½; do., 6s, 1875, 98¼@99; do., 1880, 98¼@98⅝; do., 1885, 97½ @98; Northern Central, 42½@43; do., bonds, 1885, 84@85; N. W. Va., 15@18; do., 1st mort., 1873, 95@97; do., 2d mort., 91¾@92; do., 3d mort., 91½@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 77¾@80; Central Ohio, 25½@26; do., 1st mort., 89@90; Western Md. 6s, 75@75; do., 6s, guar., 96@97; Maryland 6s, coupon, 1870, 100@101⅛; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 95@—; do., 1873, 95@98; do., 1875, 96¾@97; do., 1886, 98@98; do., 1890, 97¾@98; do., coupon, 100@100; do., Park, 96@97; do., 1892, 94@94; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19¼@20; Canton Co., 42@44; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.20; Maryland Anthracite Coal, 2¼@4½; George's Creek, 50@75; Santa Clara, 3⅞@4¼; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.28; Atlantic Coal, 0.10@0.25; Mineral Hill, 0.20@0.30; Baltimore Coal, 150@155.

India Rubber Car Springs.

The use of these springs having become a necessity for safety, durability and ease on railway and City cars. Mr. C. V. Mead, one of the first to engage in their manufacture, has recently erected extensive works at Hamilton Square, near Trenton, N. J., known as the Hamilton Square Rubber Works.

We take pleasure in calling the attention of all Railway Companies and Car Builders to the challenge in our issue of to-day to manufacturers for a test of their springs at the National Convention of Car Masters to be held at Altoona, Pa., in September next.

Locomotives for Sale.

Messrs. Kasson & Co., 62 Broadway, N. Y., have for sale three locomotives of the ordinary gauge, all thoroughly rebuilt by one of the best makers. They will be sold very cheap to close a transaction. They are really very serviceable engines, and in excellent order. Full descriptions of them will be found in an advertisement on another page.

Consolidated Iron Interests.

We learn from the Albany *Argus* that the Rensselaer Iron Works, Bessemer Steel Works, Fort Edward Blast Furnace, and Columbia County Blast Furnace, heretofore doing business as separate firms, have been consolidated, and are now owned and operated by the one firm of John A. Griswold & Co., composed of John A. Griswold, Erastus Corning, Sr., Erastus Corning, Jr., and John F. Winslow. This makes one of the largest and most complete establishments in the country, if not in the world. On the completion of the new mill in process of construction, the firm will have a capacity of producing annually 20,000 tons of pig iron 15,000 tons of Bessemer steel, 35,000 to 40,000 tons iron and steel rails, and 8,000 to 10,000 tons merchant iron. The various iron works and pieces of property consolidated in the firm of John A. Griswold & Co. foots up a value of about two million dollars, while the partners in the firm represent a capital of about ten million dollars. The various branches of manufactures represented in these consolidated interests will be carried on on a scale hardly ever attempted in this country before.

☞ Work on the Louisville and Cincinnati Railroad is being prosecuted with vigor all along the route—tunneling, bridging, grading, etc. Among the bridges will be one over the Kentucky River. The road diverges from the Louisville and Frankfort road at Lagrange, traverses the intervening counties, several miles from the Ohio River, making the distance from Louisville to Cincinnati one hundred and five miles, or four hours' travel.

Railroad Earnings.--Weekly.

The earnings of the Detroit and Milwaukee Railroad for the week ending June 13th, 1867, were $35,112 00
Corresponding week of 1866..... 32,739 00

Increase..... $2,373 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in June, 1867, were..... $73,941 00
Corresponding week of 1866 ..... 89,920 00

Decrease $15,979 00

The earnings of the Western Union Railroad for the week ending June 14, 1867. ..$14,829 57
Corresponding week previous year.... 23,455 68

Decrease $8,626 11

The earnings of the Chicago and Northwestern Railroad for 1st week in June, 1867..$211,984 00
Corresponding week previous year .. 218,651 00

Decrease $6,667 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1867, were. $67,410 00
Corresponding week of previous year.. 72,804 00

Decrease $5,394 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in June, 1867...$22,329 00
Corresponding week previous year.... 24,226 00

Decrease $1,897 00

The earnings of the Atlantic and Great Western Railroad for the first week in June, 1867, were..... $95,073 00
Corresponding week previous year... 107,839 00

Decrease..... $12,766 00

The earnings of the Virginia and Tennessee Railroad for the first week of June, were $13,231, an increase of $3,281 on the same week last year. Total for the fiscal year commencing 1st of July, $978 095, an increase of $139,600 on same time of 1866.

Union Pacific Railroad—Eastern Division.

At a meeting held by Senator Wade's excursion party at St. Louis, before they left that city, a committee was appointed to draft resolutions embodying the views of the party. The following were unanimously adopted:

First—That we highly appreciate and applaud the wisdom and the courageous persistence of the patriotic men who inaugurated the grand enterprise of the Pacific Railroad; and, believing its feasibility and utility have been already demonstrated, we congratulate them and the country upon the success which has crowned their efforts.

Second—That, being fully satisfied of the many advantages attending the location of a road through Kansas by reason of the inexhaustible fertility of its soil, the salubrity of its climate and the industry and intelligence of its rapidly increasing population, we earnestly recommend it to the cordial support of the government and the capitalists of the country.

Third—That after a personal survey of the part of the country through which the Eastern division of the Pacific Railroad is located, we confidently predict that the successful prosecution of that road will effect the best and most economical solution of the Indian question, by inviting a continuous line of settlement across the continent, and by affording at every station a base of operations for such military movements as may hereafter become necessary.

Fourth—That this railway to the Pacific, by a large reduction in the cost of transportation, will more than repay the government of the United States for the bonds loaned to aid in its construction, and that the interests of the Government and the American people require that this road should be completed to the Pacific coast in the shortest practicable time.

☞ A railroad connecting Columbus *via* San Antonio with the Rio Grande was chartered by the last Legislature of Texas.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1865 and 1866, were as follows:

	1865.	1866.
From passengers ...	$2,992,656 20	$1,685,315 98
" freight	626,559 17	577,044 53
" express	144,617 13	143,510 37
" rents	8,241 12	7,728 10
" mails	39,712 52	39,712 52
" miscellaneous .	16,677 92	17,647 14
	$3,828,464 06	$2,470,958 64
Add earnings of New Castle and Frenchtown line.....	56,145 43	55,875 15
Total for both roads.	$3,884,609 49	$2,526,833 79
Expenses, viz:		
Repairs of road.....	$458,487 45	$115,033 06
" bridges ...	44,559 86	45,893 70
" engines ...	227,360 21	127,502 79
" cars	133,276 91	73,933 99
" buildings..	75,038 89	60,481 68
Passenger department.	328,051 44	252,822 72
Freight "	180,366 90	139,981 87
Susquehanna Ferry...	62,500 95	49,930 68
Wood and coal.....	299,841 94	121,485 68
Oil, waste, etc.....	39,382 02	38,265 51
Taxes and insurance..	135,778 54	110,645 43
Salaries, etc.....	63,340 14	54,414 94
Tools and machinery .	48,107 26	35,913 32
Switchmen, watchmen, etc.....	55,404 32	47,354 53
Telegraph	24,274 34	16,751 88
Rents and repairs	8,519 81	9,920 53
Law.....	9,146 29	13,866 43
Loss and damage.....	49,034 41	10,002 31
Miscellaneous.....	11,442 99	11,619 59
Operating N. C. and F. line, including tax and bonus to State of Delaware and New Castle County.....	45,215 64	45,975 87
Add loss in operating Delaware R. R.....	2,715 82	34,603 95
New work.....	565,964 71	77,450 55
	$2,837,805 84	$1,493,851 01
Earnings less exp...	$1,046,803 65	$1,032,982 78
Interest on bonded debt ground rents, etc., less interest received.....	45,173 62	51,187 51
Balance.....	$1,001,630 03	$981,795 27
Dividend July 1, 1866.....		474,147 37
Leaving to credit of revenue.....		$507,647 90
Add balance to credit of revenue Nov. 1, 1865.....		727,046 20
Total, as in General Balance Sheet.		$1,234,694 10

Compared with the previous year, the aggregate receipts show a decrease of more than thirty-five per cent. There was also a reduction in expenses to the extent of more than forty-nine per cent., as compared with those of the previous year. This reduction was made without detriment to the interests of the company, in consequence of the liberal outlay for stock and equipment made in 1865; and the close of the last fiscal year finds the road and rolling stock in good condition, and the amount standing to the credit of revenue (after deducting $474,700 for the January dividend,) larger by the sum of $32,947 90 than it was at the same date in 1865.

The second track has been completed, excepting between Aberdeen and Chases' Station, a distance of about 14 miles, exclusive of the bridges over Bush and Gunpowder Rivers. The grading has also been completed for a part of this distance. There has been expended upon second track, to November 1, 1866, $1,266,070 33; of which $934,213 97 was charged to revenue, and $331,856 36 to construction.

The work on the Susquehanna Bridge had been brought so near to completion as to have been regularly used for passenger traffic since November 28, 1866. There had been expended for this bridge to October 31, 1866, $1,479,176 53; and advanced to contractors on account thereof, $140,125 36—making the total outlay on bridge to October 31, 1866, $1,619,301 89. Of this amount there was charged to revenue, $627,933 51; to contractors, $140,125 36, and to construction, $851,243 02.

The Port Deposit Branch, extending from the eastern terminus of the Susquehanna Bridge to Port Deposit, a distance of about four miles, was opened for travel December 17, 1866. The amount expended on this branch to Oct. 31, 1866, was $159,649 91, and further outlay will be necessary for the erection of buildings at Port Deposit.

The company have issued and sold during the year bonds to the amount of $1,000,000; of which $600,000 are due in 1871, and $400,000 in 1876. These are 6 per cent. bonds, and were sold at rates varying from 95 per cent. to par.

The company have 58 locomotives, (11 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads); 70 passenger, 17 baggage and mail, 9 express, 1 special, 1 paymaster's, 382 house freight, 62 stock, 219 platform, 80 market, 57 lumber, and 125 dump cars.

The number of miles run by locomotives with passenger trains, was 558,398; with freight trains, 252,929; with other trains, 69,609—total, 880,936.

Condensed Balance Sheet.

Railroad.....		$8,090,535 35
Second track.....		331,856 36
Susquehanna Bridge.....		851,243 02
Port Deposit Branch.....		159,649 91
Terminus on the Delaware.....		76,400 06
Stock owned by the company		744,425 00
Real estate for use of the road		110,592 26
		$10,364,701 96
Assets:		
Real estate valued at ..	$55,650 00	
Stock, etc., at cost.....	425,084 19	
Agents balances.....	59,288 80	
Sundry accounts.....	159,671 17	
Due from other roads...	70,647 11	
Transp. of troops, etc..	51,816 92	
Bills receivable	6,447 13	
Post Office department.	12,446 80	
Wood, coal and materials on hand, including wood lands.....	238,501 85	
Cash.....	137,857 85	
		1,217,411 82
Advances to contractors		149,163 42
Advances to roads leased by the Company.....		68,997 23
Improvements at New Castle, Delaware.....		137,250 27
		$11,937,524 70

Capital stock		$7,036,300 00
Mortgage loan converted		1,983,000 00
		$9,019,300 00
Mortgage loan—original issue	$2,600,000	
Less redeemed and cancelled	$167,000	
Converted	1,983,000	
	2,150,000	
		450,000 00
Bonds, 1st April, 1871		600,000 00
" 1st " 1876		400,000 00
Mortgages on real estate		9,400 00
Ground rents		21,333 32
Current liabilities:		
Dividends unclaimed	$2,531 50	
Interest	19,131 00	
Real estate, waiting order of Court	17,125 00	
Sundry accounts	110,950 08	
Interest	18,229 26	
Delaware R. R. lease	30,130 19	
Treasurer N. C. & F. R. R.	4,700 25	
		202,797 28
Balance to credit of revenue Nov. 1, 1866		1,234,694 10
		$11,937,524 70

President.—Isaac Hinckley.

Directors.—Samuel M. Felton, Wm. Lyttleton Savage, William Sellers, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell Thomas Donaldson, Jacob Tome and Nathaniel Thayer.

Secretary and Treasurer.—Alfred Horner.

Superintendent.—H. F. Kenney.

How the Union Pacific Railroad is Built.

An intelligent correspondent of the Cincinnati *Gazette* has written a very interesting letter, showing the manner in which this last wonder of the century is being completed. He says:

There is nothing connnected with the Union Pacific Railroad that is not wonderful. The possibility of constructing such a road at some future day has long loomed up as one of the events of a grander future which all believed was to come for the land. To look upon so much of it accomplished, to watch the marvelous progress of each day, and feel sure that the great enterprise which we had consigned to the future of our dreams, is to be a reality for us, makes one prouder of the noble days in which we live. In one sense the road is as great an achievement as the war, and as grand a triumph. To those who have seen much of the former and looked from this point upon the unfoldings of the latter, they appear equally impressive. What the country has dreamed about for many years is becoming a reality much faster than the people know. One year ago, but forty miles were finished, this morning, we look back from our train over a day's rapid run, and forward sixtv miles. To-night, three additional miles of rail will mark the track of the day's advance,

Our party left the depot at Omaha at 9 o'clock on the morning of the 3d inst. The station-house and the common passenger-cars, were better than those on the road from Washington to New York; those who have been so unfortunate as to make the latter trip will all hope they are very much better, if the love of country be in their hearts.

The train, which was made up for the excursionists, consisted of cars as elegant as any that can be found east of the Missouri. It was very difficult to look at them and realize that before night they would be roaring along over plains from which hostile Indians, deer and antelope have not been driven yet.

VALLEY OF THE PLATTE.

Long before the valley is reached, it spreads before the eye like a vast bay opening out into an ocean, whither the track appears to lead. It is forty miles from the low, rolling hills on the north, to the opposite and similar range on the south. Between, the surface is almost perfectly flat, though its regular ascent toward the west, of about ten feet to the mile, gives ample drainage. The soil is very rich, and the mind falters in its attempt to estimate the future of such a valley, or its immense capabilities. The grain fields of Europe are mere garden-patches beside the green oceans which roll from Colorado to Indiana. The valley widens with the advance. The hills behind sink into the plain until the horizon there is perfect. Those on either side grow fainter, till through the heated air they take on the appearance of low islands seen across many miles of water.

Much of the land at the month of the valley is under cultivation, and the deep black of the freshly turned loam, the dark green of the wheat, the lighter grass, the deeper shades, and the brown of that which the fires of the autumn spared, make up the wide expanse a mosaic which nature alone could color, and the prairies only find room to display. Further on, hugh plows, drawn by eight oxen, labored slowly along, each furrow being an added ripple to the tide which is sweeping up over all these rich regions—a tide whose ebb the youngest will never know."

After a rapid run of 150 miles, we stopped for an excellent dinner at Grand Island.

A CONTINENTAL MILESTONE.

The common mile post seem to measure insignificant distances upon the wide plains. Only each five miles are noted on this road, and when one has passed between two of these, the step taken hardly appears like an advance. But there is one point marked in a manner to suggest the distance which has been overcome, and the gigantic character of the work. At a point in the plain which otherwise seems as interminate as the position of a floating log at sea, a wide arched sign between two strong set posts, bears this inscription: '100th meridian—247 miles from Omaha.' Here was the terminus of the road only last September. Now it is complete to a point near the 102d meridian, and the distance from Omaha is 365 miles. Thus the work moves on, measuring its distance by the hour circles.

A FRONTIER CITY.

Crossing the North Platte, on a bridge about three thousand feet long, the train stopped at North Platte Station, which can probably, for a time, be regarded as a frontier town. Last Fall there was no building here. Now, the railroad company have fine brick car houses, there is a good hotel, where excellent fare is provided, and on the main street, fronting the track, are thirty-six buildings. The depot and warehouse are overflowing with stores of all kinds.

Within twenty miles of the end of the track a few of the party rode on the cow-catcher. It seemed marvelous to drive on at twenty miles an hour over rails that had only been down for ten days. But the perfection with which the work is done allows it, and makes it safe. It was exhilarating in the extreme, thus under the flags which streamed on either side, to rush over these prairies so lately bound with links of iron to the Empire of the East.

Three hundred and twenty-five miles out, a construction train of eighty cars stood on a side track. It was loaded with iron, ties, spikes and chairs, in exactly such proportions as were needed. It looked the very embodiment of system, and was one key to the rapidity with which the work progresses. A little further on stood a similar train, and next we stopped in rear of the one where the tracklayers resided. Seventy-six hours swift riding has brought us to this goal. The hills of Colorado were in plain sight. San Francisco was nearer than Boston.

The road had been a constant wonder from the start. Its depots, its car-shops, its equipment, its remarkable smoothness, its high rate of speed, its long bridges and its well ordered eating-houses had attracted constant attention to it as a railroad alone.

Every step trod revealed new wonders. The great achievement grew upward toward its real proportions with every throb of the engine. But all we saw was commonplace and natural beside the scene that awaited us where the track was being laid. If the rest had excited amazement this new wonder took all the attributes of magic. Fictions of the East must be rewritten to match the realities of the West.

HOW THE ROAD IS BUILT.

The plain fact will reveal the magnitude of the work. There is really little known by the people of the character of the enterprise. Most think that a company of capitalists are hastily putting down a rude track, over which cars can be moved with care, for the purpose of securing lands and money from the Government. The fact is that one of the most complete roads of which the country can boast, with equipments that surpass many, is being laid with a speed that fails to impress the nation, simply because it is not believed. But let the facts tell their plain yet wonderful story.

Gen. J. S. and D. C. Casement, of Ohio, grade the road, lay the track, and put up the telegraph. The graders go first. There are 2,000 of them. Their advance is near the Beach Hills, and their work is done to Julesburgh.

Of tie-getters and wood-choppers there are 1,500. Their axes are resounding in the Black Hills, over Laramie Plains, and in the passes of the Rock Mountains. They have 100,000 ties in these hills awaiting safe-guards for trains to haul them. Then follow the tie-layers carefully performing their share of the work.

Now go back twenty miles on the road and look at the immense construction trains loaded with ties and rails, and all things needed for the work. It is like the grand reserve of an army. Six miles back are other trains of like character. These are second line. Next, near the terminus, and following it hour by hour, are the boarding cars and a construction train, which answer to the actual battle line. The one is the camp; the other is the ammunition used in the fight. The boarding cars are each eighty feet long. Some are fitted with berths; two are dining-halls; one is a kitchen, storeroom and office.

The boarding cars go in advance. They are pushed to the extremity of the track; a construction train then runs up, unloads its material and starts back to bring another from the second line. The boarding train is then run back till it has cleared the unloaded material.

The trucks, each drawn by two horses, ply between the track-layers and their supplies. One of these trucks takes on a load of rails, about forty, with the proper proportion of spikes and chairs, making a load, when the horses are started off on a full gallop for the track-layers. On each side of these trucks are rollers to facilitate running off the iron.

The rails within reach, parties of five men stand on either side. One in the rear throws a rail upon rollers, three in advance seize it, and run out with it to the proper distance. The chairs have, meantime, been set under the last rails placed. The two men in the rear, with a single swing, force the end of the rail into the chair, and the chief of the squad calls out 'Down,' in a tone that equals the 'Forward' to an army. Every thirty seconds there came that brave 'Down,' 'Down,' on either side the track. They were the pendulum beats of a mighty era; they marked the time of the march and its regulation step.

It is asked: 'How does the work get on? again let the facts answer. On the 9th of May, 1866, but forty miles of road were completed. In a hundred and eighty-two working days thereafter, two hundred and forty-five additional miles were laid, and put in prime condition, every rail and tie and spike having been brought up from the rear. Seven saw mills furnish the ties and lumber. All bridges are framed, the pieces numbered, and set up where wanted without the least delay. The bridge at Loup Fork is 1,500 feet long, and as fine a Howe truss as can be found in the land. Whil

our train was running the sixty miles from North Platte, over a mile of track had been put down, and one train passed over it. From 1 o'clock till 4 in the afternoon, a mile and two hundred feet were added to this while the party was looking on.

WESTERN CAR SHOPS.

After the return of the party to Omaha, it visited the extensive shops of the railroad company at that point.

The depot grounds upon which they are situated, contain forty acres, specially devoted to these buildings, and to passenger and freight traffic. Within five years it is estimated that the whole of this space will be needed for the business of the road.

The engine-house will hold twenty-one locomotives. There are two others further West. Thirty-two engines are already in use on this road, whose terminus is in the 'desert, and twenty-three more are on the way, and already wanted. Those last constructed are coal burners. The fuel to move them is to come from the Black Hills. In a few years it is confidently expected that the iron to supply these very works will be obtained from the same point. Think of importing iron for Omaha from the West.

Passenger cars are in progress of construction equal to the best. Emigrant cars were being built, and the frames of an hundred freight cars were ready to be put together. Several traveling post office cars are already finished. For stations on the route, the distributing boxes will be marked 'North Platte,' 'Fort Laramie,' 'Salt Lake,' 'Sacramento,' and 'San Francisco; while the closed ponches, at no distant day, will be labeled 'China, Through,' 'India, Official,' 'Sandwich Islands,' 'Russian America,' and 'Japan.' And the cars are built as if the service were already secure. Every particle of work, in all the multifarious kinds demanded, shows implicit faith in a future of grand proportions for the road.

Interest and Dividends.

The Boston and Providence, Boston and Worcester, Western, and Boston and Maine Railroad Companies have each declared semi-anaual dividends of 5 per cent., payable in Boston on the 1st of July. The Cape Cod Branch Co., $2 per share. The Eastern Railroad of Mass. and N. H., each 4 per cent. The New York and Harlem, 4 per cent. on both common and preferred stock. The New York and New Haven 5 per cent., both payable in New York. The Philadelphia, Wilmington and Baltimore Railroad Co., 4 per cent., payable in Philadelphia and Baltimore. The Central Railroad Co. of Georgia, 5 per cent. The Augusta and Savannah Railroad Co., 3½ per cent. The Western Union Telegraph Co., 2 per cent., and the Union Trust Co., 4 per cent.

Interest on the bonds of the Western Pacific R. R. Co., of California due June 1, will be paid by Geo. T. M. Davis, 47 Exchange Place, N. Y.

Interest on the 7 per cent. bonds of 1882 of the Central Pacific Railroad of California due July 1, will be paid by Eugene Kelly & Co., 24 Nassau st. Interest on the 1st mort. 6s, of 1896 will be paid by Fisk & Hatch, 5 Nassau st.

Interest on the debt of the State of Tennessee due July 1 will be paid at the Fourth National bank.

Interest on the stock of the State of Illinois due July 1 will be paid at the Am. Ex. Nat. Bank.

Two-thirds of the interest due July 1 on the Virginia State debt will be payable at the Treasury in Richmond on the 1st of July. A new coupon will be given for the remaining one-third.

☞ A corps of engineers are surveying the route for a new railroad from Sunbury to Wilkesbarre Penn.

Central Pacific Railroad.

The Sacramento *Union* says that during the past year the Central Pacific Railroad Company had their surveying parties running lines in all directions between the Wasatch Mountains on the east, the East Humboldt Mountains on the west, the Snake River on the north, and the Overland mail route on the south, in order to determine the best route for their railroad. Lines were run both north and south of Great Salt Lake. These surveys have demonstrated the great superiority of the route by the north end of the lake. One great obstacle to the location by the south end is the great salt mud plain, about seventy miles in width, which is destitute of fresh water and will require to be piled, and which is entirely avoided by the northern route.

Vineyard Sound Railroad.

Mr. E. N. Winslow, the Engineer, has completed his survey of the route of this road between Monument Station and Wood's Hole. The length of the route is about seventeen miles by the Falmouth village line, and about a mile less by the Quamquisset line. The estimate of cost (exclusive of equipments) by the former line is $345,000; and by the latter line $315,000. The equipment is estimated to cost $73,000; but this could be supplied by the Cape Cod Branch road.

Costa Rica Railroad.

We learn from Costa Rica that workmen are clearing the old road from Port Simon on the Atlantic towards San Jose, from undergrowth in preparation for the survey of the proposed railroad to connect the Atlantic with the Pacific, over that route.

☞ The Hunter's Point and Astoria Railroad has been commenced, and is progressing rapidly. At the election for officers Cornelius R. Trafford was chosen President, Henry S. Anable, Vice President; Wm. Radde, Treasurer, Frederick W. Blenekween, Secretary.

☞ The Western Pacific Railroad line from Sacramento to San Jose, Cal., has been sold to a number of prominent capitalists of that State. The negotiations, which had been pending for some time, were closed on the 13th inst.

☞ The earnings of the New Jersey Railroad and Transportation Co. for the first four months of 1867, were $499,551 66, against $508,234 14 for the corresponding period of the preceding year—a decrease of $8,682 48.

☞ Thomas W. Spencer has been elected Chief Engineer of the Utica, Chenango and Susquehanna Valley Railroad Company. He was formerly engineer of the Albany and Susquehanna Railroad Company.

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10 per cent. on subscribing	$100,000
June 5, 1867, 15 per cent	150,000
July 1, 1867, 15 per cent	150,000
August 1, 1867, 10 per cent	100,000
September 2, 1867, 10 per cent	100,000
October 1, 1867, 10 per cent	100,000
January 10, 1868, 15 per cent	150,000
February 10, 1868, 15 per cent	150,000

The average date of the above payments is September 12, 1867.

After the 22d of May, inst., subscribers may pay in the whole amount unpaid, and be allowed interest at the rate of 7 per cent per annum from the day of payment to September 12, 1867, that being the average day of the payment of the calls.

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To act as Financial Agent of State and City Governments and of Counties, in the management of their business at the financial center of the country.

To act as Agent for foreign Banks, Bankers, Business Men, and Corporations, having business transactions in the City of New York.

GUARANTEES.

Among the Guarantees afforded by the Charter of this Company, are the following:

Every Director or Trustee must be a citizen of this State, and be a stockholder in the Company to the amount of five thousand dollars, at least.

No loan shall be made, directly or indirectly, to any trustee, officer, or employee of said Corporation.

It is not permitted to discount or deal in Commercial or Business Paper.

ON WHAT SECURITY MAY THIS COMPANY LOAN ITS DEPOSITS?

The National Trust Company can only invest the funds entrusted to it in United States Stocks or Stocks of the State of New York or other States, or of any City incorporated by the State of New York.

Therefore, it is adapted for the investment of funds which the public desire very safe investments for. Its Stock will probably pay dividends equal to, or greater than the interest on Government securities, and deposits made in this Company will earn as liberal a rate of Interest as is possible, taking into consideration the great security.

COUPON Government Bonds, the Secretary of the Treasury says, he will pay to any holder, whether stolen or not; therefore is it not wise to sell those COUPON Bonds and take the stock in the National Trust Company which will have its permanent investments in REGISTERED United States Bonds, State Stocks, and Bonds of Incorporated Cities of this State?

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The decision of the Secretary of the Treasury that he will pay COUPON Government Bonds to the holders whenever presented, without reference to any disputed ownership, will lead, in many cases, to the sale of such Bonds; This Company will take in exchange of its Stock any United States Bonds, 7-30 Treasury Notes, or Compound Interest Notes at the market price on the day of transfer.

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This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues its Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,250 per mile amounting to $44,208,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of the capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $361,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 330 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

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and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

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Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Saturday, June 22, for the construction of the Tunnel under the South Branch of Chicago river, at Washington street, according to plans and specifications on file at said office.

Proposals will also be received for constructing said work not only according to the plans and specifications filed here, but also in any other manner, the bidder to furnish his own plans and specifications.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Washington street Tunnel," and be accompanied with the usual $200 bond, with sureties, to be approved by the Board.

The Board reserve the right to reject any bid not in accordance with the conditions of this advertisement, or to reject all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

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SECOND QUARTO SERIES, VOL. XXIII., No. 26.] SATURDAY, JUNE 29, 1867. [WHOLE No. 1,628, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 29, 1867.

Boston and Worcester Railroad.

A special meeting of this corporation was held in Boston on the 19th inst., for the purpose of considering the question of the consolidation of this and the Western Railroad corporation, and taking such action as they shall deem expedient in reference thereto, and to the Act, passed by the last General Court, "to authorize the extension of the Western Railroad to the City of Boston, and for other purposes."

Resolutions were offered by Hon Wm. Brigham agreeing to unite according to the act above referred to; also, that a committee be appointed with authority to endeavor to ascertain upon what terms such consolidation may be made, and either to refer the same, if ascertained, to the stockholders of this corporation, or to petition to the Supreme Judicial Court for the appointment of commissioners as provided by said act.

Mr. Crocker offered an amendment to the second part of the motion of Mr. Brigham directing the President and Directors to offer the entire property of this corporation to the Western Corporation for not less than $160 per share for stock of 50,000 shares.

Mr. Ellis said it seemed to him that consolidation is a foregone conclusion. In speaking of the resolutions, he said the members of the Western road desired to avoid the Supreme Court and the Commissioners. He believed Mr. Crocker's amendment to be the best of the two; but preferred that the settlement be made first. He then offered as an amendment to Mr. C.'s resolution, that a committee of three or five be appointed to confer with a committee to be appointed by the Western road to consider and report upon what terms they will purchase or unite with this road.

The clerk then read the act passed by the Legislature, and approved the 24th of last May.

Mr. Rand contended that under the provisions of the act the committee proposed by Mr. Ellis cannot be appointed. This corporation must first vote not to consolidate, before it proposes to sell its property.

Mr. Ellis said his motive in presenting his resolution was to prevent litigation. He then withdrew his substitute to Mr. Crocker's resolution.

A motion made by Mr. Rupp, to lay the first resolution of Mr. Brigham, to consolidate, on the table, was lost.

A stock vote was then taken on the resolution, with the following result: Whole number of shares represented, 8,794; 8,235 for consolidation, 559 against, and the resolution was declared adopted.

Pending the declaration of the above vote, a motion to ratify the vote passed May 28th, last, at the directors' meeting, "to increase the capital stock of this coporation in the sum of $500,000 to be divided into shares issuable for a sum not less than $100 each, and that the same be offered to the present holders of stock in the proportion of one share for every nine now held by them," &c., was unanimously passed.

The question then recurred upon the second resolution, presented by Mr. Brigham, appointing a committee to ascertain what terms of consolidation may be made, &c., and to report to the stockholders, or to petition the Supreme Court for the appointment of commissioners, &c.

Mr. Ellis then presented his resolution as a substitute. Mr. Crocker accepted the substitute in place of the one presented by himself. The resolution was rejected; and that presented by Mr. Brigham was adopted, it being amended so that the committee appointed shall consist of the President and Directors of the Boston and Worcester Railroad.

The resolution directing the President and Directors of the B. & W. R. R. to offer the entire property of that road to the Western R. R. corporation, at not less than $160 per share, for 50,000 shares, was referred to the Board of Directors.

Hon. Ginery Twitchell, the President of the road, briefly addressed the stockholders, after which the meeting adjourned without day.

Portland and Kennebec Railroad.

At a meeting of the directors of this company held at Portland on the 22d inst., it was voted that a dividend of three per cent. on all stock of record on the 1st of July next be declared, and paid on the 1st of August, 1867, at the office of the treasurer in Augusta. It is requested that all persons holding bonds or fractional parts of bonds return them as rapidly as possible to the treasurer of the road for conversion into stock, in order that they may participate in this dividend. The road has been in operation nearly twenty years and has never before paid a dividend. It is now in the hands of men who are able and determined to make it pay.

St. Louis, Alton and Terre Haute Railroad.

At the annual election of this company, held at St. Louis on the 13th inst., Charles Butler, Robert Bayard, Russell Sage, Samuel J. Tilden and Thomas Denny, of New York; W. H. Underwood, of Bellville, Ill.; John S. Hayward, of Hillsboro, Ill.; Levi Davis, Alton, Ill.; Anthony Thornton, Shelbyville, Ill.; George W. Parker, Charleston, Ill.; Carlos S. Greeley, St. Louis; M. M. Dill, Paris, Ill.; and Jacob H. Hager, Terre Haute, were elected directors. At a subsequent meeting of the Board Charles Butler, Esq., was re-elected president.

☞ The Jamestown and Franklin Railroad was formally opened on the 25th inst. Freight and passenger trains are now running regularly.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1866 and 1867, has been as follows:

	1866.	1867.
From passengers	$1,548,580 18	$1,612,638 25
" freight	340,017 79	333,381 99
" mails, expresses, extra baggage, etc.	93,614 75	122,239 81
	$1,982,212 72	$2,068,260 05
Expenses, viz:		
Transp. expenses	$469,689 31	$548,817 60
Repairs of road etc	385,485 84	324,798 60
" equipment.	221,712 39	247,339 54
Fuel, oil and waste	194,143 39	173,497 09
Haulage by horse-power	78,692 30	69,790 75
	$1,349,723 49	$1,364,243 58
Leaving as earnings on transportation	$632,489 25	$704,016 47

The resources for the past year, and the disposal of the same, have been as follows:

RESOURCES.

Cash on hand, April 1st, 1866	$407,051 80
Materials " " "	338,998 41
Proceeds of allotted stock	995,000 00
Increase of accounts payable	117,260 60
Earnings of transportation	704,016 47
	$2,562,327 28

PAYMENTS.

Coupons for the year	$129,120 00
Loss in operating "Canal Road,"	30,705 13
Dividends paid in May, 1866, and in January, 1867, 5 per cent. each, free of Government tax	550,000 00
Retired Bonds due Dec. 1st, 1866	901,000 00
Purchased Bonds, due Oct 1st, 1875	19,500 00
Equipment, viz: 2 new locomotives, 3 new mail cars, and 4 new freight cars; less 1 locomotive, disposed of	51,452 68
Real estate, viz: in New Haven, $25,587 50; in Bridgeport, $5,152 50.	30,740 00
Schuyler Fraud, additional settlements of spurious stock cases	64,540 29
Railroad, viz: new depots at Stamford and Norwalk; engine-houses at New Haven and Norwalk	21,508 54
Materials for the coming season	247,024 59
Cash on hand April 1st, 1867	516,736 05
	$2,562,327 28

The result of the year's operations has been as follows:

Receipts for transportation		$2,068,260 05
Expenses of transp	$1,364,243 58	
Coupons for the year.	129,120 00	
Loss, operating "Canal Road"	30,705 13	
		1,524,068 71
Leaving for net profits		$544,191 34

One dividend was paid in May last, free from Government Tax, of five per cent. on the capital, (then $5,000,000,) which had been earned in the preceding fiscal year, as shown in the report made last May; another dividend was paid in January last, free of Government Tax, of five per cent. on the present capital of $6,000,000, out of the past year's receipts; while the earnings since then, now on hand, are in like proportion for the next semi-annual dividend.

The expenses for the past year have not shown any favorable change worthy of note. As mentioned in our last report, the cost of labor still continues high, and is not likely to be reduced until the expenses of living are lessened. The item of taxes, also, is increased, having amounted to $141,150, as against $125,000 for the preceding year.

In our last report, you were informed that the case of Messrs. Ketchum and others, growing out of the Schuyler fraud, was ordered back from the Court of Appeals for a new trial; it has since been heard, but with a result similar to the other cases growing out of that fraud, and settlement of the same, amounting to $109,125 70, has been made, since the close of the present fiscal year. With a very trifling exception, (9 shares,) the above extinguishes all demands upon the company on account of that fraud.

The 7 per cent. bonds of the company, falling due in December last, the Board of Directors, under authority of law so to do, distributed new stock to retire the same; thereby increasing the capital of the company to six millions of dollars, ($6,000,000.)

There have passed over the road during the year 8,162 passenger trains, and 1,400 freight trains, with their usual regularity and safety. During the past eleven years, 14,350,706 passengers have been conveyed over this road without any accident to any train while on the New York and New Haven Railroad, that caused the loss of a single life or limb of any passenger, which should be satisfactory evidence to the stockholders and the public of careful management, and of the good condition of the road and its running machinery.

Two new engines have been added to the equipment during the year—one from Messrs Danforth, Cooke & Co., and the other from the Rogers' Locomotive and Machine Works, of Paterson, N. J. The mileage of engines has exceeded that of the previous year by 34,612 miles. The cost for fuel was 20.9 cents per mile run against 24.4 cents for the year previous. Two or three new engines will be required during the current year to do the work in a satisfactory manner. The company had under contract 39 new freight cars, to be delivered during the month of May.

During the year the company put down 68,800 cross-ties, 10,000 wrought iron chairs in place of cast iron ones removed, and 1,900 tons of rails, of which 50 tons were steel rails. The latter were placed on the track where the trains are run at a high rate of speed, and in the yard at New Haven where they are kept in almost constant use—and in both places, so far, they have proved to be far superior to iron rails.

The company had on hand for repairs, 51,500 cross-ties and had arranged for 2,000 tons of new rails, a portion of which had been delivered. This will insure the track being kept in good condition during the year. The bridges have been kept at all times in such condition as not to admit of a doubt as to their safety for the passage of trains.

The number of miles run by passenger trains during the year was 551,604; by freight trains, 109,150; by service trains, 16,089—total, 676,843. Number of passengers carried, 1,885,898; do., carried one mile, 65,211,107. Tons of freight moved, 127,765; do., moved one mile, 7,359,912. Of the passengers carried, 1,381,375½ were local, and 504,522½ to and from other roads; 674,795 were passengers over Harlem road; 422,636 commuters over do., and 788,467 beyond do. Of the freight moved, 50,862 tons were local and 76,903 to and from other roads.

The equipment consists of 35 locomotives, 77 passenger cars, 24 mail and baggage, and 395 freight cars—of which 6 locomotives, 6 passenger, 3 baggage and mail, and 150 freight cars are used to operate the Canal road.

CONDENSED BALANCE SHEET.

Railroad; including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station-houses, shops, fixtures, furniture, machinery, engineering, agencies, interest, discount on bonds, &c		$4,677,811 00
Loss by the Schuyler Fraud, (nearly settled)		1,663,742 99
Equipment; locomotives, cars, &c.		1,021,673 09
Real estate, (including leases,) in the cities of New York & New Haven		96,245 66
Forfeited stock; allotments not taken		48,900 00
Materials; iron, lumber, fuel, &c		247,024 59
Cash; in banks and offices		516,736 05
		$8,272,133 38
Capital stock; 60,000 shares	$6,000,000 00	
Bonds: due December 1st, 1866 with interest coupons of 7 per cent., payable on the first days of June and December in each year	11,000 00	
Bonds; secured by mortgage, due Oct. 1st, 1875, with interest coupons of 6 per cent., payable on the first days of April and October in each year	1,068,500 00	
Profit and loss; being the surplus of earnings not paid out in dividends, (but of which there has been expended ($428,872 74 for additional second track, new bridges, depots and other buildings, equipments, retiring bonds, &c)	934,587 52	
Accounts payable; coupons due April 1st, 1867, March pay-rolls, and balances due other roads	258,045 86	
	$8,272,133 38	

President.—GEO. B. CARHART.

Directors.—George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, William W. Boardman, Ezekiel H. Trowbridge, Jonathan Godfrey.

Superintendent.—JAMES H. HOYT.

Treasurer.—WILLIAM BEMENT.

Secretary.—E. S. ABERNETHY.

New Jersey Railroad and Transp. Co.

The annual meeting of the stockholders of this corporation was held at Jersey City on the 5th inst., at which the Report of the Directors for the year ending December 31, 1866, was presented. We have already published the Annual Statement showing the business of the road during the year, and the financial condition of the company at its close. The following will, however, be found of interest as containing facts in relation to the consolidation with the Camden and Amboy Railroad Company and the Delaware and Raritan Canal Company:

The directors of the New Jersey Railroad and Transportation Company submit to the stockholders the report of the financial position of the company on the 1st January, 1867, and the operations of the road for the preceding year, as presented by them to the Legislature of the State.

As was anticipated, the receipts of the road fell off to a considerable extent upon the cessation of Government transportation, the decrease, as compared with the receipts of the previous year, amounting to $105,118 90, but as the Government business yielded but a slight profit, nearly a corresponding reduction, amounting to $90,810 32, was made in the expenses, and a further reduction in interest and taxes, amounting to $3,084 27; so that the net profits for the year, to be appropriated to dividend account, were but $11,224 31 less than for 1865.

The amount paid to the stockholders as dividends, was $499,995—$30,107 50 more than for 1865, owing to the fact that the increased capital

received but one dividend of five per cent. in 1865, while in 1866 two dividends of five per cent. were paid thereon.

The tax paid to the State, together with the Government tax, amounted to $137,327 40, an amount $7,627 45 less than that paid in 1865, owing to the reduction in receipts upon which transit duty is paid.

The Treasurer's statement of the receipts for the first four months of the years 1866 and 1867 is presented herewith, showing a decrease in gross receipts of $8,682 48. The expenses have been reduced an amount more than sufficient to overcome the decrease in receipts. The net earnings are slightly increased over those of last year for the same period.

The equipment of the road is in good condition and the road bed in good order; some of the rails purchased during the war proved to be of inferior quality; these have been taken up and relaid with iron that appears to be more durable.

A few tons of Bessemer steel rails were laid at the most severe curves of the road, which have so well stood the test to which they were put that an order was given for three hundred tons to be laid this year through Bergen Cut; and it is probable that steel rails will be gradually laid the entire length of the road; the greater durability of these rails overcoming the objection to their increased cost.

Negotiations were commenced in the early part of the year between the Camden and Amboy Railroad Company and the Delaware and Raritan Canal Company and this company, for a closer union of the respective interests of the companies. After frequent and protracted meetings, an agreement was entered into consolidating all of the property and interests of the companies named, which was approved by the Legislature of the State, and assented to by more than two-thirds (the legal requirement) of the stockholders of the companies. By the terms of this agreement, which is annexed, the capital of this company is to be increased 25 per cent., or $1,250,000 to be apportioned, to the stockholders in the manner more fully set forth in a circular that has already been communicated to the stockholders.

By the consolidation the property of this company is enhanced in value, by enabling its advantages as the terminus of the great southern and western business to be more fully developed, and the property of the other named companies also becomes of more value, by obtaining through this company a first class avenue for their business pressing for rapid communication to and from New York.

Arrangements have already been completed as to the passenger traffic with nearly all the companies in the South, with whom we had business relations previous to the rebellion, and we are now having a considerable business from that source.

The completion of the connecting road at Philadelphia places us in close alliance with the Pennsylvania Central Railroad, and with that company our road forms one of the four great trunk lines to the West, and may reasonably expect a large increase both in passengers and freight receipts from that section.

These sources of income, though in a measure open to us before, are now much more important to us since the consolidation, as the trade can be classified and proper directions given to each class of business so as to insure its being performed in the most satisfactory and profitable manner.

The foresight of the company in securing property at their termini in Jersey City and New York, is now apparent, and the property in New York, at Desbrosses street and Cortlandt street, and that held in the name of the joint companies (all devoted to the interests of the consolidation,) give us precedence over any other railroad company whose terminus is New York. The position we occupy will secure to us such an accession to our business as will render ample returns for all judicious outlays to accommodate it. The directors are confident as to the wisdom of the consolidation, and feel assured that all parties in interest will be fully satisfied with the results therefrom.

You are respectfully referred to the "First Joint Report of the Associated Companies," presented herewith, for a complete exhibit of all the property and interests of the consolidated companies.

It is proper to express our gratitude that we are still permitted to report an exemption from fatal accidents to all persons who have committed themselves to the care of the company and conformed to our rules, and to acknowledge the fidelity of the employes in the discharge of their duties.

By order of the Board,

A. L. DENNIS, President.

F. Wolcott Jackson, General Superintendent.

Jersey City, June 5, 1867.

Providence and Worcester Railroad.

The earnings and expenses of this road for the years ending November 30, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$230,602 19	$270,602 36
" merchandise	299,723 81	415,540 56
" mails	5,227 75	5,216 20
" rents	3,614 70	3,885 28
" express	4,827 00	5,902 25
	$543,995 45	$701,146 65
Expenses, viz:		
Fuel	$52,182 37	$58,628 10
Oil	6,299 24	8,684 26
Maintenance of way	85,590 80	126,623 91
Repairs of cars	55,326 98	105,336 72
" locomotives	21,115 56	45,838 00
Freight department	53,337 21	66,775 35
Passenger "	29,317 31	31,102 84
Miscellaneous	100,696 65	108,258 58
	$403,866 12	$551,247 76
Net earnings	$140,129 33	$149,898 89

The gross earnings of 1866, as compared with those of 1865, show an increase of $157,151 20; with an increase in expenses of $147,381 64—making an increase in net earnings of $9,769 56. In their report for 1866, the directors say:

The accounts presented herewith show an increase of more than 28 per cent. in the business of the road over that of the last year, whilst the business of that year exceeded considerably that of any previous year. To accommodate this increase, very large additions have been made to the equipment of the road, consisting in part of four new and first class locomotives of great power, which have been purchased and placed on the road, two of which were built by William Mason, of Taunton, and two by the Rhode Island Locomotive Works, of Providence; and also, four new and elegant passenger cars and forty commodious merchandise cars. There have, also, been turned out from the company's work shop, ninety coal cars and twenty-five lumber cars, and the shops are now working to their full capacity in building a still larger number. The balance sheet will show a surplus of nearly $10,000 carried to the credit of construction.

The double track has been extended, during the year, from the junction at Central Falls to Lonsdale, and the grading is now being done for a continuation of the same, from Lonsdale to the State line at Blackstone, which will be carried through as fast as the interests of the road will warrant.

In order to pay promptly for this large outlay, a sale has been made of five hundred shares of the capital stock of the company, and a loan effected with the Providence Institution for Savings, which loan will be paid at its maturity, in March next, when the road will again be free from indebtedness of any kind.

In addition to the forenamed outlays, two bridges have been rebuilt; one near Woonsocket and one near Quinsigamond. The station house at the Worcester Junction and at Whitinsville have been completed and paid for. A largely increased quantity of new and re-rolled iron and sleepers have been laid down, and the road, bridges and fences, throughout the whole line, have been kept in the best condition.

A new switching engine will be finished the present week, at the Rhode Island Locomotive Works, for the use of the road, in drawing coal and other merchandise from the wharves, which, it is hoped, will prove far less annoying to the public than the long strings of horses that are now used for that purpose.

While it is to be regretted that the receipts of so many of the railroads show a falling off since the closing of the war, it is a gratifying fact that the receipts of this road have steadily increased with the returning prosperity of the country.

The income account of the company for the year ending November 30, 1866, is as follows:

Net earnings as above		$149,898 89
Cash received from sales of stock of this company	$50,000 00	
Premium on sales	10,005 75	
		60,005 75
Materials on hand Nov. 30, 1865		45,974 48
Notes on hand Nov. 30, 1865		10,746 00
Cash on hand Nov. 30, 1865		45,707 94
Received for real estate sold		100 00
Received for the company's note		50,000 00
Total		$362,433 36
Accounted for as follows:		
Purchase of real estate		$8,466 00
New locomotives		47,519 68
New cars		46,225 00
Dividend payable Jan. 1, 1866		68,000 00
Dividend payable July 1, 1866		70,000 00
Previous dividends paid		936 00
Materials on hand November 30, 1866		58,668 93
Cash and cash items		62,617 45
Total, as above		$362,433 06

The equipment of the road consists of 17 locomotives, 16 first-class and 4 second-class passenger cars; 129 8-wheel and 46 4-wheel merchandize cars; 73 8-wheel lumber cars; and 345 4-wheel coal cars.

Miles run by passenger trains, 136,990; by freight trains, 132,327; by other trains, 23,863—total miles run, 293,180. Number of passengers carried, 1,081,575; do., carried one mile, 9,787,563. Tons of merchandize carried, 295,712; do., carried one mile, 8,964,525. Length of road, 43.41 miles. Length of single track, 35.41 miles. Length of double track, 8 miles. Length of branches, 1 mile. Aggregate length of sidings, 9½ miles. Weight of rail, 56 to 63 pounds.

GENERAL STATEMENT.

Construction		$1,453,595 64
Cars		174,907 63
Locomotives		127,880 35
Materials on hand		58,668 93
Cash on hand		62,617 45
		$1,877,680 00
Capital stock		$1,750,000 00
Dividends unclaimed		2,680 00
" due Jan. 1, 1867		70,000 00
Notes payable		55,000 00
		$1,877,680 00

President.—EARL P. MASON.

Directors.—Earl P. Mason, Horatio N. Slater, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Isaac Davis, Isaac H. Southwick, Edward Pearce, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt, Gideon L. Spencer, Elijah B. Stoddard.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Tonnage of New York.

The number of vessels arriving and departing from the port of New York, together with the tonnage and seamen employed during the first quarter of the year 1867, is officially stated as follows:

Entered at New York from foreign ports during the three months ending March 31, 1867:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	310	189,224	5,908
Foreign vessels	507	357,608	12,852
Total	817	546,832	18,760
Same time in 1866	927	595,545	20,511
" 1865	881	415,855	14 522
" 1864	927	483,256	17,614
" 1863	1,063	522,117	17,255
" 1862	1,246	660,643	20,368
" 1861	965	458,803	15,347
" 1860	808	418,998	14,731

The following is a comparative statement of arrivals of American and Foreign vessels during the first three months of 1861 and 1867:

	American.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.
1861	680	317,391	285	141,411
1867	310	189,224	507	357,608

Cleared at New York for foreign ports during the three months ending March 31, 1867:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels	332	201,948	6,423
Foreign vessels	555	355,801	12,516
Total	887	557,749	18,939
Same time in 1866	948	564,233	20,057
" 1865	834	413,629	14,079
" 1864	1,002	527,040	17,360
" 1863	1,147	612,030	18,632
" 1862	1,093	547,860	17,535
" 1861	966	418,553	16,207
" 1860	709	356,398	13,048

Coastwise commerce of New York during the first three months of each year since 1860:

	Entered Coastwise.		Cleared Coastwise.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.
1860	376	125,659	1,138	429,757
1861	296	104,554	844	338,677
1862	156	48,234	159	152,517
1863	423	178,552	734	215,978
1864	315	149,921	696	227,484
1865	286	136,341	532	224,841
1866	566	295,283	1,103	527,222
1867	510	325,074	752	419,840

During the first three months of last year the value shipped between New York and foreign ports, in American vessels, amounted to $30,745,607, and the value in foreign vessels to $122,002,445. During the first quarter of this year the shipments by American vessels were $30,302,574, and by foreign vessels $93,783,879.

The Canal Railroad.

A correspondent of the New Haven *Courier* alludes to two very important railroad connections. The first is the extension of the Canal Railroad from Northampton, through Florence and Williamsburg to North Adams, Mass. The second is an extension of the Collinsville branch of the Canal road, through Litchfield and Berkshire Counties, to Lee, in Massachusetts, with a contemplated connection with the railroads to Bennington and Montreal. Several towns have voted subscriptions to the Lee and New Haven Railroad, and the State of Massachusetts has voted a loan of $3,000,000 to the Williamsburg and North Adams project,

Vermont and Massachusetts Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending November 30, 1865 and 1866:

Earnings:	1865.	1866.
From passengers	$136,889 03	$146,682 45
From freight	198,300 78	233,391 30
From rent of joint use of road from Fitchburg to Ashburnham, and of engine house, water, station buildings, and service performed at Fitchburg and other stations	39,000 00	39,000 00
From mails	6,000 00	6,000 00
From express	4,586 33	5,487 54
From rents	2,987 71	3,984 83
From tolls	991 55	973 75
From miscellaneous	330 39	445 40
	$390,085 79	$435,965 27
Expenses:		
Repairs of road	$40,691 89	$46,096 65
" buildings	13,327 04	28,599 95
" locomotives	20,995 81	15,819 17
" cars	26,004 00	31,740 51
" bridges	4,247 53	4,123 27
Passenger department	22,005 72	20,876 25
Freight "	25,500 24	26,550 16
Switchmen, watchmen & flagmen	4,777 29	5,246 28
Oil and waste	6,192 27	4,878 70
Fuel	25,513 29	27,266 72
Tools	773 29	4,418 18
Re-rolling and repairing rails	28,528 39	27,575 33
Rent to Conn. River R.R.	1,500 00	1,500 00
Loss and damage	3,083 93	2,229 16
Taxes and insurance	3,127 02	4,165 66
Salaries	7,483 33	7,550 00
United States tax	8,610 76	9,724 94
State tax	16,488 43	14 977 41
All other expenses	8,838 51	11,983 29
	$267,688 75	$295,321 63
Balance of interest	31,167 19	28,824 14
	$298,855 94	$324,145 77
Net earnings	$91,229 85	$111,819 50

The gross earnings of 1866, as compared with 1865, show an increase of $45,879 48; with an increase in expenses of $25,289 83—making the increase in net earnings $20,589 65. The report says:

In September the New London Northern Railroad Company completed their extension from Amherst, forming a connection with our road at Grout's Corner. We anticipate mutual benefits from the connection.

We have built two new depots during the year, one at Grout's Corner, and the other at Ashburnham, in place of a depot burnt.

We have also built a new car house and paint shop, a new stationary engine room, entirely of brick and iron, a new, very large wood-workers' shop of brick with slated roof, and filled the same with new tools and machinery. We have also procured a new stationary engine and force pump. All these structures are at Fitchburg, and replace those lost by fire the previous year. These are much more expensive and valuable than those burnt, and all the extra cost thereof, over insurance, amounting to over $12,000, was charged to running expenses. Our buildings at Fitchburg now furnish us with superior accommodations.

During the past three years we have had several losses by fire, but in no case exhausting our insurance policies.

The public way through our depot grounds at Brattleboro' has been discontinued and a new way made by the town over the hill in place thereof. We contributed $2,325 toward making this change, which besides being beneficial to the public, relieves us from risks to travellers attendant upon using the old way through our grounds, and from the expense of maintaining a crossing.

We have added to our rolling stock new cars of the most modern style at a cost of $9,578, and charged the same to running expenses, in addition to keeping all our rolling stock in good condition.

The questions arising on the subject of the interest scrip are yet unsettled. The parties who have been unsuccessfully seeking to establish the validity of these claims in the Courts in Massachusetts, have now commenced a suit in equity in Vermont, where the question whether these claims are of any validity or not, and whether they can be legally paid, will probably be settled.

Several gentlemen of means, energy and skill have united in rebuilding Turner's Falls Dam (in Montague, on the Connecticut River,) with a view of utilizing that valuable water power. It is expected that manufacturing will ere long be commenced there, laying the foundation of a new manufacturing city. It will be for the interest of our road to furnish the new village with railroad facilities as soon as its growth will require and warrant it.

Our road is in good condition throughout, and we have been prosperous during the year, although the expenses of operating so long a road for our limited business have been large. There has been a continued steady increase of our business from local growth, the net amount of this year, notwithstanding our heavy taxation and great expenses, exceeding that of any other year, being after paying interest $111,819 50. We expect a like continued steady increase from the ordinary growth of business along our line. We paid our first dividend in January last, $2 per share, and a dividend in July and January current, each of $1.50 per share.

During the year we have obtained authority from the Supreme Judicial Court to cancel all our bonds in the sinking fund July 1, 1865, and the old first mortgage bonds, which were held outstanding as collateral to the present bonds. This was done in pursuance of an agreement made with the bondholders, stamped on the bonds, at the time of their extension. In pursuance of this decree, the old bonds held by John Rogers and J. A. Davis as collateral were delivered up and cancelled, and the mortgage running to Trustees dated July 11, 1849, was discharged by J. C. Howe, surviving Trustee thereof. The Trustees of the present mortgage, securing the extended bonds, also delivered up $146,000 of our bonds held in the sinking fund, and they have been destroyed. Our mortgage debt extended to July 1, 1883, and including bonds now owned by the company amounted Nov. 30, to $550,000, and bonds past due and not presented for payment $1,650. Of the latter $1,205 have since been paid.

The Commonwealth, through the Tunnel Commissioners, has contracted for the construction of the Troy and Greenfield Railroad from Greenfield to the Tunnel, and rapid progress is being made in the work. The Fitchburg Railroad Co. and our company have joined in agreeing to take a lease of the road when completed to Shelburne Falls, and of the balance when completed to the Tunnel, at what is considered a reasonable rent for all parties under the circumstances. We have no doubt, in addition to the local business of the line, we can make this new route to the West exceedingly convenient and attractive during the summer months to travellers. The valley of the Deerfield River and the Hoosac Mountain in themselves present attractions to the pleasure traveller hardly equalled, and we think that we can arrange speedy and comfortable conveyances over the mountain between the Troy and Greenfield Railroad and that at North Adams, so that the passage this way may be made as expeditiously as the business may desire. Thus the prospects of our great through line seem to be more and more promising. When the Tunnel is completed, and its completion is now considered a settled fact, the hopes of the projectors of this line will be realized, and they will be then well recompensed

for their efforts in the triumphant success of this great public improvement.

TREASURER'S TRIAL BALANCE.

Construction of Main road	$2,992,284	23
" Greenfield Branch	248,495	08
Equipment, engines and cars	225,650	20
	$3,466,429	51
Oil and waste on hand	402	85
Fuel on hand	24,969	00
Stock materials for repairs on hand	30,320	88
Balances due from agents, connecting roads, &c	24,880	91
Loans on interest	47,466	67
Cash	12,147	38
Sinking fund	7,000	00
Vt. and Mass Railroad Co. bonds ($28,000)	26,396	91
	$3,640,014	11
Capital stock (28,600 shares	$2,860.000	00
Mort. bonds, redeemable July 1, '83	550,000	00
" " July 1, '65	1,300	00
" " July 1, '55	200	00
Bond certificates	150	00
Dividends unpaid	5,201	00
Balance of road income to Nov. 30, 1866	223,163	11
	$3,640,014	11

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, Wm. H. Hill, Franklin N. Poor, James A. Dupee and Francis Goodhue.

Treasurer.—FRANKLIN N. POOR.

Superintendent.—OTIS T. RUGGLES.

Boston & Worcester & Western Railroads.

Persons interested in the stocks of these two roads, now about to be consolidated, are beginning to study with new interest the respective values of the two properties. The stock dividend of 20,000 shares, or about 30 per cent., by the management of the Western railroad, rather took the public and stockholders by surprise. And though we proved by a few statistics, several days before it was announced, how practicable and justifiable it was, we had no idea that the directors contemplated such a proceeding at present. The division carried the value of the stock in the market at once up to 170 and beyond, and indeed has now taken it altogether out of the market, for the owners are beginning to think that it may be worth even much more, and that it is not well to sell it or even put a price on it until its real and comparative values in the new arrangement are more fully developed.

The capital stock of the Western road, under the increase, amounts to $8,710,000. The net indebtedness, adding a million dollars for the possible chance of having to pay the foreign gold debt with depreciated currency, is but a million and a half dollars. Put this with the capital, and we have a total of $10,250,000, which is a million and three-quarters less than the actual cost of the road and equipment, last reported as $11,967,327. The directors could, therefore, most justifiably have divided a million and three-quarters more of stock to have equalized the capital and debt with the cost of their property. Now as to the capacity of the road to pay income on the enlarged capital: The net income of the road for 1866 was $1,406,790, which is equal to nearly 13 per cent. upon the new capital and the net debt added, or 11 7-10 per cent. on the cost of road and equipments. These are surely assuring and satisfactory results.

Apply the same arithmetic to the Worcester road, and the superior value still of the Western stock becomes evident. The cost of that road is $4,500,000; its net profits last year were $490,201, which is but 10 8-10 per cent. But the capital stock of the road has now been increased to five millions, and the net profits of last year divided upon that, yield but 9 4-5 per cent. We give these facts, not in the interest of one party or the other, neither to depreciate one stock nor exaggerate the other, but for the enlightenment of the stockholders of both corporations, and the benefit of the whole public, which certainly, through the commonwealth's large ownership in the Western road, is really a party to the negotiations now going on. If the roads are put together at their cost—$11,967,327 for the Western and $4,500,000 for the Worcester—surely the stockholders of the latter will have no reason to complain. Their consolidated stock will be more valuable than their present. To unite them on the basis of their capitals and net debts—or $10,250,000 for the Western and $5,000,000 for the Worcester—would be too generous on the part of the Western owners, for it would be to put a 13 per cent. property on a par with a 9 4 5 per cent. one. The Worcester capital, it will be perceived, represents its whole cost and more, something for appreciation, while the enlarged Western capital increased by its net debt, is still a million and three-quarters below its cost.

We ought to add that the Western managers do not admit the justice of adding a million to their foreign indebtedness to meet the present high rate of exchange, and that they guarantee as individuals to pay the whole indebtedness when it matures, if they can be guaranteed the stock that it will or should then represent at par. But, as we said, we are not presenting their cause, but the cause of the community; and, as they seem to have the better stock by all odds, we prefer to charge them in the account or all possible contingencies. The Worcester road has the advantage of a clean bill of accounts, with no debts, and its whole cost and obligations put into capital. Were the Western so far along in its settlements, we have no doubt its stock would stand still better in the comparison than it now does.—*Springfield (Mass.) Republican.*

Taxes on the Manufacture of Locomotives, Cars, Etc.

The following letter from the Commissioner of Internal Revenue, addressed to W. S. C. Otis, Esq., of Cleveland, Ohio, contains important information relative to the mode of taxing cars, etc. Writing from Washington, under date of May 29, 1867, Mr. Rollins says:

The act of July 13, 1866, exempts from taxation repairs of articles of all kinds. This exemption leaves the question of taxation of cars precisely where it was prior to the act of June 30, 1864, with these exceptions: The present law exempts car wheels from taxation; but prior to June 30, 1864, the taxes paid on car wheels were allowed to be deducted from the tax assessed on the finished car, and the present law imposes a tax of five per cent. *ad valorem*, while the act of July, 1862, imposed only three per cent. *ad valorem*.

Under the act of July, 1862, this office ruled that every new car or locomotive must be regarded as a manufacture, and taxable as such, even though it be made to take the place of a car or locomotive which is worn out and thrown aside.

An old car or locomotive would not be liable to an *ad valorem* tax on account of any repairs made thereon, but all articles used in such repairs, or new parts furnished, which have in themselves a commercial value; and which would be liable to tax if sold or removed from the place of manufacture for sale, are equally liable to tax when made for and used in the repairs of old cars and engines.

The ruling is believed to have been strictly in accordance with the law in force at that time, and I know of no reason why it is not entirely and strictly in accordance with the provision of the law as now in force. It is believed to be impracticable to determine what is new work, or what is repairs, by adopting as a rule the relative percentage which the new and the old bear to the finished car or engine.

Repairs, however great, which do not destroy the identity of the article or thing repaired, are still repairs, and not taxable; but when a car or engine is substantially new, though containing some part or pieces which have been more or less used in other cars or engines, they are to be taxed on their entire value, less such deductions as the law allows; car bodies and trucks, when made by different persons, firms, or companies, are considered as separate and distinct manufactures, and each is to be assessed upon them when put together, unless they shall be increased in value by painting, varnishing, or being otherwise more completely finished, or fitted for use or sale, in which event they will be liable to an additional tax of five per cent. on the amount of increased value.

When a new car body is made for an old truck, or new trucks for an old car body, the car body or trucks are to be taxed as new work.

Cars which are reconstructed by placing bodies which have been in use, and on which a tax has been paid, and trucks which have, in like manner, been in use and subject to tax, are not liable to an additional tax, and trucks which are reconstructed from material selected from two or more trucks which have been in use will not be considered "new manufactures," but repairs only.

Wheels and other castings of iron, copper, or brass, which are in themselves separate and distinct manufactures, made for cars or used in the repairs of cars prior to March 2, 1867, were not exempted from tax, but by the act of March 2, 1867, all castings for cars are exempt, whether used in the construction of new work or in repairs. Railroad companies are not required to pay a special tax for any machine shops where only repairs are made.

Central Pacific Railroad.

The Sacramento *Bee* says that the "railroad company prosecuted very extensive surveys during the year 1866, to determine the best location for their railroad from the Big Bend of the Truckee to the Wahsatch Mountains, east of Salt Lake. These surveys demonstrated the fact that the only practicable line lay up the Humboldt river. The company therefore located their line, commencing at the Big Bend of the Truckee thence to Humboldt Lake, thence up the Humboldt river to the Wells, near the head of that stream, at which point the East Humboldt Mountains terminate, and the line can be located easily to the Wahsatch Mountains, either by the north or south end of Great Salt Lake. Under the law, this location required the approval of the Secretary of the Interior. The maps, profiles and reports were laid before him, and after a full examination he has finally approved it. This enables the Central Pacific Company to proceed early with the necessary location surveys, and to prosecute the work to the Humboldt Wells without delay. The distance from the State line to the Humboldt Wells is three hundred and seventy miles."

Union Railroad.

The Baltimore City Councils have passed the ordinance to endorse and guarantee the first mortgage bonds of the Union Railroad Company of Baltimore, from Owing's Mills to Canton. This road has not yet been surveyed or located. As projected, it will pass through the northern part of Druid Hill Park, which will probably require a tunnel, and thence along the eastern portion of the park, immediately alongside of the Northern Central Railway, then across the latter road, over Jones's Falls, as well as the Falls road pike, with a bridge, which, if built in the least expensive manner to be substantial for railroads, will cost at the least estimate $50,000. The road built, as indicated, will cost, with the right of way, at least $1,000,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna	100	$1,604,145		
Allegheny Valley	50	1,448,400		
Alton and St. Louis	100	125,000	J. A. J. & O.	Jan. '67 1½
Atlanta and West Point	100	1,232,200		
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	11,522,150		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah	100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio	100	16,152,962	A. & O.	Apr. '67 4
Do. Washington Br.	100	1,850,000	A. & O.	Apr. '67 5
Baltimore City Passenger		670,000	J. & J.	Jan. '67 3
Boston and Chelsea	100	110,000	A. & O.	Apr. '67 4
Bellefontaine Line	100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware	100	997,112		
Berkshire*	100	600,000	J. A. J. & O.	A. 67 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dc. '66 2½
Boston, Concord & Mont.	100	459,900		
Do., do. pref.	100	1,340,400	J. & D.	Jun. '67 3
Boston and Lowell	100	182,000	J. & D.	Jun. '67 4
Boston and Maine	100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence	100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester	100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston)	100	326,000		
Broadw'y & 7th Av. (N. Y.)	100	2,100,000	J. & J	Jan. '67 5
Brooklyn City	10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n	100	366,000		
Buff., New York & Erie*	100	850,000	J. & J.	J'n. '67 3½
Buffalo and State Line	100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)	100	747,800	A. & O.	A. '67 4½
Camden and Amboy	100	6,844,200	F. & A.	Feb. '67 5
Camden and Atlantic, pref.	50	600,000		
Cape Cod Branch	60	721,926	J. & J.	Jul. 67 3½
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna*	50	689,110		'65 2
Central of Georgia	100	4,666,800	J. & J.	Jul. '67 5
Central of New Jersey	100	13,000,000	J. A. J. & O.	A. '67 2½
Central Ohio, pref.	100	400,000	J. & D.	Jun. '67 3
Cen. Park, N. & E. River	100	955,900		
Charlotte & S Carolina	100	1,201,000		
Chemung*	100	380,000	J. A. J. & O.	Jul. '67 2
Cheshire, prefetred	100	2,017,825	Annual.	J'n. '67 2½
Chicago and Altou	100	3,886,943	M. & S.	Mar. '67 5
" " pref.	100	2.425,576	M. & S.	Mar. '67 5
Chicago, Burl. & Quincy	50	19,193,010	A. & O.	Ap. '67 10
Chicago and Gt. Eastern	100	4,390,000		
Chicago, Iowa & Nebras*	100	1,000,000		Jul. '67 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	13,180,927		
" " pref.	100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	100	9,100,000	A. & O.	Apr. '67 5
Cin., Ham. & Dayton	100	3,129,100	A. & O.	Apr. '67 6
Cin., Richmond & Chicago	100	350,000		
Cin. & Indianap. Junction	100	1,600,000		
Cincinnati and Zanesville	50	1,600,250		
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jan. '67 6
Cleve., Col. & Cincinnati	100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*	50	2,044,800	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg	50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo	50	4,841,600	A. & O.	Apr. '67 6
Col. & Indianapolis Cen	100	4,000,000	J. A. J. & O.	A. '67 2½
Columbus and Xenia*	50	1,786,200	J. & J.	Jan. '67 5
Concord	50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100			
Do. do. pref.	100	1,673,300	J. & J.	Jan. '67 3
Connecticut River	100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley	50	1,316,900	A. & O.	Apr. '67 4
Danbury and Norwalk	100	306,900		
Dayton and Michigan*	100	2,384,941		
Delaware	50	466,132	J. & J.	Jan. '67 3
Del., Lackaw & Western	50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley	100	1,550,050		
Detroit & Milwaukee	100	452,359		
" " pref.	100	1,500,000		
D. Dock, E. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,841		
Do. do. pref.	100	1,987,351	Annual.	M'r. '67 7
Eastern (Mass.)	100	3,578,394	J. & J.	Jul. '67 4
Eastern (N. H.)	100	492,500	J. & J.	Jul. '67 4
East Pennsylvania	50	604,400		
East Tenn. and Georgia	100			
East Tenn. and Virginia	100			
Eighth Avenue (N. Y.)	100	1,000,000	J. A. J. & O.	Jan. '67
Elm., Jeffers. & Canand*	100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport	50	500,000	M. & N.	N. '66 2½
Do. do. pref.	50	500,000	J. & J.	Ja. '67 3½
Erie Railway	100	19,570,100	F. & A.	Feb. '66 4
Do. pref.	100	8,535,700	Annual.	Jan. '67 7
Erie & North East*	100	600,000	F. & A.	Feb. '67 5
Evansville & Crawfordsv.	100	1,142,834		
Fitchburg	100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester	100	247,800	J. & J.	Jan. '67 3
Flint and Holly			M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100	750,000		
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jan. '67 3
Georgia	100	3,156,000	A. & O.	Apr. '67 6
Germantown (Phila.)	50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)		15,123,430		
Great Western (Ca.)		16,802,748		1½
Green and Coates St. (Ph.)	50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	100	3,000,000	J. A. J. & O.	Jul. '67 3
Hannibal and St. Joseph	100	$1,900,000		
Do. do pref.	100	5,253,830		
Hanover Branch	50	116,850	M. & N.	M'y '67 5
Housatonic	100	820,000		
" pref	100	1,180,000	M. & N.	M'y '67 4
Hudson River	100	6,967,971	A. & O.	Apr. '67 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	Jan. '67 2
Illinois Central	100	23,386,450	F. & A.	Aug. '67 5
Indianapolis & Cincinnati	100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind	100	2,000,000	J. & J.	Jan. '67 -
Joliet and Chicago*	100	1,500,000	J. A. J. & O.	J'n'67 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb	50	1 355,000		
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	5,104,050	M. & N.	Nov. '66 5
Lehigh Valley	50	10,734,100	J. A. J. & O.	Ap. '67 2½
Lexington & Frankfort	100	514,646	M. & N.	Nov. '66 3
Little Miami	50	3,572,400	J. & D.	Dec. '66 4
Little Schuylkill*	50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Feb. '67 2
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville	100	5,500,000	J. & J.	Jan. '67 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200,000	J. & J.	Jan. '67 3
Macon and Western	100	1,500,000	M. & N.	M'y '67 4
McGregor Western*	100			
Mahanoy & B'd Mount n*	50	921,615		
Maine Central	100	1,600,860		
Manchester & Lawrence	100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati	50	2,029,778		
" " 1st pref.	50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar. '62 4
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jul. '67 5
Michigan Central	100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind.	100	9,811,300	F. & A.	F. 65 3½
" " guaranteed	100	787,700	F. & A.	Feb. '67 5
Middlesex (Boston)	100	400,000		
Milw. & Prairie du Chien	100	3,014,000	F. & A.	Feb. '67 3
" " " 1st pref	100	3,082,000	Annual.	Feb. '67 8
" " " 2d pref.	100	1,014,000	Annual.	Feb. '67 7
Milw. & St. Paul	100	3,627,000	J. & J.	
" " " pref.	100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven	50	3,775,600	J. & J.	Jan. 67 4
Mississippi Central	100	2,090,261		
Mobile and Ohio	100	3,588,300		
Montgomery & W. Point	100	1,419,,69		
Morris and Essex	50	5,500,000	F. & A.	F. '67 3½
Muscogee	100	669,950		
Nashua and Lowell	100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga	100	2,056,544		
Nashville & N. Western				
Naugatuck	100	1,100,000	F. & A.	Feb. '67 5
New Bedford & Taunton	100	500,000	J. & J.	Jan. '67 5
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,224,100	J & J.	Jan. '67 3
New Jersey	100	5,000 000	F. & A.	Feb. '67 5
New London Northern	100	895,000	M. & S.	Mar. '67 4
N. O., Jackson & Gt. N	100	4,697,457		
N. O., Opel. & Gt. West'n	100	4,093,425		
New York Central	100	26,530,000	F. & A.	Feb. '67 3
New York and Harlem	50	6,256,050	J. & J.	Jul. '67 4
" " pref.	50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven	100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston	100	1,750,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue	100	1795,360		
North Carolina	100	4,000,000		
Northern Central	50	4,518,900	F. M. A. N	M'y '67 2
Northern of N. Hampsh.	100	3,06 ,400	J. & D.	Jun. '67 4
Northern of N. Jersey	100	158,800		
North Missouri	100	2,369,307		
North Pennsylvania	50	3,150,150		
Norwich & Worcester	100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.	100	3,077,000	F. & A.	Feb. '67 3
" " pref.	100	640,000	A. & O.	Apr. '67 4
Ohio and Mississippi	100	20,225,647		
" " pref.	100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport	100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb. '67 4
Pacific of Missouri	100	3 581,000		
Panama	100	7,000,000	J. A. J. & O.	Jul. '67 6
Pennsylvania	50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100	1,365,500		
Philadelphia and Erie*	50	5,069,450		
Philadelphia and Reading	50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred	50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n	50	1,507,850	A. & O.	Apr. '67 5
Phila. and Trenton*	100	999,200	J. & J.	Jan. '67 6
Phila., Wil. & Balt	50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City	50	100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y	20	100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50	2,794,623		
Pittsb., Ft. W. & Chicago	100	9,940,987	J. A. J. & O.	Jul. 67 2½
Pittsb. Col. and Cin	100			
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan '67 3
Portland and Kennebec	100	1,000,000		Aug. '67 3
Portl., Saco & Portsm'th*	100	1,500,000	J. & D.	Dec. '66 3
Providence & Worcester	100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia	50	808,019		
Rensselaer and Saratoga	100	$800,000	A. & O.	Apr. '67 2
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,000		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	$8,400	J. & D.	Jun. '67 4
Rome, Watert. and Og'nb	100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington	100	2,233,376		
St. L., Alt. and T. Haute	100	2,800 000		
" " " pref.	100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o	100	1,469,429		
St. Paul and Pacific	100			
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	393,075	M. & N.	M'y '67 3
Sand., Mansf. and Newark	100	900,000		
Saratoga and Hudson R.	100	1 020,000		
Saratoga and Whitehall*	100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a	100	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*	50	576,050	J. & J.	J'n. '67 2½
Seaboard and Roanoke	100	844,200		
Second Avenue (N. Y.)	100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.)	100	750,000	J. A. J. & O.	
South Carolina	100	2,819,275		
South Shore	100	259,685		
South Western, Georgia	100	3,203,400	F. & A.	Aug. '66 4
Southern Mississippi	100	1,000,000		
Springfield and Columbus	100			
Staten Island	100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100	1,200 150		
Taunton Branch	100	250,000	J. @ J.	Jan. '67 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,988,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jan '67 2
Tol., Peoria and Warsaw	100	1,650 000		
" " " 1st pref.	100	1,700,000		
" " " 2d pref.	100	908,176		
Tol., Wabash and West	50	5,400,000		
" " pref.	50	1,000,000	M. & N.	M. '67 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*	100	800,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)	100	200,000		
Union Pacific				
Union Pacific (E. D.)	100			
Union Pacific (Cent. Br.)	100			
Union (Phila.)	50	291,475	J. @ J.	Jan. '67 3
Utica and Black River	100	884,400	J. & J.	Jan. '67 4
Vermont and Canada*	100	2,250,000	J. & D.	Jun. '67 4
Vermont Central	100	8,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	J'n. '67 1½
Vermont Valley	100	516,164		
Virginia Central	100	2,353,679		
Virginia and Tennessee	100	3,454,815		
Western (Mass.)	100	6,710 800	J. & J.	Jul. '67 5
Western Union	100	2,687,287		
West Jersey	100	731,050	M. & N.	M'y '67 4
West Philadelphia	50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester	100	1,130,470		
Wilm. and Weldon	100	1,340,275		
Winona and St. Peter	100			
Worcester and Nashua	75	1,141,000	J. & J.	Jul. '67 5
CANALS.				
Chesapeake and Delaware	25	1,575,963	J. & D.	Jun. '67 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1.633,350	F. & A	Feb. '67 3
Delaware and Hudson	100	10 000,000	F. & A.	Feb '67 6
Delaware and Raritan	100	2,298,400	F. & A.	Feb. '67 5
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	100			
Lehigh Coal and Navigat.	50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)	10	1,025,000	F. & A.	Feb. '67 3
" (preferred)	100	1 175,000	F. & A.	Feb. '67 5
Sault Ste Marie	100			
Schuyl. Navigation (cons.)	50	1,408,207	F. & A.	Feb. '67 6
" " (pref.)	50	2,888,505	F. & A.	Feb. '67 6
Susq. and Tide Water	50	2,052,083		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	M. J. S. & D.	Sep. '66 4
MISCELLANEOUS.				
Atlantic Mail Steamship	100	4 000,000		Ju. '67 2½
Pacific Mail Steamsh. p	100	20,000,000	M. J. S. & D.	Jun. '67 3
Union Navigation	100	4,000,000	M. J. S. & D.	Dec. '66 5
West'n Union Telegraph	100	28,450,000	J. & J.	Jul. '67 2
American Coal	25	1,500,000	M. & S.	M. '67 3½
Ashburton	50	2,500,000	J. & D.	Dec. '66 4
Butler Coal	25	500,000		
Central Coal	100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50	3,200,000	F. M. A. & N	Feb. '67 6
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000,000	M. & N.	Nov. '66
Adams Express	100	10,000,000	F. M. A. & N	Nov. '66
American Express	500	9,000,000	F. M. A. & N	Nov. '66 3
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	M. J. S. & D.	Dec. '66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,625	6	.....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	.....	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	.....	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,389	3,261	—	.....	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	.....	15
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	.....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	.....	57¼
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	.....	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	.....	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	.....	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,976	6,108	4	.....	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	.....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	.....	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95.000	5,000	—	—	—	—	—	.....	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	.....	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	.....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	.....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65.155	501	—	.....	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	109,215	37,588	—	100	.....
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	.....
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	.....
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28,068	8,282	—	100	.....
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	.....
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	100	.....
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,102	366,000	200,000	37,602	104,691	5,651	—	100	.....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,220	164,000	20,000	3,200	—	—	—	100	.....
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7,500	35,000	.....	—	—	—	—	.....
30 Sep. '65	24.00	—	—	116	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	.....	528,090	74.053	—	100	.....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	—	.....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	.....
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	.....
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	.....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	—	.....
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	.....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	.....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	.....
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	.....
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	.....	8,550	.....	.....	.....	.....	—	—	.....
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	.....
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	.....
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80.028	29,616	—	100	.....
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136.970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409.516	750,000	.....	139 604	482,224	loss.	—	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1.800000	115.000	1,624742	211,213	9	100	.....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	.....
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	operby	T. & L. R. R.		—	—	.....
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	—	.....
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124.500	100,000	.....	30,752	loss.	—	—	.....
30 Sep. '65	1.50	—	—	—	4	V. Brunt st & Erie Basin (Bk'n)	62.000	50.000	12,000	.....	12,839	808	—	.....	.....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	—	.....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	.....
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	—
31 Oct. '66	6 74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	50	15½
31 Oct. '66	16.43	—	—	271	49	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	28½
31 Oct '66	34.41	—	—	367	59	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	.....	28½
31 Oct. '66	5.47	—	—	120	25	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	—	191	33	8 Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	.....
31 Oct. '66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	12½
31 Oct. '66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	—	.....
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	.....
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	.....
31 Oct. '66	2.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	.....
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	9
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by S. & P)	.....	—	—	.....
31 Oct. '66	19.38	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	78½
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	—	154	19	4 Spruce & Pine (Ph. il. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	—	169	18	— 13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19½
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	.....	.....
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec 62	3.63	—	—	—	—	— Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c.	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway 1st Mortgage	20,000	7	J. & J.	.....	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	89
Central Park, East & North River: 1st Mortgage	650,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	.....	.....	—
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	.....	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	.....	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	.....	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	91½
Malden and Melrose: 1st Mortgage gua anteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	—
Middlesex: 1st Mortgage	38,000	—	.....	.....	—
Malden & Melrose bonds	46,971	—	.....	.....	—
Real Estate	6,000	—	.....	.....	—
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	.....	.....	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City: 1st Mortgage	100,000	7	.....	.....	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia: 1st Mortgage	200,000	7	J & J	1869	—

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1.					
Loan of Jan. 28, 1847 registered	$6,610,100	6	Jan. & July.	1867	151½
Loan of March 31, 1848 registered	8,715,542	6	" "	1868	107½
" " " coupon		6	" "	1868	105½
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	" "	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	107
" " " coupon		5	" "	1874	110½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	113½
" " " coupon		5	" "	1871	116
Oregon War Loan of March, 1861 coupon	1,016,000	6	" "	1881	105
" " " coupon		6	July.	1881	108½
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	108½
" " " coupon		6	" "	1881	113½
Loan of July 17, & Aug. 5, 1861 registered	264,315,350	6	" "	1881	108½
" " " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	514,780,600	6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered	100,000,000	6	May & Nov.	1884	107½
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered	416,365,650	6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	100½
" " " " coupon		5	" "	1904	100½
Pacific R. R. Bonds of (currency) registered	13,722,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 20, '64 & Mar. 3, '65 1st series	511,939,525	7.3	Feb. & Aug.	1868	100½
" March 3, 1865 2d series		7.3	June & Dec.	1868	100½
" " 1865 3d series		7.3	Jan. & July.	1868	100½
Matured Debt not presented	9,161,670	6	At maturity.	---	---
Gold Certificates of Deposit	17,325,980	---	---	3 yrs	---
Compound Interest Notes of 1864	130,030,240	6	At maturity.	---	---
United States Notes (greenbacks)	373,209,727	---	---	---	---
Fractional currency	28 458,075	---	---	---	---
Navy Pension Fund	12,500,000	---	---	---	---
State Securities.					
Alabama—Dollar Bonds coupon	2,109,000	6	May & Nov.	1877	---
" —Sterling " "	648,000	5	Jan. & July.	1876	---
" — " " "	688,000	6	" "	---	---
" —Funded Interest Bonds "	---	---	---	---	---
Arkansas—State Bonds (issued to banks)	1,500,000	6	(in default.)	77-'80	---
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	122½
" —War bonds	1 548,000	7	" "	'72-'90	---
Connecticut—State Bonds coupon	10,400,000	6	Jan. & July.	1892	100½
" — " (free.) "		6	" "	1869	---
Georgia—State bonds (sterling) coupon	72,000	5	Jan. & July.	'68-'86	---
" — " " "	2,271,750	6	" "	'72-'86	84½
" — " " "	434,000	7	" "	1890	---
Illinois—Canal Bonds registered	1,288,887	6	Jan. & July.	1870	99½
" " " registered	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 "	436,000	6	" "	'62-'79	---
" — " " 1865-'79 "	229 372	6	" "	'65-'79	---
" — " 1870-'79 "	2,371,725	6	" "	'70-'79	101
" — " "	1,778,677	6	" "	1877	100
" — " "	241,000	6	" "	1879	---
" — " War Loan "	1,157,700	6	" "	1879	97
Indiana—State Bonds registered	236,000	5	Jan. & July.	1866	95
" — " War Loan coupon	2,058,173	2½	" "	1866	---
Iowa—State Certificates registered	1,225,000	6	May & Nov.	1886	97
—War Loan Bonds coupon	200,000	7	Jan. & July.	1886	---
Kansas—State Bonds coupon	300,000	7	" "	1877	---
Kentucky—State bonds coupon	200,000	7	" "	'76-'78	---
" — " " "	447,000	5	" "	'66-'73	---
Louisiana—State Bonds coupon	3,204,000	6	" "	'68-'72	95½
" —Funded Coupons "	9,656,000	6	various.	'67-'90	82
Maine—State Certificates	---	6	---	---	---
" —War Loan Bonds coupon	532,000	6	Mar. & Sept.	1883	99½
Maryland—State Bonds coupon	4,000,000	6	Jan. & July.	1883	99½
" — " " coupon	2,171,902	5	quarterly.	var.	82
" — " " coupon	1,727,000	6	" "	1870	100½
" — " " inscribed	3,192,763	6	" "	1890	100½
" — " " (sterling) coupon	6,401,000	6	" "	var.	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	108½
" — " "	375,000	5	April & Oct.	'72-'74	108½
" — " "	220,000	5	May & Nov.	1880	99½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,030,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	---
Michigan—$2,000,000 Loan Bonds coupon	250,000	7	Jan. & July.	1868	---
" — " " " "	1,750,000	6	" "	'73-'83	92
" —Canal Loan "	100,000	6	" "	1873	---
" —Renewal Loan "	216,000	6	" "	1878	92
" —War Loan Bonds "	1,122,000	7	" "	1886	102
" —Bounty Bonds "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds "	2,275,000	7	" "	1883	---
Missouri—State Bonds (railroad) "	13,701,000	6	Jan. & July.	'71-'89	98½
" — " " (H.& St.R.R.) "	3,000,000	6	" "	'72-'85	82½
" — " " (Pac. R. R.) "	7,000.000	6	" "	'72-'87	99
" —New Sinking Fund Bonds	---	7	" "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds coupon	1,650 000	6	" "	'83-'85	99
" — " Notes	2,306,000	6	var.	var.	---
New Jersey—State Stock inscribed	95.000	6	Jan. & July.	var.	104
" —War Loan coupon	731,000	6	" "	'71-'74	102½
New York—State Bonds general fund	703,000	7	quarterly.	1870	103½
" " " bounty fund	25,566,000	7	Jan. & July.	1877	105½
" " " general fund	1,189,780	6	quarterly.	pleas.	---
" " " canal fund	702,000	6	" "	1866	---
" " " general fund	500,000	6	" "	1868	100
" " " canal fund	3,050,000	6	" "	1871	100
New York—State Bonds canal fund	6,000,000	6	Quarterly.	1878	99½
" " " " "	2,250,000	6	" "	1874	99½
" " " " "	500,000	6	" "	1875	100½
" " " " "	900,000	6	" "	1877	100
" " " " general fund	800,000	6	" "	1878	92½
" " " " "	909,607	5	" "	plens.	---
" " " canal fund	192,585	5	" "	1866	---
" " " "	1,163,000	5	" "	1868	---
" " " general fund	442,960	5	" "	1868	---
" " " canal fund	167,000	5	" "	1871	---
" " " "	4,500,000	5	" "	1874	93½
" " " general fund	900,000	5	" "	1875	93
" " " "	800,000	5	" "	1878	---
North Carolina—State bonds coupon	9,385,500	6	Various.	'66-'91	62
" " " (new) "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds coupon	634,653	5	Jan. & July.	1865	---
" — " " "	536,798	6	" "	1860	98
" — " " "	379,866	6	" "	1868	---
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	102
" — " " "	4,095,309	6	" "	1881	103
" — " " "	2,400,000	6	" "	1886	102½
" —Domestic Bonds "	681,038	6	May & Nov.	'68-'71	---
Pennsylvania—State Stock registered	20,209,000	5	Various.	'66-'90	95
" " " coupon	6,168,000	5	"	'77-'82	93
" —Military Loan "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	---
" — " " inscribed	1,708,000	6	" "	'68-'90	---
" — " " coupon	1,499,000	6	" "	'77-'90	---
" — " " (new) "	---	6	" "	---	---
Tennessee—State Bonds coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " "	239,167	5½	" "	'72-'79	---
" — " " "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans "	24,382,832	6	" "	long.	90
" —Funded Interest "	872,813	6	" "	1892	67
Vermont—State Bonds	175,000	6	Various.	'67-'83	---
" —War Loan coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds registered	21,888,398	6	Jan. & July.	'84-'95	70
" — " " coupon	11,108,000	6	" "	'86-'95	---
" " (sterling) "	1,865,000	5	" "	1872	---
" —Funded Interest registered	---	6	" "	'76-'96	---
" — " coupon	---	6	" "	'76-'96	---
West Virginia—State Bonds coupon	---	6	---	---	---
Wisconsin—State Bonds coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) "	641,800	6	Jan. & July.	'77-'88	---
" — " (") certificates "	700,000	6	April & Oct.	'82-'98	---
City Securities.					
Allegheny—Railroad Bonds (new) coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,528	5	quarterly.	1870	---
" — " "		6	"	1870	---
" — " "		6	Jan. & July.	1873	97
" — " "		6	May & Nov.	1875	97
" — " "		6	Jan. & July.	1886	98
" — " "		6	quarterly.	1890	97½
" — " " coupon		6	"	1890	---
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	---
" — " "		5	Various.	'66-'70	125½
" — " "	7,846,026	5	"	'71-'75	125½
" — " "		5	"	'76-'80	99½
" — " "		5	"	'81-'86	102½
" — " "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	106
" — " " (sterling)	1.949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan "		6	" "	'81-'97	93
" —Improvement Loans "		6	" "	'66-'95	90
" —Water Loans coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan "	1,284,000	7	" "	'79-'87	99½
Jersey City—Water Loan coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F.,M.,A. & N.	'73-'76	---
" " " "	4,714,000	6	" "	'76-'78	---
" " " "	1,800,000	6	" "	1883	100
" " " "	5,149,271	6	" "	1887	101½
" " " "	275,000	6	" "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F.,M.,A. & O.	'67-'69	---
" " " "	3,125,200	6	" "	1870	94½
" " " "	319,000	6	" "	1873	---
" " " "	1,000,000	6	" "	1874	---
" " " "	334,700	6	" "	1875	---
" " " "	2,016,000	6	" "	1876	---
" " " "	2,375,000	6	" "	'79-'80	88
" " " "	900,000	6	" "	1890	---
" " " "	674,300	6	" "	1898	87
Philadelphia—City Bonds (old)	552,700	6	Jan. & July.	'67-'81	83
" — " " (new)	739,222	6	" "	'67-'82	93
" — " " (old)	2,232,800	6	" "	'66-'93	94
" — " " (new)	7,898,717	6	" "	'66-'99	102
Pittsburg—Municipal Bonds coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds "	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds coupon	1,500 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	---
St. Louis—Improvement Bonds coupon	2,643,000	6	Jan. & July.	'66-'90	80
" —Water Loan "	484,000	6	" "	'71-'83	77
" —Sewerage Loan "	425,000	6	" "	'79-'88	80
" —Railroad Loans "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds coupon	1,352,600	10	May & Nov.	1871	133
" " " "	329,000	6	Jan. & July.	1875	---
" —City and County Bds. "	1,133,500	6	" "	1888	---
" " "	2,200,000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	383,274	438,046	443,029	459,370	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,696,153
1867	240,238	142,947	238,362	283,921	338,691	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,464	280,283	251,916	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,664	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,583	38,058	30,208	50,193	51,485	61,797	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division ... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,573	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	106,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,085	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,528	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,643	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,685	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,670	328,769	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,956	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,661	375,210	362.783	333,952	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,443	126,970	99,662	86,482	164,710	221,633	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	406,369	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,543	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,805	1,118,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,129
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	268,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,282	416,341	566,979	957,194	1,121,206	1,351,579	1,419,232	1,196,955	702,685	10,083,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,743	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	482,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,382	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	733,866	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	659,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,936	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,329	1,439,79
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	24 1,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,050	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	254,830	264,741	3,694,976
1867	237,674	200,793	270,630	317,052	329,078	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,278	33,972	68,862	82,147	68,180	59,862	75,677	92,715	61,770	27,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,211	75,248	64,468	814,06
1867	39,078	27,667	36,392	40,710	57,852	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company[illegible] default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1835	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1835	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	98½
" " " 1855	1,021,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '70, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	86
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1880	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	----
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	----
Convertible bonds	1,500,000	7	" "	"	1882	----
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	---	Jan. & July.	Frankfort o. M.	----	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	88
Chicago and Great Eastern:						
1st Mortgage	5,500,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort. (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	92
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	80
Equipment Bonds	270,483	7	May & Nov.	" "	1874	93
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	246,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876?	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1,000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	91
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	91
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	233,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,230	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,322,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	90
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Income Bonds	8,500	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,400,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	----
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'75	81
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100⅝
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,500	7	April & Oct.	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	----	----	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Jolist and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	----	----	1866	----
Memphis Branch 1st Mortgage	281,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,137,000	---	----	----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	80
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
2d Mortgage	----	----	----	----	----	----
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6	----	----	----	----
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,294,000	7	May & Nov.	"	1890	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y.& Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	---
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,693,000	7	" "	" "	1877	90⅝
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Motvile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63-'65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "	----	83
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95
Dbts of former Cos outst'ding	100,000	---	----	----	----	----
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged Stks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	95
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	----	105
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	78-'78	90½

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84¾
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	62
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	97
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July	"	1871	92½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	99½
1857. (convertible)	415,500	6	" "	"	1886	100
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	880,000	7	Jan. & July.	" "	1912	96½
" " (series H)	880,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	880,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	880,000	7	April & Oct.	" "	1912	"
" " (series L)	880,000	7	May & Nov.	" "	1912	"
" " (series M)	880,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	148
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Sky l'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	500,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	76½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,600,000	7	Jan. & July.	"	1867	31
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	97
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Bonds not accrued by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Balt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	89
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1853	144,500	6			1868	
Company's endorsed by State	140,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '66	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	21	12	123	Montgomery and West Point		2,439,420	308,967	315,199	1,644 104	1,130,700	288,781	3,063,585	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	361,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.725	166,186	—	.....
30 Nov. '66	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,736	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	395,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6.000 000	1,079,5.0	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	117
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,257	66.4	366,149	750,678	250,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 100	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404.618	212,676	10	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	108.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,345	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6.311,900	3,983,000	498.049	12,290.904	280 0	1,934,116	3,695,153	1,484,616	8½	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	300.0	2,083 580	6,175,553	2,799,435	31	140
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2.356,660	26,155,641	12,020,483	825,398	39,680,442	930.0	.....	6,820.750	1,802,272	—	394
31 Mar. '67	181.8	181.5	.....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15.315,822	*	3,192,940	9,100,000	8,146,524	635,486	18,006,763	409 3	1,621,607	3,574,034	1,413,999	10	92½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,903,962	6.546,741	2,175.447	10	121½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,743	488,588	—	55
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	28.641	611,050	1,254,500	15,900	2,102,781	109.0	.....	442,895	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,382,284	140.689	3,458,108	110.0	.....	448,558	230,834	9	80½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,225	108.0	312,859	527,865	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117.941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7.717	3,451 712	75.5	125,525	466,745	181,117	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	980,000	653,969	5,429,285	156 5	319,880	805,271	257,861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo s.	468,821	21,286	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,393	111.8	.....	426,408	227,634	—	—
30 Jun. '66	29.0	—	3.1	—	}	14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	728,257	29.0	.....	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—	}				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1	239,026	389,171	108,905	5	95
30 Jun. '66	186.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,346	354 0	959,947	3,143,189	1,592,955	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,098,425	1,730 600	2,804,768	8,628,793	80.0	105,960	414,741	280,220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,586,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,288	—	—
31 Aug '60	53.7	—	.....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,016	248,999	108.434	1,710,899	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,309	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,032	15,188,190	329.3	1,741.670	4,446,486	1,638,114	15	108½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	18,625,531	2,669,517	1,745,795	10,601,200	9,136,440	736,951	20,473,591	523.8	2,386,193	4,975,193	1,609,387	—	75½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	2,400,000	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	58
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	1,200,000	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3.581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,828	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,600,000	—	5,000,000	127.0	.....	.....	.....	—	—
0 Sept. '64	86.5	3.0	4 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,242	3,501,000	40 558	6,382,100	90.1	286,189	399,291	120	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,816	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,787	6	99½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,633,113	266.8	3,493,376	8,577,692	5,301,183	10	113½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	—	1,650,000	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	137½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	142½
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.6	255,863	617,143	177,322	8	110
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	119
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	276,012	14.0	37,740	82,974	16,960	6	—
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,276	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	—
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,996	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	455,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,352	9	101½
30 Nov. '66	139.5	10.5	30.5	—	35	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	95
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	105½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B. &	L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	—
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	3,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	52
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Ath. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	170
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,198	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,231 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,035,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	101,242	8	115½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	—	—	—
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	392,540	681,301	242,997	8	101½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,606,552	1,444,705	15	132½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	91
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,000	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120½
31 Dec. '66	53.0	—	—	45.6	24	43	274	Morris and Essex	6,973,931	2,181 111	208,689	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	65
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,830,528	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,698,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	West Jersey	1,219,704	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	203,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	103½	
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	63½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	109½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	268.1	432.8	—	276	292	5,309	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	103
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	585	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	89,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	—
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	—	—	8	—
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	586,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	114.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,543	135,486	73,540	5	—
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,995	50,106	25,738	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,593	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	—
— —	59.	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '66	60.3	—	.....	—	27	27	484	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100½
2 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	80½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,554	2,388,688	1,035,717	15	120
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	—
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,464	75,097	2,384,941	3,764,650	186,762	6,326,333	142.0	.....	961,357	339,924	10	105
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	—	—
31 Dec. '65	173.8	77.3	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,668	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jun. '66	153.9	15.0	—	—	26	17	423	Sandusky and Cincinnati	3,995,354	595 400	391,992	3,282,163	1,218,972	109,313	4,972,748	205.9	345,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	—	—	10	9	220	Sandusky, Mansfield & N'w'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '66	412.0	45.2	—	—	102	47	1,092	Toledo, Wabash & Western	19,950,000	*	2,263,900	6,709,000	14,345,000	795,301	22,113,900	259.6	—	3,717,389	906,200	—	47

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	292,573	1,948,400	614,000	313,542	2,878 242	44.0	134.201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9?9,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,569	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	130
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	674,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,631	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,825	620,428	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,929	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	318,902	618,566	235,153	—	—
31 Oct. '66	36.0	13.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,911,432	3,052,799	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	50
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	886,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,606	(	"	"	")	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,255	87.5	345,588	902,213	382,500	—	35½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,028 236	—	44,251,544	336.5	7,080,026	16 563,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	63½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,389,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,552	—	32,577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	50
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	849,446	316,754	15	132
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	97.0	880,936	2,470,958	1,057,887	10	53
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,199	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,243	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	101½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	50
31 Oct. '66	28.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,030	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	145,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	820,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	204,122	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,381	500,000	—	.....	62.0	340,600	625,041	169,322	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,385	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,429,769	324,161	—	1,429,008	1,145,000	345,548	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,662	—	—	985,743	960,410	108,172	2,057,525	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,493	9,821,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	2,141,970	—	—	—	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093 891	291.0	405,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,800	962,039	3,017,107	99.2	.....	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,176	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,242	—	—
1859.	35.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,982	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	'58 32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	'58 56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	'60 50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— —	'59 25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
May	'66 110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	430,577	175,998	—	—
Aug.	'63 119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,165	—	—
Aug.	'63 62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
3 May,	'65 117.0	2.0	26.0	—	54	49	1,088	Vermont Central	8,402,955	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May,	'65 47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	90½
Jun.	'65 23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun.	'63 59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,852	—	—
								VIRGINIA.													
1 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	—	—	—	—	—
30 Sep.	'59 77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,361	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep.	'59 79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	64,121	18,332	—	—
30 Sep.	'66 103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	10½
30 Sep.	'66 88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep.	'66 123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep.	'59 59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep.	'66 140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,509	2,000,000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	—
30 Sep.	'59 75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep.	'66 22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep.	'59 23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
28 Feb.	'67 80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep.	'66 178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun.	'66 204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52?,?2?	7,362,?50	214.9	278,839	656,022	93,332	—	—
								WISCONSIN.													
31 Dec.	'66 198.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	278.0	986,727	2,538,800	934,109	—	89
31 Dec.	'66 200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
— —	— —	—	—	—	—	—	—	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan.	'63 161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec.	'32 49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun.	'63 1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July	'63 229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,866	1,649,510	1½	—
31 Dec.	'64 94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,999,980	768,950	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct.	'66 108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	66,777	—	—
July,	'61 60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,?55	—	1,?80,000	13,100	136,000	1,709,?3?	60	—	132 ?5?	30,670	—	—
								NOVA SCOTIA.													
Dec.	'62 61.5	30.6	—	—	20	18	160	Nova Scotia	4,273,401	*	—	?,?73,?8?	—	—	4 273,281	92.0	168,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec	'?3 8.	—	—	—	11	22	120	Panama	9,000,000	*	—	5,000	—	—	?0 63,??	(?.	.....	? 627,498	328,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	20½
Catawissa (preferred)	1,150,000	7	—	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	54½
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	62
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,"73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	64
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	797,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	—	58
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	84
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,661,314	7	---	----
" " " (2d pref.)	908 426	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,376,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	---	---	----	----	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	" "	1868	----
Lehigh Navigation 1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,484,351	6	"	1884	88½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	495,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	76½
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.) 1st Mortgage	3,000,000	6	M. & N.	1883	23
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley. 1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	59½
Delaware and Hudson	100	10,000,000	10	153½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	47½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	58
" (preferred)	100	1,175,000	10	119
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	20
" " (preferred)	50	2,888,983	—	30
Susquehanna and Tide Water	50	2,048,260	—	15
Union	---	---	---	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	40 — @ 45 —
Pig, American, No. 1	42 — @ 44 —
Bar, Refined, English	85 — @ 90 —
Bar, Swedes, assorted sizes (in gold)	95 — @100 —
Bar, Swedes, assorted sizes	165 — @ — —
Bar, English & American, Refined	100 — @105 —
Bar, English & American, common	90 — @ 95 —
Scroll, English	132 50 @180 —
Ovals and Half round	127 50 @137 50
Band, English	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, English	105 — @165 —
Hoop, English	137 50 @192 50
Nail Rod per lb.	9 @ — 10½
Sheet, Russia per lb.	18 @ — 18½
Sheet, English, Single, Double and Treble	5½@ — 8
Rails, English (gold) per ton	52 50 @ — —
Rails, American	82 50 @ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½@ — 12½
English Blister (1st & 2d qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
German	— 14 @ — 16
American, Blister	— 11½@ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— — @ — 35
Sheathing, Yellow	— — @ — 24
Pig, Chile	— — @ — —
Bolts	— 36 @ — 37
Braziers'	— 35 @ — 36
American Ingot (cash)	— 23½@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 50 @ 6 62½
German Refined	6 50 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	— — @ — 25½	
Straits (gold)	— — @ — 23½	
English (gold)	— — @ — 23	
Plates, I.C. Charcoal-p. box	8 75 @ 9 25	12 — @ 13 —
Plates, I. C. Coke	7 25 @ 8 75	10 50 @ 12 25
Plates, Coke Terne	6 75 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	8 25 @ 8 75	11 50 @ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	5 87½@ 6 —
Clinch (cash)	7 37½@ 7 50
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½@ — 14
Refined, free L. S. to White	— 41½@ — 42
Refi'd, in bond, prime L. S. to White	— — @ — 22
Refi'd, in bond, Standard White	— 23½@ — 24
Naptha, Refined (60@63 gravity)	— — @ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending June 26,

	Th. 20	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Atlantic M. S. S. Co.	107	107½	107	107½	107	107½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	90	----	----
California 7s	----	122½	----	----	----	----
Canton Co.	44	----	44½	45	44½	45½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	113	----	113	114	----
" " pref.	----	116	----	115½	116	116
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	140	----	140½	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	34½	35	35½	35½	36½	37½
" " pref.	38½	59	59½	59½	60½	62
" " 1st M.	84½	----	----	----	----	----
" " 2d. M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Consol.	80	----	----	----	----	----
Chicago & Rock Isl.	89½	89½	91½	90½	92	93
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	100	----	99½	----	----	100½
Clev. and Pittsburg	77½	78½	78½	79½	----	80½
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Clev. and Toledo	120½	120½	120½	120	120	120
" S. F. 7 p.c	103	----	----	----	----	----
Cumberland Coal, pref	30½	----	----	30½	----	30½
Del. & Hudson Canal	----	----	----	----	----	163½
Del., Lack. & West.	----	----	----	130	----	----
" 1M. 8 p.c. '71-5	----	----	97	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	59½	59½	60½	60½	61½	64½
" pref.	----	----	----	----	74	74½
" 1 M. 7 p.c. '67	----	----	101½	----	101½	101½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	108	----	109	109½	109	109½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	103	----	103	----	----	----
" 2 M. S. F.	100½	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	120½	120½	120½	121	----	122
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
Michigan Central	----	108	----	108	108½	
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	68½	69½	71½	71½	75½	75½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	98	----	----	----	----	----
" " 2 M.	90	----	----	----	90½	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St. Paul	36	----	37	----	38	39½
" pref.	56	----	56½	57	58½	
" 1st mort.	----	----	----	----	----	88½
" 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98½	98	98½	98½	98½	99
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	98½	----	----	----	----	98½
New York Central	101½	101½	102½	102½	102½	103½
" Real Estate	----	----	----	----	----	----
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	96	96	96	----	----	----
" 6s, S. F. '87	----	----	95	----	----	----
N. York & Harlem	----	108	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	54	54	54½	----	----	----
" new	54	55	----	----	54½	----
Ohio & Miss. cer.	24½	24½	24½	----	25½	25½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	140½	141½	142½	140½	138	140
Panama	----	----	----	----	----	----
Phila. and Reading	106½	107½	107½	107½	108	108½
Pitts. Ft. W. & Chicago	97	97½	98½	99	100½	101
" 1M. 103½	----	----	----	----	----	----
" 2M. 96½	----	----	----	----	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	28	28	28½	28½	28½	28½
St. L., Alton & T. H.	55	----	53	----	----	----
" " pref.	85½	84	83	84	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	68½	68½	68½	69	69	----
" new	67	67	67½	67½	67½	67½
Tol. Wab. & Western	44½	45	45½	46½	47	47
" Pref.	68½	68½	----	69	----	----
" 1M. ex.	90	----	----	----	----	----
" 2M.	----	77½	----	----	78	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 26.

	Th.20	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	113¼	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	107	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	112	110½	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	100	100	100½	100⅝	100⅝	....
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	109
U. S. 6s, 1881, coup.	....	....	112⅞	113	113½	113¼
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ly.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	110½	110⅝	110⅝	110½	110⅝	110⅝
U. S. 6s, 5-20s, c. 1864	107	106⅞	107	107½	107½	107½
U. S. 6s, 5-20s, c. 1865	106⅞	107	....	107½	107½	107½
U. S 6s, " reg.	107½	....	....	....	107⅛	....
7.30 Notes, 1st series.	....	....	....	....	106⅛	106⅛
" " 2d series	106⅜	....	106⅜	....	106⅛	106⅜
" " 3d series	106⅛	106⅛	....	....	103⅛	....
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 25.

	W.19	Th.20	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	....	....	....	....	....	....
" preferred	....	....	27½	....	27½	....
Camden & Amboy	132	132½	122½	132½	132½	
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	89¾	....	....	....
" " 6s,'89	....	....	....	....	86	86
" mort. 6s,'88	93	95	....	....	....	93
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	56⅝	59⅝
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	47¼	47	47	47	47¼	47¼
" " 6s,'84	88½	....	88¼	....	....	....
Lehigh Valley R. R.	59	59	....	....	59	59
" " 6s	....	92	....	....	92	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	56	....	56	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	35	35	35	35	35¼	
" " 6s	89	....	....	....	....	90
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	43
Pennsylvania R. R.	52⅝	52½	52½	52⅝	52½	52⅝
" 1st m.	....	....	....	....	....	....
" 2d m.	94	....	....	....	94½	....
Penn. State, 5s	....	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s. W. L.	....	....	....	....	....	....
Philadelphia City, 6s	95	94¾	94¾	....	....	....
" " new	99¼	99½	99¼	99¾	99⅞	100
" " munc	....	....	....	....	....	....
Philad., Germ. & Nor.	63	....	....	63	....	63
Phila. & Reading	53¾	53¼	53¼	53⅝	53	54
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	28¼	....	....	....	28¼	28¼
" " 6s	92¼	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	30	....	....	....	....	....
" " 6s '82	76¼	....	....	....	....	76¼
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	91½	....
Susq. Canal	18	....	18	....	....	....
" " 6s '78	....	68¼	....	....	....	68¼
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	45	....
" " bonds	84¼	....	....	....	....	85
Hestonville, (Horse)	....	12¼	12¼	12¼	12¼	12½
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 25.

	W.19	Th.20	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	96¾	97	97	....	97	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	95	....	....	....
" " 1890	97¾	....	97¾	....	....	....
Balt. and Ohio	113¼	113¼	113¼	....	113¼	115¼
" " b'ds,'62	....	....	....	....	....	....
" " '67	....	....	....	....	....	....
" " '75	....	....	....	....	....	....
" " '80	....	93¼	....	....	....	....
" " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	43	....
" " b'ds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	20	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 26.

	Th. 20.	F.21.	Sat.22.	M.24.	Tu.25.	W26
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	127¼	....	126½	....	....	126
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	....	....	141	....	....	142½
Cheshire, pref.	54½	....	....	....	....	....
Concord	65	....	....	....	....	....
Connecticut River	....	....	110	....	....	....
Eastern, Mass.	108½	109	109	....	....	109
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	119	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	107½
Old Colony & Newport	96	95	....	....	....	....
Ph., Wil. & Baltimore	52¾	....	....	....	53	....
Portl'd, Saco & Ports.	99½	....	....	....	99½	....
Vermont & Canada	99	90	90½	....	....	....
Vermont & Mass.	91	....	....	....	....	52
Western	....	....	170	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	87½	....	....	88
Metropolitan "	58	58½	....	....	....	57½
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	21¾	....	....	....
Franklin "	17	17	17¾	....	18	18½
Huron "	....	4	4	....	....	3⅝
Isle Royale "	....	....	....	....	....	6
National "	....	....	....	....	....	....
Minnesota "	7¼	7	....	....	8	8½
Pewabic "	....	....	12	....	....	....
Pittsburg "	....	....	....	....	....	33
Quincy "	....	....	....	....	....	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of May and 7th of June.

	Closing Prices. June 7.	May 31.
United States, 5-20s, 6 per cent 1882	72¼@ 73	72½@ 72¾
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¾@ 71¼	71 @ 71¼
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 6 per cent	50 @ 55	53 @ 55
Do. 6 per cent	43 @ 45	44 @ 46
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880. 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds 1890	24 @ 25	21 @ 22
Erie shares, $100 (all paid) 8 p. c.	39¾@ 40¼	39½@ 40
Do., convertible bonds, 6 p. c.	67 @ 69	66 @ 67
Do., 3d mort., 1883, 7 p. c.	69 @ 71	67 @ 69
Illinois Central, 6 p. c., 1875	88 @ 92	85 @ 89
Do., 7 p. c., 1875	74 @ 76	73 @ 75
Do., $100 shares (all paid)	78¼@ 79	76½@ 77¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	67 @ 70
Do. S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con 6 p c.	89 @ 91	88 @ 90
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78 @ 80	76 @ 78
Do. with option to be paid in Phil.	78 @ 80	75 @ 78

American Railroad Journal.

Saturday, June 29, 1867.

Stock Exchange and Money Market.

Money has been much more abundant in the open market, since our last. The Government disbursements, through the local office, have been extensive, chiefly on account of purchases of maturing Seven-thirties, which have been over six millions for the week. These disbursements of the Sub-Treasury have been in excess of the receipts of the office, and there has been, consequently, a reduction of the cash balance there. The balance on Wednesday morning was $130,116,010, against $133,506,897 the preceding Wednesday, showing a reduction of $3,390,887 during the week. There has been a steady influx of currency from the interior, which has added to the available supply of capital seeking temporary employment in a secure and lucrative form. The speculative demand for accommodation has been rather brisker, but it has not kept pace with the increasing offerings, and call loan rates have receded a point, or to 4@5 per cent. on the public funds, and 5@6 per cent. on other prime stock collaterals. Large balances, which could not be advantageously placed, through private channels, have been invested in the National interest bearing obligations, which have advanced; yet, at the going figures, they pay a handsome and reliable percentage of interest. Much of the demand for the public funds has been from city and country savings banks, which are providing employment for the profits of their last half year's business. There has been a very moderate offering of desirable grades of commercial paper, selections from which have been in request at 6@7, generally at 6½@7 per cent. per annum. Very little partiality has been shown for lower grades, and good to fair names have met a slow sale at from 7½@9 per cent. per annum. Of inferior grades, the supply has been comparatively large and at high and tempting figures, but there has been no call of moment for them. The city banks gained very rapidly in legal tender reserve, through the past week, while they were obliged to contract their loans and circulation. Their specie and deposit lines were cut down, considerably; but the current, this week, is said to be in the opposite direction. A comparison of the last two weekly statements of the city banks shows a decrease of $3,256,804 in the specie reserve, and $810,593 in the deposits, with a reduction of $2,597,983 in the loans, and $73,933 in the circulation, and an increase of $4,991,898 in the legal tender reserve. The specie reserve of the banks is now $9,399,585, against $8,504,096 same time last year. The city bank deposits are now $179,477,170, against $201,969,288 week ending June 23, 1866. The legal tender reserve amounts to $62,816,192, against $80,840,518 same time last year. The circulation now stands at $33,633,171, against $26,585,394 same time last year. The loans are now $243,640,477, against $248,436,808 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $73,740,134 a day, against a daily average of $76,828,100 the preceding week, and $76,955,703 the week ending with June 8. The current week's exchanges average $75,709,811 a day.

The *pro rata* of all the legal tender reserve of the city banks to circulation and deposits, on their last weekly exhibit, was nearly 34 per cent. and $19,000,000 in amount above the required 25 per cent. average.

National Bank notes to the amount of $291,370 were issued last week, making the total issue to 1,671 banks thus far, as given in our last, $303,303,826, against $282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,911,947, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,391,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,544,500; and for the public deposits, $39,162,950—making a total of $379,647,450. The Treasury Department last week redeemed and destroyed $519,600 of worn and mutilated fractional currency, and issued $291,370 worth of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $223,578; an increase of $5,047 in specie; a decrease in legal tenders of $335,586; an increase in deposits of $159,010, and $596,016 in circulation. The Bank Clearings show a decrease of $483,906, and the balances, of $59,785.

The U. S. Sub-Treasury receipts, week ending with June 22, were $12,446,169, including $2,039,-064 from customs duties; payments, $14,932,696; balance at the close of the week, $132,129,745, against $134,616,271, at the close of the preceding week, showing a decrease of $2,486,526. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,357,266 including $269,426 from customs, and payments, $5,342,673; on Tuesday, receipts, $2,189,573; payments, $1,217,902. The balance at the close of business on Tuesday stood at $139,116,010, against $133,506,897 a week previous.

The cash balance in the hands of the United States Assistant Treasurer at Boston, at the close of business on Saturday, was $7,830,211 47, being an increase for the week of $983,597 53. Of this balance, $6,218,657 45 was in coin, and $1,611,-554 02 in currency. The custom receipts for the week were $353,800. The amount paid for interest on the Seven-Thirties, which became due on the 15th inst., was $953,000. The value of the exports from Boston for the week ending June 21, including specie, was $531,472, against $219,295 for the corresponding week in 1866.

Government revenues have been fair in amount, since our last, a little less liberal in the excise, and a little more prolific in the customs line. The excises, last week, yielded about $3,500,000, against $4,169,549 the preceding week; customs at the port of New York $2,039,064, and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal about $7,266,500 in currency. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about $262,500,000.

A more active speculative movement has been noted in Gold, this week. An adverse view has been taken of the influence on the public credit, and national industry, of the impending July session of Congress. This has been worked to the utmost in the interest of the inflationists in the Gold Room. and with some success. The price has been carried as high as 138⅞. It opened on Wednesday at 138⅜, ranged during that day from 138 to 138¾, and closed at 138¼, on a rather buoyant market, though there was no legitimate inquiry of any moment to strengthen the confidence of operators. The export drain was light. The customs demand was quite moderate. The specie exports on Wednesday were only $152,266. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,462,224. The customs demand for Gold last week, averaged $339,844 a day; thus far, this week, it has been equal to $328,213 a day, or equal to a weekly aggregate of $1,969,278. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $3,264, and from California, $1,450,099. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been $120,791,903, against $130,719,121 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been $38,750,695, against $29,142,577 same time last year, showing an increase this year, of $9,608,118. The exports of specie from this port, last week, were $582,390. The total outflow of specie from the port, thus far in the current fiscal year has been $40,226,834, against $57,030,488 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $143,400, making the total coin interest disbursements through the Government office, since July 1, 1866, $54,115,710, against $45,886,-130 for the same time in the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached $14,863,783, against $15,035,553 same time last year, showing a decrease, in 1867, of $171,770.

Business has been quite moderate, all through the week, in the foreign exchange line. The supply of bills has been on the increase, the result in part, of the increased outflow of produce, and the partial revival of the export trade in American securities. Rates have favored buyers slightly, but at the close, were steady. Bankers' 60 day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.17½@5.12½; sight bills on London to 110⅜@110½; and on Paris to 5.12½@5.10. The offerings of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,928,664, making the total value of exports since July 1, 1866, $175,842,191, against $211,762,350 same time in the preceding fiscal year.

A decidedly more active demand has prevailed during the week, for all classes of the public funds. The investment call has been very comprehensive. The country orders have been liberal in amount, mostly for the later Five-Twenty issues, and the Seven-Thirty Notes. There has also been a fair inquiry for the Ten-Forty five per cent bonds, and the Compound Interest Notes, which have been in light supply. Of the latter, we repeat that the June 1864 issue is now wholly out of market, and we have ceased to quote them. The Five-Twenties of 1862 have been in rather more request, on foreign orders, and held very firmly. U. S. sixes of 1867 closed buoyantly here on Wednesday at 135½; U. S. sixes of 1868, at 136; U. S. sixes of 1881, 113@113¼; U. S. Five-twenties of 1862, 110⅝@110¾; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1865, consolidated, 110⅜@110½; U. S. Ten-forties at 100⅜@100½, and U. S. Seven-thirties at 106⅜@106½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent, on these figures:

July, 1864	119	May, 1865	116⅜
August, 1864	118½	August, 1865	115⅜
October, 1864	117½	September, 1865	114⅞
December, 1864	116¾	October, 1865	114⅜

An unusually brisk speculative business has been transacted in railway and miscellaneous share property, since our last, and prices have improved materially. The dealings in all the active stocks on the list were particularly animated on Tuesday and Wednesday of the current week, carrying up prices to the highest point reached for some months past. Late on Wednesday, there was some pressure to realize, and prices consequently yielded a little. There was, however, no generally serious depression of values, and buyers were as numerous as sellers at the going rates, indicating much confidence in the immediate recovery of the market.

General business has shown more activity, especially in the domestic produce line. Breadstuffs have advanced decidedly, influenced by the light receipts, the unfavorable weather, and the reports of crop injuries more or less extensive. Provisions have been somewhat firmer, closing in favor of sellers. Cotton has been quiet, and declining, under adverse foreign news, and growing receipts. Middling grades left off here on Wednesday languidly at 25½@27½ cents per lb. as extremes. The stock of cotton now here is estimated at about 91,000 bales. The receipts at the port this week, have averaged about 1,100 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 597,-600 bales, against exports of 423,756 bales. The receipts at all the shipping ports from September 1 to latest mail dates have been 1,809,000 bales, against 1,931,150 bales same time last year; exports, 1,420,000 bales, against 1,458,000 bales same time last year; estimated stock at latest dates, 247,000 bales, against 310,300 bales same time last year. Beeves have been plenty and heavy this week at from 13@18¼c. per lb.; receipts, 5,401. Veal Calves in moderate request at from 7½@12½c. per lb.; receipts, 2,621. Sheep heavy and a shade easier, selling at 4@7c.; lambs at 10@13c. per lb., receipts, 17,115. Swine in good demand and firmer at 7@7⅜c., all live weight; receipts, 18,148. At the auction sale of Scranton Coal, on Wednesday, 60,000 tons were sold at a shade easier prices, ranging from $4.05 @4.65 per ton of 2,240 lbs., delivered at Elizabethport N. J.; also, 10,000 tons deliverable at Washington, N. J., in July, at from $2.@$3.15 per long ton. Foreign merchandise has been more active. Dry goods and groceries have been more firmly held. The total imports of foreign dry goods, last week, were $1,084,989, and the total amount marketed $928,545. The value of foreign merchandise imported last week, was $4,331,123—making the grand total specie value of last week's imports of dry goods and merchandise, $5,366,-112, and since July 1, 1866, $255,126,540, against $294,525,607 same time in the preceding fiscal year. The ocean freight market has been rather dull and heavy since our last, with 538 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 3½c.@4d. per bushel; cotton at $\frac{3}{16}$@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 12.	June 19.	June 26.
Consols	95	94½	94
U. S. 5-20's of 1862	73	73	73
U. S. 5-20's of 1865	71½	71	71
Erie	40	39¾	40¾
Ill. Central	79	79	79¾

The New York exports, exclusive of specie, for the week ending June 25, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$2,388,335	$3,928,664
Prev. reported.....	102,495,879	90,307,132
Since January 1.....	$104,884,214	$94,235,726

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,074,282	$1,034,989
Gen. merchandise.....	4,672,661	4,331,123
Total for the week.....	$6,746,943	$5,366,112
Previously reported....	145,694,466	118,827,396
Since January 1.....	$152,441,409	$124,193,508

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise.	$294,525,607	$255,126,540
Exports produce.....	211,762,350	175,842,191
Exports specie	57,030,488	40,226,834

The balance in the Sub-Treasury on Wednesday was $132,039,033 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—U. S. 5-20s 1865, new issue, 110⅜; N. Y. State Bounty Loan reg., 105; do., 6s, 1873, 99½; Virginia 6s, ex-coupon, 52; do., new, 51½; Georgia 7s, 84½; Brooklyn 6s, Water Loan, 95½; Morris and Essex, 65; do., 1st mort., 94¼; do., 2d mort., 83; N. Y. and N. Haven, 117; N. J. Central, 120½; Hannibal and St. Joseph, 58; do., pref., 64; Troy, Salem and Rutland 7s, 1st mort., 96; Indianapolis and Cincinnati, 80½; Chicago, Rock Island and Pacific 7s, 92; Chicago and Northwestern Equipment bonds, 93; Joliet and Chicago 1st mort., 105; Toledo and Wabash Equipment bonds, 69; Boston Water Power Co., 24¾; American Coal, 45; Western Union Telegraph, 43½; do., 7s, 81; Mariposa pref., 20½; Adams' Exp., 71¾; Wells-Fargo, Exp., 65½; Merchants' Union Express, 14; U. S. Express, 72½; Am. Exp., 71; Am. Ex. Bank, 118; Merchants' Bank, 114; Bank State of New York, 111; Bank of Commerce, 113¾; Bank of North America, 109; Phœnix Bank, 107; Ocean Bank, 105; Central National Bank, 114; Fourth National Bank, 110; American Flag, 0.50; Benton Gold, 0.65; Consol. Gregory, 5.75; Corydon, 2.05; Columbian G. & S, 0.50; Davidson Copper, 1.15; Gunnell, Gold, 2.50; Holman Gold, 0.13; La Crosse Gold, 0.85; Midas Silver, 1.65; Montana Gold, 0.15; People's G. & S., 0.40; Quartz Hill, Gold, 1.50; Rocky Mt., 0.75; Rockland Copper, 8.25; Smith and Parmalee, 3.90; Seaver Gold, 7.70; Texas Gold, 0.10; Walkill Lead, 0.50.

Philadelphia.—Philadelphia and Trenton R. R., 132; Camden and Atlantic pref., 20⅝; Pennsylvania 5s, past due, 101¾; do., 6s, 1st series, 101⅜; do., 3d series and int., 102¼; West Jersey R. R. 6s, 89; Belvidere Delaware 6s, 85; 10th and 11th streets R. R., 65; Camden and Amboy scrip., 73; Lehigh Valley scrip, 24¾; Allegheny County coupon 5s, 76; Ocean Oil, 2¾; St. Nicholas Coal, ¾; Hazleton Coal, 54; Mechanics' Bank, 31⅛; Union Bank, 63½; Farmers and Mechanics Bank, 140; First National Bank, 138; City Bank, 70⅜; Girard Bank, 57; Philadelphia Bank, 162; Central National Bank, 125. The latest quotations are: City 6s, 95@95½; do., free of tax, 99¾@100; State 5s, reg., 1870, 97@97¼; do., coupon, 93⅛@94; do., 6s, W. L., 102¾@103; Reading, 54⅛@54¼; do., 6s, 1870, 95@98; do., bonds, 92@93; Camden and Amboy, 132@132½; do., 6s, 1889, 93@94; do., 1883, 88¼@89; Penn. R. R., 52⅜@52½; do., 1st mort., 100@—; do., 2d mort., 94½@95; Little Schuylkill R. R., 27@28; Morris Canal, 56@58; do., pref., 118¾@119; do., bonds, 90@93; Wyoming Valley Canal, 45@52; do., 6s, 84½@85; Susquehanna Canal, 17½@18; do., 6s, 68@68½; Sch. Nav., 19@20; do., pref., 29@30; do., 6s, 1882, 73@74; Union Canal bonds, 21@23; Delaware Div. Canal, 56½@57; do., bonds, 85@90; Elmira and Williamsport, 29@32; do., pref., 40@45; do., 7s, 1873, 90@96½; do., 5s, 62@70; Lehigh Coal and Navigation, 47@47¼; do., bonds, 1884, 86½@87¼; North Pennsylvania, 35@36; do., 6s, 90@91; Philadelphia and Erie, 28¾@29; do., 6s, 92@93; Minehill, 58@58½; Catawissa, 13@13; do., pref., 27⅜@28⅛; Lehigh Valley, 59@59½; do., bonds, 92@92; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 75@80; West Philadelphia, 65@67; Spruce and Pine, 26½@27; Green and Coates, 30@31½; Chestnut and Walnut, 44@45; Thirteenth and Fifteenth, 18@19; Girard College, 27½@29½; Tenth and Eleventh, 65@67; Union, 35@37; Hestonville, 12¼@12½.

Boston.—Vermont Central and Vermont and Canada 8s, 98½; Rutland and Burlington 1st mort., endorsed, 148; Northern (Ogdensburg) 1st mort., 97; Vermont and Massachusetts 6s, 97; Old Colony and Newport 6s, 1876, 96¼; Sandusky, Dayton and Cincinnati 6s, 1900, 77¼; Eastern R. R. 6s, 1874, 94½; N. Y., Providence and Boston 6s, 90¼; Vermont Central 2d mort., 31; Boston, Hartford and Erie R. R., 12; do., 7s, 52; Indianapolis and Cincinnati, 40¾; Ogdensburg and Lake Champlain, 61¼; Connecticut and Passumpsic Rivers R. R., 80¼; Boston and Worcester R. R. Rights, 4½; Western R. R. Rights, tenths, 17; Summit Branch R. R., 11¼; Wells-Fargo Express Co., 60; Boston Water Power Co., 23½; Cary Imp. Co., 6⅝; Bullion Consolidated Mining Co., 70c.; Ophir (N. S.) Gold, 1.60; Massachusetts 5s, 1894, gold, 100⅛; New Hampshire 6s, 1874, 98¼; Maine 6s, 1880, 99; Boston 6s, 1876, currency, 100⅝; St. Louis 6s, 1877, 80¼; Chicago 7s, 1890, River Imp., 98¾; Brooklyn 6s, 1896, W. L., 95; Gardiner 6s, 1879, 91½; Augusta 6s, 1870, 92¼; Bath 6s, 1870, 93¼; do., 1891, 90¼; Salem 6s, 1877, W. L., 98; Bangor 6s, 1874, 91¾; Boston Gas Light Co., 757½; Traders' National Bank, 98¼; Merchants' National Bank, 109; Second National Bank, Granite, 140¼; National Bank of Redemption, 109; Eliot National Bank, 105⅞; Boyleston National Bank, 135¼; Suffolk National Bank, 114¼; Continental National Bank, 110¼; Third National Bank, 108¼; Market National Bank, 106; Shawmut National Bank, 111¾; Hide and Leather National Bank, 134; Union National Bank, 118; Allouez Mining Co., 8; Albany and Boston, 4; Concord, 1½; Dana, 75c.; Eagle River, 1½; Hancock, 6; Native, 1¼; Petherick, 1; Pontiac, 37½c.; St. Clair, 3½; South Side, 50c.; Tremont, 50c.

Baltimore.—Virginia 6s, coupon, old, 68; do., reg., 42½; Maryland 6s, 1870, 100½; do., 1890, 100¼; Marietta and Cincinnati 1st mort., 80; N. W. Va. 3d mort., 91; Citizens' Bank, 14½; Mechanics' Bank, 95⅝; Third National Bank, 100; Union Bank, 60. The latest quotations are: Balt. and Ohio, 113½@113½; do., 6s, 1875, 98¼@99; do., 1880, 98¼@98; do., 1885, 97½@97⅞; Northern Central, 42¾@43; do., bonds, 1885, 83@84¾; N. W. Va., 10@18; do., 1st mort., 1878, 95@97; do., 2d mort., 91¾@92; do., 3d mort., 91⅛@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 80½@81; Central Ohio, 25½@26; do., 1st mort., 89@90; Western Md. 6s, 75@75; do., 6s, guar., 95½@97; Maryland 6s, coupon, 1870, 100½@101⅛; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 95@96; do., 1873, 95@98; do., 1875, 96¾@97¼; do., 1886, 98@98; do., 1890, 97¾@97⅞; do., coupon, 100@100; do., Park, 96½@97; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19¼@20; Canton Co., 42@44; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3@7; George's Creek, 50@75; Santa Clara, 3⅞@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.40; Atlantic Coal, 0.40@0.65; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

Buffalo and Erie Railroad.

The consolidation of the Buffalo and State Line and the Erie and Northeast Railroads was completed on the 25th inst., by the action of the stockholders of the former company agreeing to the terms by a vote of 35,936 shares out of a total of 39,637. The following are the officers of the new company, to be known as the Buffalo and Erie Railroad Company:—President, Wm. Williams, of Buffalo; Vice President, Charles H. Lee, of Silver Creek; Secretary and Treasurer, Henry L. Lansing, of Buffalo; Directors, A. Robinson, New York; Charles H. Lee, of Silver Creek; John H. Clark, Auburn; Joseph Field, Rochester; G. W. Patterson, Westfield; Milton Courtright, Erie; Chas. M. Reed, Erie; John A. Tracy, Erie; John M. Hutchinson, Buffalo; Wm. G. Fargo, Buffalo; James C. Harrison, Buffalo.

Rome, Watertown and Ogdensburg R. R.

The following gentlemen have been elected directors of this company for the ensuing year: W. C. Pierrepont, Pierrepont Manor; Marcellus Massey, Samuel F. Phelps, Charles E. Bill, John Ferguson, Edward Strong, New York; H. Alexander, jr., Springfield, Mass.; Gardner Colby, Boston; David Utley, Rome; C. Comstock, do.; Delos De Wolf, Oswego; S. D. Hungerford, Adams; T. H. Camp, Watertown. W. C. Pierrepont, was re-elected president, and Marcellus Massey vice president.

☞ Messrs. Kasson & Co., 62 Broadway, New York, have for sale 3 locomotives, 3 passenger and 16 flat cars—for full descriptions of which see their Advertisements.

Ogdensburg and Lake Champlain R. R.

The annual meeting of this company was held at Ogdensburg on the 19th inst. The old board, consisting of the following persons, John C. Pratt, Jacob W. Pierce, John S. Farlow, Hollis Hunnewell, Thomas Upham, J. D. Farnsworth, E. T. Farrington, Arthur Williams, George M. Barnard, of Boston, William C. Brown, of Ogdensburg, S. M. Felton, of Philadelphia, Calvin T. Hubbard, of Brasher Falls, and Albert Andrews, of Malone, were unanimously chosen. At a meeting of the directors, held subsequently, John C. Pratt, of Boston, was unanimously re-elected President.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for 2d week in June, 1867 ..$214,974 57
Corresponding week previous year .. 191 808 59

Increase. $23,165 98

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in June, 1867, were $72,874 00
Corresponding week of 1866 .... 86,726 00

Decrease $13,852 00

The earnings of the Detroit and Milwaukee Railroad for the week ending June 20th, 1867, were $32,948 00
Corresponding week of 1866.... .... 27,271 00

Increase. $5,677 00

The earnings of the Michigan Central Railroad for the 2d week in June, 1867, were.. $67,186 47
Corresponding week of previous year.. 72,576 40

Decrease $5,389 93

The earnings of the Chicago and Alton Railroad for the week ending June 15th, 1867, were $91,562 00
Corresponding period previous year.. 98,120 00

Decrease.... .... $6,558 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in June, 1867, were.... .... $61,518 00
Corresponding week of previous year.. 83,179 00

Decrease $21,661 00

The earnings of the Atlantic and Great Western Railroad for the second week in June, 1867, were.... .... $102,394 00
Corresponding week previous year... 123,524 00

Decrease.... .... $21,130 00
From April 1 to June 15, 1867 .... $1,099,866 00
", " 1 " " 15, 1866 .... 1,077,373 00

Increase.... .... $22,493 00

The earnings of the Grand Trunk Railway of Canada for the week ending June 1st, 1867, were.... .... $122,690 00
Corresponding week of previous year. 116,691 00

Increase.. .... $5,999 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in June, 1867... $22,436 00
Corresponding week previous year.... 21,556 00

Increase $980 00

The earnings of the Western Union Railroad for the week ending June 21, 1867. ..$14,340 11
Corresponding week previous year.... 24,910 90

Decrease $10,570 79

The earnings of the Virginia and Tennessee Railroad for the second week of June, were $12,757, an increase of $2,807 on the same week last year. Total for the fiscal year commencing 1st of July, $691,752, an increase of $141,406 on same time of 1866.

Cleveland and Toledo Railroad.

At a meeting of the stockholders of this company held at Cleveland on the 20th inst., John Newell, James Mason, G. N. Wade, and Amasa Stone jr., of Cleveland; John Gardiner, of Norwalk; S. M. Young, of Toledo; William A. Vanderbilt, H. C. Stimson and James H. Banker, of New York, were chosen directors for the ensuing year. Mr. John Newell was subsequently elected president, and William F. Staunton secretary and treasurer.

English Railway Law.

NON-LIABILITY OF RAILWAY COMPANIES WHERE ACCIDENT OCCURS, CAUSED BY DEFECT IN MATERIALS OF WHICH THE MACHINERY IS CONSTRUCTED.

A most important decision has recently been rendered in the Court of Queen's Bench, Durham, as affecting the liability of railway companies for injuries caused to passengers by the breaking down of carriages through latent defects in the materials of their construction. The question was raised in the case of Redhead *vs.* the North Midland Railway Co., reported in the *London Railway News*. The accident for which compensation was claimed arose through the fracture of one of the wheel-tyres, which broke through a latent flaw in the welding. The tyre appeared to be of sufficient thickness and strength, and though in point of fact, by reason of an air-bubble in the welding, it was of less real thickness and strength than it ought to have been, the flaw was not detected by the application of the usual tests (that is, by the ring of the metal when struck by the hammer,) and it was one which even the manufacturer could not have detected, still less the railway company's servants, by whom it was examined in the usual manner just before the journey. The case was tried before Mr. Justice Lush, who directed the jury to the effect that if they believed this evidence the company were not responsible, as they were only liable for negligence, which on this evidence was disproved, and they accordingly found for the company. There was a motion to set aside the verdict for misdirection. On the case having been fully argued, the decision was given on the 15th of May, two of the Judges, Mr. Justice Lush and Mr. Justice Mellor, giving judgment in favor of the company, and Mr. Justice Blackburn against the company.

Mr. Justice Lush, who heard the case, said: Upon the best consideration I have been able to give to it, I adhere to the opinion I expressed at the trial that the law imposes no such liability on railway companies. It is not contended that the obligation of carriers of passengers is co-extensive with that of carriers of goods, who by the custom of the realm are insurers, subject only to certain well-known exceptions—the act of God or the Queen's enemies. The grounds of liability of carriers of passengers, and their obligations, as described in the works of the highest authority, as Mr. Justice Story in his work on *Bailments*, is not absolutely to carry safely, but to exercise due care and diligence in performing his duty. But it is contended that in this particular part of his duty, the providing of a safe and suitable vehicle, his undertaking goes beyond the measure of due care and diligence, and includes a warranty that the carriage is sound and free from all defects which render it unfit for service, though the defects which make it not so are what no amount of care or skill could ascertain. The language of Story does not suggest such a qualification, and surely so important an element in the contract would have been noticed by him if he had supposed it to exist. The proposition is one which I cannot adopt without authority; for I can feel no reason why a carrier should be held to warrant for that which no care or diligence would enable him to secure, especially when he is under no such liability as to any other portion of his undertaking. In the United States the question was very fully argued, and it was decided that the carrier of passengers was only liable for negligence.

Mr. Justice Mellor said: The direction of the learned judge at the trial was to the effect, that though the companies were bound to use the utmost skill and care in all that concerned the safety of their passengers, they were not liable for defects which no care or skill could discover or guard against. And I have come to the same conclusion. The question depends upon the nature and extent of the liability of carriers of passengers for hire. The liability of carriers of goods, which is that of insurers, is quite different, and rests on wholly different grounds. Lord Holt expressly puts it that it is founded on the danger of carriers colluding with thieves, if they were allowed to set up robbery or loss by accident as an excuse for failure to deliver the goods. These reasons, it is obvious, do not apply to carriers of passengers, whose liability has always been based upon negligence. His lordship referred to the case of "Grote *vs.* the Chester and Holyhead Railway Company" (2 *Exchequer Reports*,) when Baron Parke said the company would be liable for an accident arising from a defective vehicle, though they had employed a competent coachmaker; but Lord Wensleydale there only meant that the company could not excuse themselves merely by the fact of their having employed a competent carriage builder, which is a very different thing from saying that they would be liable for latent defects which even the builder could not discover.

Mr. Justice Blackburn, in giving judgment in favor of the plaintiff, said: In my view there is, according to all authority and analogy, a duty incumbent upon the carrier of passengers for hire to provide fit and proper carriages, and he is liable for a failure to perform this duty, even although it is in consequence of a latent defect. I agree that he is not an insurer—that is, he does not insure their safety in all events, and in order to render him liable for accident it is necessary that it should be shown to have arisen from some neglect of duty. But if there is an obligation to provide a vehicle of sufficient strength, then the failure to do so—whether through his fault or not—is a breach of that duty. A liability as to the carriage of goods, and it would be strange if there were a less stringent liability as to passengers, where it involves the safety of their lives and limbs. The passenger is obliged to trust entirely to the carrier as to the safety of the vehicle, and has no means of examining into it himself.

Hoosac Tunnel.

The North Adams *Transcript* says the Tunnel Commissioners have concluded a contract with Messrs. Dull & Gowan, the builders of the Lake Tunnel at Chicago, for a two years' job upon the Hoosac Tunnel. The contract provides for the excavation of six thousand four hundred feet of tunnel at the east end, or nearly a mile of completed tunnel; also the sinking of the central shaft to grade—which will be about five hundred and forty feet of excavation. They contract to do this in two years, and to excavate the shaft, not less than thirty feet per month, and at the east end not less than ninety-one feet per month. The contract will exceed a million dollars in amount.

Journal of Railroad Law.

NEGLIGENCE IN CROSSING PUBLIC STREET—WHAT IS ORDINARY CARE.

In the case of Baxter *vs.* 2d Ave. R. R. Co. lately decided by the Superior Court of this city, it was held that courts never decided what is or is not abstract negligence. Whether a want of care is imputable to a person must always in all cases, depend upon facts which in each case essentially determine the question. Where the plaintiff in the exercise of common or ordinary prudence had ample time to cross a street before the defendant's horse car would reach her, but by an accident she slipped and fell upon the railroad track, and was run over by the horses and car, *held* that the railroad company was liable in damages. The opinion of the court was written by

MONELL, J.—In a claim to recover damages for an injury to the person occasioned by the negligent act, of another, the plaintiff must be free from any fault which may have contributed to the injury. I had occasion in writing the opinion in Williams *vs.* O'Keef 9 Bosw. 536, to state the result of all the cases on this subject. In one case only do I find any attempt to define the nature or quality of negligence, (Wilds *vs.* Hudson R. R. Co. 24 N. Y. 430.) and in that case a distinction which some of the cases have made between gross negligence and common care or prudence is rejected as inapplicable to actions for personal injuries. It is undoubtedly correct to say that there are no degrees in negligence, for whether it be great or small, if it can be seen that in any measure without it, the injury would not have happened, there can be no recovery. We are no where given the criteria or essence of negligence nor can any be given. There are so many different elements, which of necessity must enter into it and vary it, that no general principle can be established. It is prudent of a man possessed of all his senses and faculties to do many things which would be highly dangerous and imprudent for a man deaf or blind or lame to perform. An adult may go in safety where an infant of tender years would be exposed to great peril.

In all cases therefore whether a want of care is imputable to a person must always depend upon facts, which in each case essentially determine the question. Courts never decide what is or is not abstract negligence. They sometimes put a construction upon the evidence intended to establish it, and say that a verdict of a jury is not or would not be supported by it, but they do nothing more.

In getting at some rule, general as far as may be, of what would be negligence or want of proper care, neither of the extremes can be adopted. One man with a high degree of caution will avoid the possibility of danger; another more reckless or confident will rush into any kind of peril. Hence it is that the medium of the two extremes will come nearer to, and conform closer with common sense and justice. What would persons ordinarily do under the circumstances? How would most persons act? Not the most prudent, nor the least careful, but what amount of care would the majority of persons exercise. In the case before us, the exception to the charge was in limiting the plaintiff's negligence to a want of common, ordinary care or prudence. What amount of care or prudence is required of a person in crossing a public street? If more than ordinary care, then what standard shall we adopt? We cannot require the highest degree of caution nor can we admit the lowest. Therefore the common or ordinary degree embraces the middle and only safe standard.

In Munger *vs.* Tonawanda R. R. Co. 4 N. Y. 34, it is said (358) "the result might have been avoided by the exercise of ordinary care on the part of the defendants." Again, "a person injured by an obstruction placed unlawfully upon a highway has been denied a right of action for damages, where it appeared that he had failed to use ordinary care." The cases cited in the opinion in Wilds *vs.* Hudson R. R. Co., (*supra*) all use the same or equivalent words. In Fox *vs.* Glastenbury, 29 Conn. R. 208, the rule is said to be that the party injured must have acted with ordinary prudence, and in Gagaham *vs.* B. & L. R. R. 1 Allen, Mass., 187, it is affirmed that the party must be in the exercise of due care. In Johnson *vs.* Hudson River R. R. 20 N. Y. R. 65, the court say (page 76) the party must have conducted with ordinary care and prudence."

The charge of the judge to the jury was therefore strictly in conformity with authority, and it seems to me also, in conformity with common sense. Had he attempted to form any other standard of negligence, he must have failed, or run into the error of requiring a greater or less degree of care or prudence than is observed by mankind in general. There was no error therefore in the charge.

The refusal to charge as requested and the motion for a nonsuit involve the consideration of other propositions. The motion for a nonsuit was on the ground that the accident was owing to the plantiff's imprudence and negligence. A party seeking redress for personal injuries must satisfy the jury that there was no fault imputable to him. And unless the evidence of negligence is of such a nature as to require the reversal of a verdict if found against it, it would be improper to take the question from the jury. (Johnson *vs.* Hudson River R. R. Co., Williams *vs.* O'Keef, *ubi sup.* Wild *vs.* Hudson River R. R. Co. 29 N. Y. R. 315.)

The plaintiff was a woman of 54 years of age, healthy and in the use of all her limbs and senses; she had with her a grocer's basket which was not heavy. It was mid day, and a clear day. There was a little snow, and a great deal of ice on the ground. She had passed down on the east side of the avenue, from 34th street to the lower side of 35th street, where she attempted to cross on the cross way. As she began to cross, she looked and saw a four horse car coming up the hill. The grade being ascending she felt perfectly sure that she could cross with safety. The car was then above the upper side of 31st street about half way the block between 31st and 32d streets. She looked long enough to make up her mind that it was safe to cross, and concluded that the horses were so far off that she could safely do so. In crossing her heel caught in the westerly rail of the easterly track. It took her whole strength to extricate her foot. In pulling her foot out, the iron sprang up, and pitched her over on the westerly track, and it being slippery she fell. Before she could recover herself the horses and car were upon her.

The only negligence that can be charged upon the plaintiff is in attempting to cross the avenue while the defendant's horse car was ascending a grade, nearly 200 feet away. The catching the foot in the rail, and subsequent falling were accidents. There was ample time to cross. The car was distant, and she had the free use of her limbs. In considering the matter time was the important thing. She could not anticipate what befell her before the car was upon her, and she felt sure that there was time for her to reach the opposite side in safety. And such I think would have been the reasoning and conclusion of any person. Had she not fallen on the track, she would undoubtedly have escaped. Upon all the facts I am clear that the plaintiff was justified in attempting to cross the street, and that the motion for a non-suit was properly overruled. (Brown *vs.* N. Y. Central R. R. Co. 32 N. Y. 597.)

Alexandria, Loudoun and Hampshire R. R.

The stockholders of this company have accepted the act of the Virginia Legislature authorizing the Board of Public Works to sell to the said company all the stock owned in the road by the State, the company agreeing to execute and deliver bonds therefor, secured by a mortgage on the company's franchise and property, payment to be made in three equal instalments—first, when the road is extended from Leesburg to Winchester; second, when completed to the west side of the Little Cacapon River; and third, when finished to its western terminus in Hampshire County, west of Paddytown, West Virginia. The company also ordered the issue of eight millions in bonds, to run thirty years, and bear not more than eight per cent. interest, to complete the road to Paddytown, as authorized by the act of the Legislature above indicated.

Chicago and Northwestern Railroad.

At the annual meeting of this company held at Chicago on the 6th inst., the following gentlemen were elected directors for the ensuing year:—Wm. B. Ogden, Perry H. Smith, George L. Dunlap, John B. Turner, Wm. H. Ferry, Chicago, Ill.; Albert L. Pritchard, Samuel J. Tilden, Wm. A. Booth, Henry H. Boody, Lowell Holbrook, James D. Fish, James W. Elwell, John M. Burke, Benjamin Nathan, Samuel Sloan, A. Iselin, Wm. B. Scott, New York. At a subsequent meeting Wm. B. Ogden, Esq., of Chicago, was elected President, and Perry H. Smith of Chicago, Assistant President.

☞ Gov. Fletcher, of Missouri, took possession on the 21st inst., of the Atlantic and Pacific Railroad, formerly known as the Southwest branch of the Missouri Pacific road, which was purchased from the State by Gen. Fremont and his associates, the purchasers having neglected to pay the first annual instalment, due June 15, and otherwise failed to perform their contract. The road has been placed in charge of Clinton B. Fish, of St. Louis.

☞ A new line of street railroad, running up Main and Liberty streets to the suburbs of Mount Auburn, to the north of the city, was opened in Cincinnati on the 25th inst. Five new cars were placed on the track.

☞ The Union Pacific Railroad is now open to Julesburg, 376 miles west of Omaha.

Interest and Dividends.

The Panama Railroad Co. have declared a quarterly dividend of six per cent., payable at their office in this city on the 5th of July.

The Chemung R. R. Co., a quarterly dividend of two per cent., payable, free of tax, at No. 1 Barclay street, July 1.

The Illinois Central R. R. Co., a dividend of five per cent., payable, free of tax, on the 1st of August.

The Rome, Watertown and Ogdensburg R. R. Co., a semi-annual dividend of five per cent., free of tax, payable July 15th at the Mercantile Bank, N. Y.

The Norwich and Worcester R. R. Co., a dividend of four per cent., free of tax, payable on the 10th of July, at the Farmers' Loan and Trust Co., N. Y.

The Connecticut River Railroad Co., a dividend of 4 per cent., payable July 1.

The Hartford and New Haven R. R. Co., a quarterly dividend of $3, free of Government tax, payable July 1, at the Union National Bank, N.Y.

The Old Colony and Newport R. R. Co., a dividend of $3 per share, payable July 1.

The Fitchburg R. R. Co., a dividend of $4 per share, payable July 1.

The Boston and Lowell R. R. Co., a dividend of four per cent., payable June 29.

The Michigan Central R. R. Co., a dividend of $5 per share, free of Government tax, payable July 3, at New York, Boston and Detroit.

The Providence and Worcester R. R. Co., a dividend of four per cent., payable July 1.

The Pittsburg, Ft. Wayne and Chicago R.R. Co., a quarterly dividend of 2½ per cent. on the capital stock, free of tax, and the semi-annual dividend of 3½ per cent., less Government tax, on the Third Mortgage bonds, payable in New York and Pittsburg on the 16th of July.

The Metropolitan Railroad Company, Boston, a dividend of five per cent., free of all taxes, payable on July 1.

The Western Railroad of Massachusetts has declared a cash dividend of 5 per cent., and a stock dividend of 30 per cent. to represent a portion of the past net income contributed to the sinking fund.

The Chicago, Iowa and Nebraska Railroad Co., have declared a dividend of 5 per cent., payable July 1.

The Portland and Kennebec R. R. Co., have declared a dividend of three per cent., payable at Augusta, Me., on the 1st of August.

The interest due on the 1st of July next, payable in New York on the Pensacola and Georgia and Tallahassee Railroad bonds, upon which the past due coupons have been funded, will be paid at the office of Rogers's Locomotive and Machine Works, No. 44 Exchange Place.

The July Coupons of the First Mortgage bonds of the Wilmington, Charlotte and Rutherford Railroad Co., will be paid by Messrs. Soutter & Co., 53 William street.

Coupons of the mortgage bonds of the Montgomery and West Point Railroad Co., due July 1, will be paid at the National Bank of the Republic.

The July coupons of the bonds of the Macon and Brunswick Railroad Co., indorsed by the State of Georgia, will be paid by the National Bank of the Republic, of this city.

Coupons of the bonds of the East Tennessee and Georgia R. R. Co., indorsed by the State of Tennessee, also those not indorsed, payable in New York, July 1, 1867, will be paid on presentation at the office of Messrs. Wilson, Callaway & Co., No. 44 Broad street, New York.

The coupons due July 1, 1867, on the First Mortgage bonds of the Selma and Meridian Railroad Co. of Alabama, will be paid at the banking house of Messrs. Winslow, Lanier & Co.

Coupon No. 6 of the first mortgage bonds of the Vermont Valley Railroad, due April 1, 1868, will be paid at the Treasurer's office, Bellows Falls, Vt., and at the National Park Bank, N. Y.

Coupons for past due interest of the second mortgage bonds of the Central Ohio R. R. Co., due 1st September and 1st March next, will be paid on presentation, at the Western National Bank of Baltimore, less interest for advance payment.

New Railroad Route from Portland to the West.

We learn that a movement is on foot having for its object a direct railway connection between the Lake cities and the Atlantic seaboard at Portland. The plan is said to have been well matured, the preliminary surveys made, and the feasibility of the route established beyond doubt. The route runs directly from Portland to the White Mountains, by a line considerably shorter than the Grand Trunk; thence, through Crawford's Notch, with a very moderate grade, to Littleton, N. H., crossing the State line near the junction of the Connecticut and Passumpsic, and connecting with the Vermont Central R. R. at Montpelier; thence, *via* the Vermont Central, Ogdensburg, Watertown and Rome roads, to some point on the Eastern shore of Lake Ontario, where it is proposed to build a connection with Oswego and the New York Central R. R.

Marginal Freight Railroad.

We learn from the Boston *Journal* that the charter of the Marginal Freight Railway Company has been accepted by the Board of Aldermen, that the company is organized with a capital of $200,000, the stock being immediately taken. Messrs. Thomas Russell, Edward Crane, Harvey Scudder, Edward Appleton and Jerome W. Tyler were chosen Directors, who organized their Board by the choice of Thomas Russell, President; Edward Crane, Vice President; and William B. Brown of Marblehead, Treasurer. Twenty-five per cent. of the capital has been paid in, the certificate filed with the Secretary of State. We understand that the entire work of construction has been contracted for, to be completed by September 1.

☞ We learn that work has been commenced upon the extension of the Atlantic and Gulf Railroad from its present terminus at Thomasville, Ga. A sufficient number of hands to complete the work will be placed on the line at once, and it is confidently expected that the road will be in operation to Bainbridge in October next. J. A. Maxwell, Esq., is Chief Engineer.

☞ Hon. John H. Clifford has been elected President of the Boston and Providence Railroad Co., Vice Hon. Charles H. Warren resigned.

☞ A railroad is projected from Atlanta, Ga., to Decatur, Ala. The construction of this road would effect a saving of more than 100 miles in the distance, as now traveled, between Memphis and Charleston.

FOR SALE.

16 FLAT CARS—Broad Tread Wheels—Compromise—Just completed at Buffalo, N. Y.
These Cars are built in the most approved style, of the best White Oak Lumber.
Platforms 30 feet long, 8½ wide, Iron Trucks, Capacity 15 Tons, Warranted.

KASSON & CO.,
62 Broadway,
26tf **New York.**

FOR SALE.

3 PASSENGER CARS—4 8½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 56 @ 58 Passengers.
To be had separately or together at a Bargain.

KASSON & CO.,
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JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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8m26 **102 Front Street, Brooklyn, N. Y.**

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was *Resolved*, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6t26 THOMAS E. WALKER, Treasurer.

M. T. DAVIDSON & CO.,

Manufacturers and Dealers in

Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes, Chucks, Slide Rests, finished Shafting, Pullies and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

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JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

PLASTIC SLATE
FOR
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The process of reconstructing Slate Stone from a disintegrated state was
PATENTED FEBRUARY 21st, 1865.
It is a combination of
Pulverized Slate and Viscous Matter,
(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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Manufacturers of all Descriptions of

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Douglass Manufacturing Co.,

Exclusive Manufacturers of

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Also, a complete assortment of

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MEAD & MANNING,

June 8th, 1867.

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Each Party to be at the expense of their own Testing Machinery, &c.

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VOL. II. Common Carriers: Introduction. CHAP. XXIII. Common Carriers. XXIV. Common Carriers of Passengears. XXV. Telegraph Companies: their Rights, Duties, and Responsibilities. XXVI. Mandamus. XXVII. Writ of Certiorari. XXVIII. Informations in the Nature of Quo Warranto. XXIX. Equity Jurisdiction in Regard to Railways. XXX. Indictment. XXXI. Taxation. XXXII. Constitutional Questions. XXXIII. Railway Investments. XXXIV. Dividends. XXXV. Rights of Creditors and Corporators. XXXVI. Board of Trade; Railway Commissioners. XXXVII. Legislative Supervision; Police of Railways. XXXVIII. The Consolidation or Amalgamation of Companies. XXXIX. Miscellaneous Matters. XL. Pleading. 4t25

THE UNION PACIFIC RAIL ROAD CO.

Are now constructing a Railroad from

OMAHA, NEBRASKA,

westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual Interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,350 per mile amounting to $44,308,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of the capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $361,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 330 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

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July 1, 1867, 15 per cent	150,000
August 1, 1867, 10 per cent	100,000
September 2, 1867, 10 per cent	100,000
October 1, 1867, 10 per cent	100,000
January 10, 1868, 15 per cent	150,000
February 10, 1868, 15 per cent	150,000

The average date of the above payments is September 12, 1867.

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To act as Agent for foreign Banks, Bankers, Business Men, and Corporations, having business transactions in the City of New York.

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Therefore, it is adapted for the investment of funds which the public desire very safe investments for. Its Stock will probably pay dividends equal to, or greater than the interest on Government securities, and deposits made in this Company will earn as liberal a rate of Interest as is possible, taking into consideration the great security.

COUPON Government Bonds, the Secretary of the Treasury says, he will pay to any holder, whether stolen or not; therefore is it not wise to sell those COUPON Bonds and take the stock in the National Trust Company which will have its permanent investments in REGISTERED United States Bonds, State Stocks, and Bonds of Incorporated Cities of this State?

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It is believed that the Stock of this Company is more desirable than that of most other moneyed corporations, and as safe as Government Securities; that the increase in the value of the stock will be more rapid than Government Bonds, and the dividends quite EQUAL to, if they do not EXCEED the interest of such Bonds.

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HENRY C. CARTER, First Vice-President
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Is a smart smooth working Engine, suitable for any work; has a good record throughout.

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THE GRAND TRUNK RAILWAY COMPANY is prepared to deliver, during the present season of navigation, from FIVE to SIX THOUSAND TONS of OLD RAILS.

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C. J. BRYDGES, Managing Director.
Montreal, May 23, 1867. 4t23

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 6, 1867.

Mont Cenis Railway.

On the 16th of May last, M. Baron de Lepus Saint-Genis, Prefet of the Department de la Savoie, inspected a portion of this railway adjacent to St. Michel. Having minutely examined the engine attached to the train which was to convey the Prefet and his staff along a portion of the completed line, the train started, and at a very short distance from St. Michel it went round several curves, the radius of which is not more than two chains each. Having passed these curves with the same ease as if the line were straight, the train arrived at a steep portion. Here the centre rail, which constitutes the peculiarity of the Fell system, was placed. By a simple arrangement the under works of the engine become connected with the centre rail, and the steam acting on the machinery which moves the horizontal wheels they thus work upon, and in connection with the centre rail, the vertical wheels being acted upon in the same way as in the ordinary engine. The present condition of the works is reported to be as follows: The total length of line from St. Michel on the French, to Susa on the Italian side of the Pass, is forty-eight English miles. Half way in point of distance between St. Michel and Susa is Lanslebourg, the village of France nearest the Italian frontier. St. Michel is 2,493 English feet above the level of the sea, but as Lanslebourg is 2,099 feet higher, the rise between these two places is very gradual, and, during the greater part of the distance, horses conveying carriages are never out of a trot. The summit of the Pass is 6,832 feet above the level of the sea. It is distant from Lanslebourg six English miles; consequently, 2,240 feet in height must be ascended at an average gradient of 1 in 14. From the summit to Susa the distance is seventeen English miles, and the difference in level is 5,140 feet. The average gradient is, therefore, 1 in 17, but as a length of nearly three miles is comparatively level, the remaining portion has an uniform gradient of 1 in 12. To a person coming from Susa the rise and descent would of course be the reverse of those to a person going from Lanslebourg to Susa. This section—the section from Lanslebourg to Susa—will be ready for traffic by the first of July, and the opening of this portion, in the first instance, will be important in many respects, but especially as it will at once put to the severest test the efficiency of the Fell system. The section from St. Michel to Lanslebourg being that which suffered so severely from the inundations of last year, will not be ready for traffic until September, by which time it is expected that the line will be completed from end to end. When this is so, the distance, which is now accomplished by courier-diligencies in never less than 9 hours, and is often 12, 13 or 14, will be traversed in 4½. The existing traffic across the Mont Cenis is perhaps the largest road traffic in the world. The average daily number of passengers that have crossed it in both directions since the commencement of April this year has been 220; tonnage of goods 120 tons per diem. About two-thirds of this tonnage goes from France to Italy, but on the opening of the railway throughout it is expected that, even allowing for considerable expansion of business from France to Italy, goods that now cannot be sent from Italy on account of the high rate of transport, will be conveyed to an extent sufficient to nearly equalize the transit in both directions.

The number of horses now engaged in the conveyance of passengers and goods across the Mont Cenis, is about 1,200, and allowing ten miles a day for each horse, it gives a daily average across the mountain of 12,000 miles.

New System of Rails.

The *Essener Zeitung* says that the introduction by the Rhenish Railway Company of the nine-inch rail on their line, instead of the five-inch rail hitherto in use, is of such importance for all persons connected with the railway interest that it has created the greatest excitement, and everything connected with it is narrowly watched by all civil engineers; for, should it succeed, it will solve the long debated problem of the possibility of doing away with sleepers altogether, which are becoming every year dearer and dearer. The nine-inch rails rest upon a bed of plates, and are then covered with five inches of gravel, on the top of which is a two-inch layer of earth, well stamped down, so that the head of the rail projects only an inch above the surface. The two lines of rails are connected every three feet by round bars of iron, firmly bolted to the rails below the surface, so that the whole forms one compact body, and may be compared to a ladder lying on the ground half buried in it. This mode of construction is said to afford quite as great security as the present system of underground sleepers. These rails are 24 feet long, and are 9 inches high, the head being somewhat narrower and the foot three-quarters of an inch wider than the common rails now in use; their weight is 900 lbs. It is understood a contract has been taken by the Joint Stock Iron Works, New Schottland, for the immediate manufacture of 5,000 pair of these new rails.

Union Pacific Railroad.

Omaha despatches say General Dodge, Chief Engineer Union Pacific Railroad, and the Government commanders have left for the West to accept the last completed section of the road, and select a point at the base of the mountains where the triple subsidy commences.

Wells, Fargo & Co., send regularly three coaches every other day from Julesburg to Denver, one hundred and eighty-two miles. These have military protection, as it is necessary to insure their safety.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$196,516 52	$204,790 10
" merchandise	411,142 19	467,961 52
" mails	2,549 10	.....
" rents	1,566 99	1,603 76
" express	3,750 00	6,562 50
" miscellaneous	208 00	883 20
	$615,727 80	$681,301 08
Expenditures:		
Passenger department.	$24,123 34	$22,370 38
Merchandise "	60,110 28	48,766 05
Locomotive "	127,581 63	134,794 97
Maintenance of way	80,412 66	85,952 88
General expenses	14,135 05	14,782 09
Miscellaneous expenses	25,712 35	31,373 34
	$332,022 31	$338,039 71
State tax	29,836 27	46,146 34
U. S. tax	16,699 35	10,675 23
Total expenditures	$378,560 93	$394,861 28
Net earnings	$237,166 87	$286,438 80
Less new rail account	21,193 65	43,443 03
Balance of earnings	$215,973 22	$242,996 77
Balance from previous year		334,554 41
Balance of interest account		3,785 17
Total income		$581,336 35
Dividend and U. S. tax on same		255,110 97
		$326,225 28
Add transferred to income account, the balance of account of renewals of rolling stock		22,151 88
		$348,377 16
Deduct cost of engines, cars, etc., purchased of Sullivan Co. R. R		28,368 37
Balance of income account		$320,008 89
Accounted for as follows:		
Agents department		$56,971 24
Rails, fuel, shop stock, oil and waste.		141,218 09
Shares of Northern R. R.		37,228 34
Balance in contracts account		84,591 22
		$320,008 89

The bonded indebtedness of the company has been reduced during the past year, by the purchase of its bonds, to the amount of $6,000; leaving the amount outstanding March 31, 1867, $145,400.

The contingent fund amounted, March 31, 1867, to $69,359 23, and continues, as heretofore, safely invested.

The gross receipts of the road for the past year exceeded those of the previous year by $65,573 28; of which increase, $8,273 58 was derived from transportation of passengers, and $56,819 33 from merchandise. The expenses have also been larger by $38,549 73; leaving an increase in the net income of $27,023 55 over that of the preceding year. The increase of expenses is caused by an increase in the State taxes of $16,310 07, and by the expenditure of $22,249 88 for new rails more than last year. The cost of working the road will continue to be large, so long as labor and materials bear so high prices as at present.

The expense of operating the main road during the year has averaged $6,352 23 per mile of road, and the gross receipts averaged $9,873 91 per mile; which is somewhat more for each than for the year ending March 31, 1866. Although our expenses have been large, we have endeavored to keep them as low as a due regard to the interests of the company and the public convenience would admit, for the purpose of enabling us to reduce the rates of transporting passengers and freight; but, we must add to the cost of transportation, not only the high prices of labor and materials, but also the taxes assessed by the State and the General Government, amounting the past year to $73,575 44, which equals about one-ninth part of all the fares and freights collected, or thirty per cent. of the net earnings. This will account in part for the present rates of fares and freight on the road, which can be reduced when this great charge is removed or reduced to its former amount.

The road bed and track are now in as good condition as at any previous time, and more has been expended the past year in repairing buildings and depots than usual. We have put into the track, during the year, 881 tons of new rails and 49,977 new sleepers; and have taken up, repaired, and relaid about 2,300 tons of rails.

During the year two locomotives, and several passenger, baggage, and merchandise cars, formerly belonging to the Sullivan Railroad, and sold by the Trustees for the bondholders, on the foreclosure of the mortgage, have been purchased for this road at the cost of $28,368 87. To liquidate this purchase, the balance remaining on hand of the special fund heretofore set aside for renewals of rolling stock, $22,151 88, has been transferred to the credit of income, and applied towards payment of the amount.

The addition to our rolling stock of the above mentioned locomotives and cars, and of the cars constructed during the year at the shop, are sufficient, we think, to make good all depreciation in that department; and fully sustain the principle, that the best interests of the company, as well as its duty to the public, require such annual appropriation from the earnings as shall fully keep up the good character of the road and machinery, and maintain them in a safe and efficient condition.

The company has paid to the State for taxes during the past year, $46,146 34; and to the United States $10,675 23, for taxes on gross receipts; and there has been paid by the Treasurer $16,753 87 as taxes on dividends—making a total payment for taxes during the year of $73,575 44. Our statement shows that the net receipts the past year have fallen a little short of eight per cent. on the capital stock of the company; but, as the amount which should be paid the company for mail service during the year is sufficient to make up the deficiency, the Directors have thought it best to divide that percentage with the revenue tax in addition, and pay the deficiency from earnings of former years.

Nothing has been received by the company for transportation of mails during the past year, nor has it received any compensation for that service since June 30, 1865; and a considerable sum is due for service prior to that date. We continue to carry the mails, as we desire to accommodate the public; but it is to be regretted that the department will not pay the company for the service, or make arrangements with other parties to perform it. It is a large expense, and one that the company ought not to be required to bear without a proper remuneration.

The purchase of the Timothy Rolfe farm, in Concord, was thought expedient by the Directors, at a moderate price, in order to dispose of questions of damage resulting from the construction of the road.

We continue to keep the company's property well insured, although the rates of premium have been somewhat advanced.

There is some depression in business at this time, and our income may fall off during the coming year; while it is doubtful whether the expenses can be proportionately reduced, as labor is advancing in price, and the materials used in the repairs of the road and machinery continue high.

During the year, the Trustees for the bondholders of the Sullivan Railroad have made a foreclosure of the mortgage by sale of the property, and a settlement of their account of the trust. In order to properly protect the interests of this company, as the holder of most of the bonds secured by the mortgage, it was necessary for it to take stock in the new corporation organized by the purchasers, as provided in the Act of July 3, 1866. It is therefore now the owner of most of the shares of that corporation, received on account of the bonds held by this company, and is entitled to the future income thereof. It will also receive from the Trustees its portion of the sum of $36,725 93, cash assets from the past earnings of the road under them.

Steps have also been taken by the Trustees for the foreclosure of the mortgage of the Concord and Claremont Railroad, in which this company is largely interested as holder of the bonds secured by the mortgage, as stated in the report for last year. But that foreclosure and the settlement of the account of the Trustees have not yet been completed. When that settlement is made, this company will be entitled, on the bonds held by it, to its portion of the funds in the hands of the Trustees, which, together with those received on account of the Sullivan Railroad bonds, will be for such disposition as may be thought proper.

Number of passengers carried, 149,727; do., carried one mile, 6,283,143; do., carried one mile to and from other roads, 4,028,029. Tons of merchandise carried, 268,688; do., carried one mile, 16,829,988; do., carried one mile to and from other roads, 15,531,294. Number of tons of upward freight, 66,271; do., downward, 202,417.

The equipment of the road consists of 24 locomotives, 15 passenger, 8 baggage, 455 merchandise, 18 gravel and 1 drovers' cars. Number of miles run by passenger trains, 155,143; by freight trains, 233,077; by other trains, 4,320—total, 392,540.

Trial Balance, March 31, 1867.

Construction		$3,068,400 00
Rails	$33,168 03	
Shop stock	44,828 65	
Fuel	62,770 75	
Oil and waste	465 66	
		141,218 09
703 shares Northern Railroad, N. H.		37,228 34
Contracts		196,596 22
Cash		33,818 56
Bills receivable		133,727 33
Agents department		56,971 24
Minot & Co		1,252 00
Rolfe Farm		5,050 00
		$3,674,261 78
Stock		$3,068,400 00
Income		320,008 89
Bonds, April 1, 1874		145,400 00
Dividends unpaid		7,716 76
Contingent fund		1,631 18
Coupons unpaid		291 00
" of April 1, 1866		4,362 00
Internal revenue tax		216 16
Dividend June 1, 1867		126,235 79
		$3,674,261 78

President.—Onslow Stearns.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark and George A. Kettell.

Treasurer.—George A. Kettell.

Superintendent.—Wm. M. Parker.

Railways in Holland.

At the close of last year 885⅝ miles of railway were decreed in Holland, of which 616⅞ miles were in operation, while 193¼ miles were in course of construction, leaving 75 miles still to be constructed. In the course of 1866, about 110 miles of line were opened for traffic. It is hoped that in the course of 1868 two bridges in course of construction over the Rhine at Eulenburg and Zalt-Banmal will be completed. There will then be—*via* Liege, Bar-le-Duc, and Utrecht—an almost direct and uninterrupted line between France and Holland.

Montreal and Champlain Railway.

The adjourned Annual General Meeting of this company was held at Point St. Charles, Montreal, on the 12th of June: Hon. James Ferrier, President, in the chair. The Report of the directors, which was read by the Secretary, states that—

The amount accruing to this company, under the agreement with the Grand Trunk Railway Company of Canada, has amounted to $107,714 94, which is sufficient to meet the interest upon the bonds and preference stock, and leaves a balance of $12,060 15 to the credit of the sinking fund. This sinking fund now amounts to the sum of $25,402 18.

The year 1866 is the first, under the agreement with the Grand Trunk Company, in which the amount due to this company was not guaranteed at a minimum rate; and it is satisfactory to find, that, notwithstanding the heavy renewals upon the united system, the great depreciation of American currency, and the high price of materials in the United States, the proportion of net earnings is sufficient to meet all the interest charges, and carry a balance to the credit of the sinking fund.

The accounts have been examined and reported upon by the Joint Committee, as provided for by the agreement between the two companies; and the committee report that the line and rolling stock have been fully maintained during the past year, and are now in a satisfactory condition.

The report was received and accepted; after which the following gentlemen were elected directors for the ensuing year: Hon. James Ferrier, Hon. John Rose, William Molson, Johnston Thomson, C. J. Brydges, E. H. King, E. M. Hopkins, W. E. Phillips, William Dow.

Boston, Concord and Montreal Railroad.

The receipts of this road for the years ending March 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$169,715 14	$175,089 14
" freight	245,793 87	277,184 89
" mails	2,542 13	11,102 58
" express	3,750 00	3,750 00
" miscellaneous	1,027 53	687 95
Total receipts	$422,828 67	$467,714 56
Expenditures, viz:		
Maintenance of way	$111,570 55	$127,358 17
" motive power	51,552 79	60,098 82
Cost of working road	81,723 97	92,269 33
" management	9,223 31	10,582 23
Miscellaneous	33,887 25	30,283 83
Total expenditures	$287,957 87	$320,592 38
Net balance	$134,870 80	$147,122 18
Balance from last report	90,001 01	154,808 26
Interest received	6,704 53	8,875 89
Materials less than last year	1,730 84	.....
In hands of Supt. less than last year	17,434 61	.....
Engineer department less than last year	.....	44 95
Total income	$250,741 79	$310,851 28
Appropriated as follows:		
Paid coupons	$80,377 61	$70,847 27
Trustees of sinking fund	12,500 00	12,500 00
Sundries	3,055 92	3,039 00
Wood, oil and stock on hand more than last year	.....	4,155 42
In hands of superintendent more than last year	.....	3,049 30
Bonds and cash on hand	154,808 26	217,260 29
Total, as above	$250,741 79	$310,851 28

Compared with 1865, the receipts of 1866 show an increase of $44,885 89; with an increase in expenses of $32,634 51—making an increase in net receipts of $12,251 38. The report says:

The foregoing balance of $137,122 38 is exclusive of the amount due from the United States Government for mail service. The amount due us is over $8,000, which is about the same as last year.

The directors have endeavored to conduct the pecuniary affairs of the road as prudently as possible, and to make the expenses as light as its proper management would permit; but the high prices of labor and materials of all kinds have rendered it very difficult to effect any substantial reduction of our expenses in any department, and in some of them there has been a necessary increase.

The roadway and superstructure have been materially improved during the year, and are now in a better condition than at any time since the completion of the road.

The motive power, passenger and freight cars are all in excellent order, and in a better condition than at the date of the last report.

We have laid this year 838 tons of new and re-rolled iron. We have laid 55,154 new sleepers, and have built over (making as good as new) one machine, besides making extensive repairs on the others, and have built new passenger and freight cars, and have put the others in first-rate order.

Our business connections with the lower roads remain much as they did a year since.

The regular payment of $12,500 has been made to the sinking fund, and this fund and its accumulations amounted, on the 1st of April last, to $180,000; and by the 1st of January, 1868, will have reached the sum of $200,000. It will then require for the annual payment to it, and for interest, $25,000 a year. This amount in each year will very rapidly reduce the bonded debt of the road, and will absorb the whole of it before these bonds mature.

In investing the amount thus paid to the sinking fund in each year, a preference by law is to be given to these bonds, (sinking fund,) and the demand thus created must inevitably keep up the market price, and thus make them an investment as safe and as desirable as any security which is offered to the public.

The rates of interest paid upon the securities of the Federal and State Governments at this time, and the large number of these now in the market, make it difficult to dispose of any six per cent. securities at present, unless at a discount, which the Directors have not thought advisable; and there is therefore a large amount of the bonds of the road due in 1865, which have not yet been provided for; but, notwithstanding these overdue liabilities, the directors, at the request of some of the holders of preferred stock, who have also taken the sinking fund bonds, have declared a dividend of three per cent. (less the revenue tax) on the preferred stock, and this dividend is now payable at the Treasurer's office.

The subject of the extension of the White Mountains N. H. Railroad, from Littleton to Whitefield and Lancaster, has been more or less agitated for the last four years, and during the past season, surveys have been made of some of the routes which have been thought most favorable for this proposed extension.

This extension would be of very great value to the towns through which it would pass, and would also be beneficial to our own road. The towns and individuals who would gain by its construction, have proposed to aid the enterprise by grants of rights of way and by liberal subscriptions; and should they do this, and take hold earnestly and strongly to carry out the plan in such a manner as to justify our co-operation, it would certainly be advisable for the directors of this corporation to have the necessary authority to aid them in the enterprise. This matter will be submitted for your consideration.

There have been cancelled, of the mortgage bonds, due in 1865, $296,000; and we have issued instead of them an equal amount of sinking fund bonds, as authorized by act of Legislature.

A large portion of the sinking fund bonds are still on hand, as will be seen by the trial balance of the treasurer, which also shows how the money of the corporation has been appropriated, and the improvement in the financial condition of the road as per annexed statements.

The total number of passengers carried in 1866 was 124,449. Total number of tons of freight carried 56,264.

The following statement will show the financial condition of the company on the 31st of March 1866 and 1867:

	1866.	1867.
Construction	$2,850,000 00	$2,850,000 00
Wood and oil on hand	7,713 80	11,975 46
Stock, etc., on hand	22,200 22	23,049 30
Bonds on hand, due in 1870	100,800 00	800 00
Trustees of sinking fund	114,000 00	126,500 00
Pemigewasset House	16,000 00	16,000 00
Superintendent	12,711 09	15,760 39
Cash on hand for coupons unpaid	1,462 00	1,400 00
Bonds on hand	.....	220,000 00
Cash	73,166 26	15,860 29
	$3,199,233 37	$3,281,345 17
Stock—old div. etc.	$459,600 00	$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865	364,000 00	204,000 00
" " 1870	350,000 00	350,000 00
" " 1889	336,000 00	496,000 00
Coupons due and unpaid	1,642 00	1,400 00
Dividends due and unpaid	1,448 89	1,448 89
Do., not yet payable	28,125 00	28,125 00
Profit and loss	318,017 48	400,371 28
	$3,199,233 37	$3,281,345 17

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, Joseph P. Pitnam, Peter Butler, John L. Rix, John A. Parks and Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Virginia Central Railroad.

A meeting was held at Staunton, Va., on the 24th ult., to consider the proposed extension of the Virginia Central Railway line to the Ohio River. Speeches were made by Judge Sheffey, Colonel Fontaine, President of the road, and others. Various resolutions were passed, the most important being one requiring the County Court to take the sense of the people, as soon as practicable, upon the proposition to subscribe, on behalf of the County, $500,000 of the stock of the railway company. Judge Sheffey said that this movement would not only give that section the advantage of the Virginia Railroad from the Atlantic to the Ohio, but would insure the completion of the Valley Railroad. He said that they now had assurances that the Winchester and Strasburg Railroad will be built, and the Manassas Gap Railroad repaired, so that in twelve months Harrisonburg, near Staunton, will have direct railroad communication with Baltimore by this route, which would soon reach Staunton, and in all probability, be extended to Salem, on the Virginia and Tennessee Railroad, in twelve months more.

☞ The new extension of the Allegheny Valley Railroad to Brady's Bend, was formally opened on the 26th ult.

Pennsylvania Railroad Company.

The aggregate receipts of the company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1864, 1865 and 1866, have been as follows:

	1864.	1865.	1866.
Pennsylvania R. R	$14,759,057 66	$17,459,169 49	$16,583,882 84
Penn. Canals	308,615 23	181,015 38	297,867 16
Philadelphia & Erie R. R.	1,131,147 98	2,074,140 79	2,541,051 79
Total gross earnings	$16,198,820 87	$19,714,325 66	$19,422,801 79
Deduct expenditures	12,133,707 40	15,894,671 33	15,844,060 58
Net earnings	$4,065,113 47	$3,819,654 33	$3,578,741 21

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

	1864.	1865.	1866.
From 1st class passengers	$3,239,990 77	$4,055,872 06	$3,245,800 06
" emigrant	94,904 37	118,320 81	139,721 25
" U. S. troops	511,773 88	1,274,844 60	560,945 44
" U. S. mail	76,830 16	80,130 55	82,780 00
" regular express	75,900 00	113,410 00	180,450 00
" extra express	269,511 12	870,313 85	193,919 22
" freight	10,361,999 32	11,193,565 37	11,709,293 59
" rent of property			59,720 12
" miscellaneous	128,148 04	248,712 25	411,303 16
Gross earnings	$14,759,057 66	$17,459,169 49	$16,583,882 84
Expenditures for—			
Conducting transportation	$2,624,916 58	$3,490,847 07	$3,492,008 80
New buildings & extensions	406,614 79	245,439 02	154,743 42
Motive power	2,536,666 79	3,268,957 76	3,040,487 06
New tools and machinery	105,693 56	111,394 61	85,225 77
New locomotives	613,691 97	1,434,561 03	671,758 80
Maintenance of road	2,057,547 85	2,625,520 85	2,845,465 58
New 2d track and sidings	191,220 28	269,575 97	250,965 09
Maintenance of cars	853,929 12	1,330,467 52	1,070,912 77
New cars added to stock	1,151,063 92	327,157 87	890,129 43
General expenses	152,599 33	166,137 34	288,852 55
Total expenses	$10,693,944 19	$13,270,058 54	$12,790,909 27
Earnings less expenses	$4,065,113 47	$4,189,110 92	$3,792,973 57
Of the expenses the following division is made:			
Ordinary expenses	$8,225,659 67	$10,881,930 04	$10,616,362 17
Extraordinary expenses	2,468,284 52	2,388,128 50	2,174,547 10
Total	$10,693,944 19	$13,270,058 54	$12,790,909 27

The mileage of track in use on the road and branches, including sidings and second tracks at the commencement of the years respectively, was 942.40 / 989.00 / 1,046.50

Added during the year	46.60	57.50	62.00
In use at end of year	989.00	1,046.50	1,108.50
—accounted for as follows:			
Main Line	807.20	828.20	850.50
Branches owned	88.60	38.70	44.60
" leased	123.10	158.10	182.10
Private sidings	20.10	21.50	31.30
Total length in miles	989.00	1,046.50	1,108.50

The single track on the main line is now limited to the following sections:

At Susquehanna Bridge	1 mile, 559 feet.
At Maye's Bridge	850 "
Between Manayunk and Newton Hamilton	4 mile, 1,388 "
Between Mount Union and Bridgeport	4 mile, 288 "
Over Conemaugh Bridge, at Johnstown	530 "
Total	9 mile, 3,615 feet.

The number of locomotives on the road at the commencement of the year was 290 / 321 / 352

And at its termination	321	352	362
The condition of these was as follows:			
In good order	158	171	175
In running order	86	101	57
Wanting general repairs	..	...	33
Wanting ordinary repairs	..	...	16
In shops for slight repairs	25	34	29
" for general repairs	52	29	40
" for rebuilding	..	17	12
Total in all conditions	321	352	362

The mileage of engines in each year was as follows:

	1864.	1865.	1866.
Passenger engine mileage	1,370,347	1,622,748	1,775,472
Freight "	4,383,559	4,715,284	5,304,554
Distributing "	257,612	266,268	273,240
Total mileage	6,011,518	6,604,300	7,353,266

And the cost of repairs, &c., as follows:

	1864.	1865.	1866.
Repairs	$866,748 94	$1,051,735 66	$897,805 75
Fuel	552,932 86	757,457 93	658,910 68
Oil and waste	172,452 34	233,982 59	174,904 03
Total cost	$1,592,134 14	$2,043,176 18	$1,726,620 46

—averaging per 100 miles run, for

	1864.	1865.	1866.
Repairs	$14.41	$15.92	$12.21
Fuel	9.19	11.17	8.89
Stores	2.87	3.54	2.38
Total cost per 100 miles	$26.47	$30.63	$23.48

The number of cars on the road at the end of each year was as follows:

	1864.	1865.	1866.
Passenger, baggage and express	225	262	276
Freight and coal	5,381	5,336	5,606
Other cars (in maintenance department)	548	542	599
Individual cars	...	.....	2,426
Total	6,154	6,140	8,907

The number and mileage of passengers carried were as follows:

	1864.	1865.	1866.
Passengers	2,336,213	2,861,836	2,673,568
Miles traveled	146,873,005	204,564,393	139,085,550

The tons of freight and the miles each ton was carried was as follows:

	1864.	1865.	1866.
Tons, through, eastward	322,497	302,842	316,534
" local "	1,482,647	1,418,647	1,841,304
" through, westward	147,972	160,899	164,250
" local "	632,263	673,327	864,271
" through, both ways	470,469	463,741	480,784
" local, both ways	2,114,910	2,091,965	2,705,575
" free goods	179,497	....	....
Total tons carried	2,764,876	2,555,706	3,186,359
Tons carried one mile	420,627,222	420,060,260	513,102,181

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1864, 1865 and 1866, compare as follows:

	1864.	1865.	1866.
From passengers	$479,822 44	$828,590 21	$686,621 78
" troops	31,389 18	94,451 46	48,103 13
" freights	545,037 45	1,083,925 31	1,744,299 13
" express matter	16,345 16	26,887 20	26,941 43
" mails	14,390 03	19,085 61	18,501 96
" miscellaneous sources	44,163 72	21,201 00	16,584 36
Total earnings	$1,131,147 98	$2,074,140 79	$2,541,051 79
The operating expenses for the same years were:			
Transportation	$217,245 96	$537,517 74	$768,260 48
Motive power	234,698 75	562,648 89	682,947 62
Maintenance of way	354,168 22	627,050 09	624,245 02
" cars	32,485 91	18,835 56	11,521 41
Total operating expenses	$838,593 83	$1,746,052 28	$2,086,974 53
Thirty per cent. due on lease to meet interest on bonds, etc.	335,708 95	598,708 00	732,738 80
	$1,174,302 78	$2,344,760 28	$2,819,713 33
Loss on operation	$43,154 89	$270,619 49	$278,661 04

COMPANY'S CANALS.

The earnings of the company's canals were:

	1864.	1865.	1866.
Susquehanna Division, 46 m.	$253,787 57	$140,912 38	$252,681 42
Juniata Division, 127 m.	29,532 76	22,186 42	85,175 32
Western Division, 73 m.	12,174 72	105 00	....
Miscellaneous	13,120 18	17,811 58	10,010 42
Total 246 miles	$308,515 23	$181,015 38	$297,867 16

The cost of maintaining, enlarging and operating was:

	1864.	1865.	1866.
Susquehanna Division	$153,794 03	$183,779 86	$130,212 93
Juniata Division	126,560 02	87,268 69	101,501 50
Western Division	30,200 37	8,795 46	1,723 55
Total expenses	$310,555 32	$279,843 51	$233,437 98
Loss on operating	$1,940 09	$98,828 13	
Net profit			$64,429 18

The total tonnage transported on the canals was as follows:

	1864.	1865.	1866.
Coal	629,820	422,805	603,975
Lumber	196,940	62,809	179,459
Miscellaneous	227,584	79,248	149,170
Total tons transported	1,052,344	564,862	932,604

The following summary exhibits the condition of the captial account for the past twelve years embracing the whole period since the completion of the line:

Year ending Dec. 31.	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
1855	$12,355,525	$7,519,096	$19,874,621	$18,483,489
1856	12,646,625	8,516,841	21,163,466	19,048,968
1857	13,206,625	14,929,940	28,136,565	27,266,981
1858	13,240,225	16,094,451	29,334,676	27,670,672
1859	13,349,125	16,469,159	29,818,284	28,484,321
1860	13,261,960	16,680,804	29,942,764	28,846,442
1861	13,264,100	16,936,764	30,200,864	29,587,678
1862	13,274,100	16,696,764	29,970,864	29,888,552
1863	13,430,250	16,949,124	30,379,374	30,592,298
1864	19,896,060	16,802,124	36,698,184	31,024,891
1865	20,000,000	16,750,124	36,750,124	31,809,334
1866	20,000,000	18,209,040	38,209,040	29,013,854

In 1857, and since, the funded debt and cost of properrty includes the State Works purchased by the company for $7,500,000, which is payable in annual instalments, which diminish the amounts debited and credited to the State and company respectively.

The earnings and expenses of the railroad and dividends for the same years have been as follows:

Year ending Dec. 31.	Gross Earnings.	Operating & Repairs.	Profits on operations.	Dividends.
1855	$4,270,070	$2,340,788	$1,829,277	6
1856	4,720,124	2,814,568	1,905,626	6
1857	4,855,659	3,000,743	1,854,826	3½
1858	5,185,331	3,021,885	2,163,436	5½
1859	5,362,355	2,130,738	2,231,617	6
1860	5,932,701	3,636,659	2,296,042	6
1861	7,300,001	3,653,063	3,646,938	6
1862	10,304,291	5,431,073	4,873,218	8
1863	11,891,415	6,780,000	5,111,413	9
1864	14,759,058	10,693,944	4,065,114	10
1865	17,459,169	13,270,058	4,189,111	10
1866	16,583,883	12,790,909	3,792,974	9

Stock dividend paid in May, 1864 30

The earnings and expenses of the canals, not included in the above, were:

Year ending Dec. 31.	Gross Earnings.	Operating Expenses.	Profits on operations.	Losses on operations.
1857 (5 months)	$92,434	$73,191	$19,243	$.....
1858	179,100	124,058	55,042	.....
1859	197,549	175,452	22,097	.....
1860	209,366	154,761	54,605	.....
1861	176,109	147,872	28,237	.....
1862	251,482	258,092	.....	6,610
1863	287,156	362,374	.....	75,218
1864	308,615	310,555	.....	1,940
1865	181,015	279,843	.....	98,828
1866	297,867	233,438	64,429	.....

The company entered on possession of the Philadelphia and Erie Railroad on the 1st February, 1862, since which date the earnings and expenses thereof has been as follows:

Year ending Dec. 31.	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	30 per cent. of Gross Earnings.*
1862 (11 months)	$425,687	$226,647	$199,040	$122,697
1863	725,670	336,596	389,074	218,301
1864	1,131,148	838,594	292,554	335,709
1865	2,074,140	1,746,052	328,088	598,708
1866	2,541,052	2,086,975	454,077	732,789

* This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

The following quantities of materials have been used during the year on the main line and branches: 15,830 tons of iron rails, 1,541 tons of steel rails, 16,293 wrought iron chairs, 86,854 splice joints, 543,420 lbs. spikes, and 412,105 cross ties; 10,849 tons of the iron rails were obtained from re-rolling. In July, 1864, 78 tons of crucible steel rails were laid down at Altoona. In October, 1864, the same quantity was laid at Pittsburg, and in June, 1865, 100 tons of the same description of rails were laid at Philadelphia and Altoona. These rails were of the Philadelphia and Erie pattern, 4 inches in height, weighing 56 pounds per yard. They were placed on sidings, upon which a large amount of work is done at slow rates of speed; none of them have broken, and they show at this date very slight appearance of wear. During October and November, 1865, 270 tons of Bessemer rails of the same pattern were laid on similar sidings, at the principal stations. At some of the points where the above rails have been in use, two or three sets of iron rails would have been worn out, while the steel rails are yet in good condition. During the past year, 1,541 tons of Bessemer rails have been laid down in the main tracks; about 600 tons of which are of the Philadelphia and Erie pattern, and the balance are of the pattern adopted on this road, having a height of 4½ inches, and weighing 67 pounds per yard. Experiments are now in progress to determine the relative endurance of iron and steel rails, by placing them where they are subjected to exactly the same usage.

General Account.

The General Account, showing the financial condition of the company December 31, 1864, 1865 and 1866, presents the following balances:

	1864.	1865.	1866.
Capital stock	$19,896,060 00	$20,000,000 00	$20,000,000 00
Funded debt, (bonds,) viz:			
1st mort. 6 per cent. dollar, 1880	4,980,000 00	4,980,000 00	4,980,000 00
2d mort. 6 per cent. dollar, 1875	2,621,000 00	2,621,000 00	2,621,000 00
2d mort. 6 per cent. sterling, 1875	2,283,840 00	2,283,840 00	2,283,840 00
Bonds due State 5 per cent.	6,800,000 00	6,700,000 00	6,600,000 00
Mortgages & ground rents.	1,144,184 32	165,284 32	170,184 32
Short bonds, 6 per cent.	.....	.....	1,554,015 75
Total capital and debt	$36,698,184 32	$36,750,124 32	$38,209,040 07
Bills and accounts payable	2,393,460 62	3,651,447 07	3,062,144 45
Extra dividend fund	.....	.....	1,110,000 00
Contingent fund	1,000,000 00	1,000,000 00	1,000,000 00
Balance	3,428,691 39	4,449,224 74	870,415 02
Total debit side	$43,520,336 33	$45,850,796 13	$44,251,599 54
Cost of road and appurtenances	$16,752,150 96	$16,745,090 89	$13,500,000 00
Columbia R. R. and State Canal	6,800,000 00	6,700,000 00	6,600,000 00
Equipment	3,385,315 15	3,375,028 85	3,371,214 93
Real estate	2,769,706 52	3,021,202 51	3,421,480 91
Telegraph line	45,264 28	45,264 28	
Extension of road to Pittsburg & Steubenville R.R.	685,249 33	1,153,256 41	.....
Extension of road to Del. River	587,205 14	769,495 66	2,121,157 77
Total cost of roads and canals	$31,024,891 38	$31,809,333 60	$29,013,853 61
Harrisburg and Lancaster R. R. stock	$.....	$.....	$726,650 00
Western Pennsylvania R.R. stock and bonds	.....	.....	183,450 00
First and second mortgage bonds Pittsburg & Steubenville R. R	353,000 00	575,577 70	738,205 20
Steubenville and Indiana R. R. first mortgage bonds.	1,257,651 52	977,651 52	1,262,651 52
Steubenville and Indiana R. R. stock	130,696 00	130,696 00	.....
Philadelphia and Erie R.R. 7 per cent. bonds	.....	1,312,000 00	439,000 00
Sterling bonds of Philadelphia and Erie R. R. Co.	1,334,601 11	597,420 31	.....
Other bonds and stocks of municipal and railroad companies	2,881,862 89	2,650,548 62	1,570,342 74
Bills & accounts receivable	2,043,031 07	2,523,202 41	4,148,063 93
Debit of sinking fund	1,615,754 79	1,840,917 87	1,996,367 68
Fuel and materials on hand	1,277,380 52	1,462,555 44	1,378,404 10
Advanced to Philadelphia and Erie R. R	468,764 09	926,712 17	1,174,350 41
Balance in hands of agents	762,075 98	535,330 97	577,018 89
" " treasurer	370,626 98	513,846 52	1,043,241 46
Total credit side	$43,520,336 33	$45,850,796 13	$44,251,599 54

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	$1,604,145	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J. A. J & O	Jan.'67 1½
Atlanta and West Point...100	1,232,200	----------	----------
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '67 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,440,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J. A. J & O	J. '67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	182,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000	----------	----------
Buff., New York & Erie*..100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,844,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'67 4½
Central of Georgia.....100	4,666,900	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J & O	A. '67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	----------	----------
Charlotte & S Carolina....100	1,201,000	----------	----------
Chemung*.....100	380,000	J. A. J & O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,380,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	15,150,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J & O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord..... 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jan. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw, & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J & O	Jan. '67
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual	Jan. '67 7
Erie & North East*.....100	800,000	F. & A.	Feb.'67 5
Evansville & Crawfordav.100	2,142,834	----------	----------
Fitchburg.....100	4,440,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	----------	----------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan.'67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.).....	15,123,430	----------	----------
Great Western (Ca.).....	16,802,745	----------	----------
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J. A. J & O	Jul. '67 3
Hannibal and St. Joseph..100	$1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central.....100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 ..
Joliet and Chicago*.....100	1,500,000	J. A. J & O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1,336,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J. A. J & O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Feb. '67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	----------	----------	----------
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central.....100	1,600,850	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,812,725	M. & S.	Mar.'67 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,466	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,062,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,827,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '67 4
Mississippi Central.....100	2,020,261	----------	----------
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,369	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,100,000	F. & A.	Feb.'67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	788,548	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '67 3
New Jersey.....100	5,000,000	F. & A.	Feb.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,225,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan. '67 3
Nig. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue.....100	795,360	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,513,900	F. M. A. N	M'y '67 2
Northern of N. Hampsh..100	3,06 .400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	----------
Norwich & Worcester 100	2,363,000	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'67 5
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,843,900	J. & J.	Jul. '67 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,881,000	----------	----------
Panama.....100	7,000,000	J. A. J & O	Jul. '67 6
Paterson and Ramipo 100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,386,000	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	----------
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,350	A. & O.	Apr.'67 5
Phila. and Trenton*.....1 0	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '67 5
Philadelphia and Darby.. 20	100,000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J & O	Jul. 67 2½
Pittsb. Col. and Cin.....100	----------	----------	----------
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000	----------	Aug.'67 3
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	806,019	----------	----------
Rensselaer and Saratoga ..100	$*00,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
St. Paul and Pacific.....100	----------	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1,020,000	----------	----------
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley*..... 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....100	841,200	----------	----------
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J. A. J & O	----------
South Carolina 100	3,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia...100	2,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	----------	----------
Springfield and Columbus.100	----------	----------	----------
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '67 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '67 2
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific.....100	----------	----------	----------
Union Pacific (E. D.).....100	----------	----------	----------
Union Pacific (Cent. Br.).100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	5,452,875	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jan. '67 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,213	----------	----------
Winona and St. Peter 100	----------	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4½

CANALS.

Chesapeake and Delaware 25	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Illinois and Michigan 100	----------	----------	----------
Lehigh Coal and Navigat. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb.'67 5
Sault Ste Marie.....100	----------	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 858,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,350	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	M. J. S & D.	Sep. '66 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	----------	Ju.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M. J. S & D.	Jun.'67 3
Union Navigation 100	4,000,000	M. J. S & D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	----------	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	F. M. A. & N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	F. M. A. & N	Nov.'66
American Express 500	9,000,000	F. M. A. & N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	M. J. S & D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,525	6¾	——	37
30 Nov.'66	5.13	——	218	32	——	Broadway, Boston	348,279	325,000	——	20,451	168,846	44,203	7	——	55
30 Nov'66	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	——	66,502	9	——	68
30 Nov.'66	2.57	——	35	6	——	Lowell (Horse)	46,536	46,000	——	——	20,399	3,261	——	——	——
30 Nov.'66	11.75	——	211	31	——	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,263	——	——	15
30 Nov.'66	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	——	25½
30 Nov.'66	3.07	——	——	——	——	Medford and Charlestown	36,600	21,000	9,500	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	——	837	157	——	Metropolitan (Boston)	1,601,478	1,250,000	——	139,096	752,414	113,472	——	——	84
30 Nov.'66	6.28	——	254	35	——	Middlesex (Boston)	494,702	400,000	39,000	76,444	157,176	11,457	——	——	38
30 Nov.'66	3.22	——	——	——	——	Northampton & Williamsb.	300,000	300,000	——	4,627	2,686	211	——	——	——
30 Nov.'66	5.69	——	60	9	——	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	——	——	——
30 Nov.'66	7.78	——	43	13	——	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	——	——
30 Nov.'66	3.61	——	——	——	——	Somerville	75,000	75,000	——	——	4,379	2,251	3	——	39½
30 Nov.'66	2.50	——	12	3	——	Stoneham street (Boston)	37,300	33,000	——	——	9,628	1,991	6	——	——
30 Nov.'66	6.74	——	——	——	——	Suburban	95,000	5,000	——	——	——	——	——	——	——
30 Nov.'66	——	——	431	63	——	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	——	37½
30 Nov.'66	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	——	516	4½	——	47
30 Nov.'66	2.25	——	——	——	——	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	——	——
30 Nov.'66	11.60	——	——	——	——	Worcester	91,174	75,000	52,000	——	——	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '65	7.17	——	——	6	6	Albany	85,544	50,000	31,000	——	65,155	501	——	——	——
30 Sep. '65	17.50	——	——	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	——	100	——
30 Sep. '65	10.76	——	——	32	28	Broadway (Brooklyn)	229,286	200,000	27,500	5,802	81,027	12,500	——	100	——
30 Sep. '65	14.33	——	——	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	——	100	——
30 Sep. '65	7.75	——	——	10	2	Brooklyn, Bath & Coney Isl'd	185,178	100,000	86,000	71,180	28 068	8,282	——	100	——
30 Sep. '65	24.00	——	——	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,627	3,666	9	100	——
30 Sep. '65	56.18	1.90	——	146	29	Brooklyn City	1,333,460	1,000,000	170,000	——	857,701	148,758	5½	10	——
30 Sep. '65	11.75	4.00	——	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	——	100	——
30 Sep. '65	0.09	9.41	——	——	——	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	——	——	——	100	——
30 Sep. '65	——	2.50	——	——	——	Brooklyn City & Rockaway	——	7,500	35,000	——	——	——	——	——	——
30 Sep. '65	24.00	——	——	116	—	Central Pk, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	——	528,090	74,053	——	100	——
30 Sep. '65	——	2.00	——	——	——	Clinton Avenue (Albany)	——	2,800	——	——	——	——	——	——	——
30 Sep. '65	——	2.00	——	——	——	Cohoes & Waterford	——	500	——	——	——	——	——	——	——
30 Sep. '65	19.75	——	——	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	——	100	——
30 Sep. '65	11.82	——	——	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	——	100	——
30 Sep. '65	——	6.00	——	——	——	East & North River (W. Co.)	650	650	——	——	——	——	——	——	——
30 Sep. '65	18.00	1.00	——	141	—	Eighth Avenue	1,280,915	1,000,000	160,000	——	627,153	90,670	6	100	——
30 Sep. '65	12.00	——	——	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	——
30 Sep. '65	4.52	——	——	——	——	Grand st. & Newtown (W'g)	——	——	——	——	——	——	——	——	——
30 Sep. '65	10.60	——	——	17	2	Harlem Br., Moris'a & Ford'm	198,738	72,000	118,500	3,000	52,790	2,600	——	100	——
30 Sep. '65	——	19.00	——	——	——	Harlem & Tarrytown	——	3,550	——	——	——	——	——	——	——
30 Sep. '65	19.10	——	——	30	—	Ninth Avenue	444,877	796,360	112,000	——	74,514	loss.	——	100	——
30 Sep. '65	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep. '65	11.00	——	——	19	—	Rochester City & Brighton	251,559	133,400	100,000	——	80,028	29,616	——	100	——
30 Sep. '65	16.00	——	——	——	——	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	166	——	100	55
30 Sep. '65	8.37	——	——	——	——	Sixth Avenue (N. Y.)	1,409,516	750,000	——	139,604	482,234	loss.	——	100	116
30 Sep. '65	17.50	——	——	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,000000	115,000	1,00742	211,313	9	100	——
30 Sep. '65	——	5.00	——	——	——	Third Avenue & Fordam	975	975	——	——	——	——	——	——	——
30 Sep. '65	4.46	1.00	——	——	——	Troy and Cohoes	50,000	50.000	——	ope: by	T. & L. R. R.	——	——	——	——
30 Sep. '65	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	——	——
30 Sep. '65	6.50	9.00	——	——	——	Utica City	209,325	124,500	100,000	——	30,752	loss.	——	——	——
30 Sep. '65	1.50	——	——	——	4	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	——	12,839	808	——	——	——
30 Sep. '65	——	——	——	——	——	Westchester	5.949	7,370	——	——	——	——	——	——	——
30 Sep. '65	——	4.00	——	——	——	West Shore	1,457	2,200	——	——	——	——	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	—	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
31 Dec. '62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec. '66	17.00	——	150	22	—	Orange and Newark	618,298	287,550	300,000	30,750	124,679	30,566	——	50	——
31 Dec. '62	5.80	——	——	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct. '66	9.23	——	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	——
31 Oct. '66	6.74	——	——	——	——	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	——	——	——
31 Oct. '66	16.43	——	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	——	261,223	65,440	6	50	15½
31 Oct. '66	34.41	——	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	——	28
31 Oct. '66	5.47	——	120	25	—	Girard College (Phila.)	81,612	160,000	——	——	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	——	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	——	166,792	51,984	18½	50	39½
31 Oct. '66	2.12	——	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	——	25	——
31 Oct. '66	19.00	——	390	56	1	Hestonv., Mantua & Fairm't	——	——	183,600	8,250	242,181	30,388	——	50	12½
31 Oct. '66	5.21	——	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67.450	20,166	——	25	14½
31 Oct. '66	7.25	——	90	13	——	Oakland (Pittsburg & E. L.)	——	59,500	52,157	6,174	43,264	loss.	——	——	——
31 Oct. '66	5.92	——	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	——	39,291	18,479	——	20	12
31 Oct. '66	7.00	——	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	——	50	——
31 Oct. '66	7.50	——	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	——
31 Oct. '66	3.90	——	75	12	——	Pittsburg and Birmingham	72,909	68,000	10,600	——	80,135	29,938	20½	50	——
31 Oct. '66	8.00	——	54	12	——	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	9
31 Oct. '66	3.60	——	40	6	2	Schuylkill River (Phila.)	46,019	50,000	——	——	(op. by S. & P.)	——	——	——	——
31 Oct. '66	19.38	——	485	72	4	Second & Third st. (Phila.)	485,823	389,007	114,200	41,229	407,923	131,588	50	50	78½
31 Oct. '66	5.62	——	95	9	7	17th & 19th st. (Phila.)	114,868	120,000	——	——	57,662	12,333	——	50	12
31 Oct. '66	8.50	——	154	19	4	Spruce & Pine (Phil. & Gr's F.)	250,253	250,157	——	——	101,996	38,491	8	50	26½
31 Oct. '66	7.00	——	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	——	——	206,946	99,619	31½	50	65
31 Oct. '66	6.25	——	160	18	—	13th & 15th st. (Phila.)	——	994,950	——	——	128,955	45,196	2	50	19½
31 Oct. '66	25.00	——	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	——	344,895	67,574	7½	50	36
31 Oct. '66	9.29	——	331	56	1	West Philadelphia	358,523	249,000	100,000	——	292,461	80,847	10	50	66
31 Oct. '66	2.48	——	9	3	1	Wilkesbarre and Kingston	26,880	25,000	——	6,269	9,168	3,424	——	——	——
31 Oct. '66	1.03	——	9	4	——	Williamsport	19,282	15,600	——	1,124	7,662	1,157	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	19½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,327	50,000	——	——	——	——	——	——	——
31 Dec 62	3.68	——	——	——	——	Pendleton & 8.st Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	——
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.	——	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	——
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	300,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	99
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	——
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	——	——	——
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	——
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	——	——
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	——	——
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	——
Real Estate	134,500	7	J. & J.	——	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	——	——	——
Germantown:					
1st Mortgage	350,000	7	J. & J.	1880	——
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	——	——
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	——
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose					
1st Mortgage gua anteed	58,727	6	——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	——	——	——
Middlesex:					
1st Mortgage	38,000	——	——	——	——
Malden & Melrose bonds	46,971	——	——	——	——
Real Estate	6,000	——	——	——	——
Ninth Avenue:					
1st Mortgage	112,000	7	——	——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	——
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	97,000	7	J. & J.	1871	——
Quincy:					
Plain bonds	58,400	——	M. & S.	1868	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	——	——
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	——
Real Estate bonds	180,000	——	——	——	——
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	——
Utica City:					
1st Mortgage	100,000	7	——	——	——
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	——	——
West Hoboken & Hoboken:					
1st Mortgage	80,000	7	M. & N.	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	——

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$6,610,100	6	Jan. & July.	1867	101½
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	108½
" " " ..... coupon		6	" "	1868	105½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	334,000	—	" "	Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	107
" " " ..... coupon		5	" "	1874	110½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	113½
" " " ..... coupon		5	" "	1871	115
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	106
" " " " " ..... coupon		6	July.	1881	106½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	109½
Loan of July 17, & Aug. 5, 1861 ..registered	284,315,350	6	" "	1881	109½
" " " " ..... coupon		6	" "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ...registered	514,780,600	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ...registered	100,000,000	6	May & Nov.	1884	108
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)...registered	416,365,650	6	May & Nov.	1885	107
" " " (5-20s)..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s)..registered	171,409,350	5	Mar. & Sept.	1904	100½
" " " ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds of (currency) ...registered	13,722,000	6	Jan & July.	'95-'96	—
Treasury Notes of July 17, 1861 (7-30s)	167,250	—	Due.	1867	—
" June 30, '64 & Mar. 3, '65 1st series	511,999,525	7.3	Feb. & Aug.	1868	106½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	106½
" " 1865 ..... 3d series		7.2	Jan. & July.	.....	106½
Matured Debt not presented	9,161,670	6	At maturity.	.....	—
Gold Certificates of Deposit	17,325,000	—	.....	3 y'rs	—
Compound Interest Notes of 1864	130,080,240	6	At maturity.	.....	—
United States Notes (greenbacks)	373,209,727	—	.....	.....	—
Fractional currency	28 458,075	—	.....	.....	—
Navy Pension Fund	12,500,000	—	.....	.....	—
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	—
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	—
" — " ..... "	688,000	6	" "	.....	—
" —Funded Interest Bonds ... "	.....	—	.....	1868	—
Arkansas—State Bonds (issued to banks)	1,500,000	6	(in default.)	77-'80	—
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	122½
" —War bonds ..... "	1,548,000	7	" "	'72-'90	100½
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	100½
" " " (free.) ..... "		6	" "	1869	—
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	—
" — " " ..... "	2,271,750	6	" "	'72-'86	82½
" — " " ..... "	434,000	7	" "	1870	90
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	95
" — " ..... "	1,758,400	6	" "	'60-'79	90
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'62-'79	—
" — " " 1862-'79 ..... "	456,000	6	" "	'65-'79	—
" — " " 1865-'79 ..... "	229,372	6	" "	'70-'79	101
" — " 1870-'79 ..... "	2,371,725	6	" "	1877	100
" — " ..... "	1,778,677	6	" "	1879	—
" — " " ..... "	241,000	6	" "	1879	97
" — War Loan	1,157,700	6	" "	1866	95
Indiana—State Bonds ..... registered	236,000	5	Jan. & July.	1886	97
" — " ..... "	2,058,173	2½	" "	1866	—
" — War Loan ..... coupon	1,226,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	—
—War Loan Bonds ..... coupon	300,000	7	" "	1877	—
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	—
Kentucky—State bonds ..... coupon	447,000	5	" "	'66-'73	—
" — " ..... "	3,204,000	6	" "	'68-'72	95½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Funde' Coupons ..... "	.....	6	.....	.....	—
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,900,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " ..... "	1,727,000	6	"	1870	100½
" — " ..... coupon		6	"	1890	100½
" — " ..... inscribed	3,192,763	6	"	1890	—
" — " (sterling) ..... coupon	6,401,000	5	"	var.	—
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — "	244,000	5	Jan. & July.	'70-'74	108½
" — "	375,000	5	April & Oct.	'72-'74	108½
" — "	220,000	5	May & Nov.	1880	99½
" — War Loan	6,429,000	5	" "	1894	100½
" — Scrip	297,000	6	June & Dec.	'68-'77	113
" — "	150,000	6	April & Oct.	1883	131½
" — "	1,024,000	6	Jan. & July.	'71-'75	109½
" — "	2,080,000	6	" "	'76-'78	111½
" — War Loan	1,088,000	6	" "	1888	—
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	—
" — " " " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1873	—
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
" —Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	103
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	—
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	95½
" — " " (H. & St. R. R.).	3,000,000	6	" "	'72-'88	82½
" — " " (Pac. R. R.)... "	7,000,000	6	" "	'72-'87	95½
" —New Sinking Fund Bonds	.....	7	" "	1896	—
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98
" —War Fund Bonds...coupon	1,650 000	6	" "	'83-'85	99
" — " " Notes	2,300,000	3	var.	var.	—
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
" — " ..... bounty fund	25,566,000	7	Jan. & July.	1877	108½
" — " ..... general fund	1,189,780	6	quarterly.	pleas.	—
" — " ..... canal fund	702,000	6	"	1866	—
" — " ..... general fund	600,000	6	"	1868	100
" — " ..... canal fund	3,050,000	6	"	1871	100
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	99½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	92½
" — " " ..... "	900,607	5	"	pleas.	—
" — " ..... canal fund	192,585	5	"	1866	—
" — " ..... "	1,163,000	5	"	1868	—
" — " ..... general fund	442,960	5	"	1868	—
" — " ..... canal fund	167,000	5	"	1871	—
" — " ..... "	4,500,000	5	"	1874	95½
" — " ..... general fund	900,000	5	"	1875	93
" — " ..... "	800,000	5	"	1878	—
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'68-'91	62
" — " " (new) ... "	3,500,000	6	Jan. & July.	'90-'92	52½
Ohio—State Bonds ..... coupon	434,653	5	Jan. & July.	1865	—
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	—
" — " " ..... "	2,183,582	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	102
" — " " ..... "	4,096,309	6	" "	1881	103
" — " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	—
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'86-'90	95
" " " ..... coupon	6,168,000	5	"	'77-'82	93
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1888	—
" " " ..... inscribed	1,708,000	6	" "	'63-'90	—
" — " " ..... coupon	1,490,000	6	" "	'77-'90	—
" — " " (new) ... "	.....	6	" "	.....	—
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	—
" — " " ..... "	1,706,000	6	" "	'82-'89	—
" —Railroad Loans ..... "	24,382,822	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	63½
Vermont—State Bonds	175,000	6	Various.	'67-'83	—
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,396	6	Jan. & July.	'84-'95	70
" — " ..... coupon	11,108,000	6	" "	'86-'95	—
" — " (sterling) ..... "	1,865,000	6	" "	1872	—
" —Funded Interest ..... registered	.....	6	" "	'76-'96	—
" — " ..... coupon	.....	6	" "	'76-'96	—
West Virginia—State Bonds ..... coupon	.....	6	.....	.....	—
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	—
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'83	—
" — " (") certificates ... "	700,000	6	April & Oct.	'82-'98	—
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	—
Baltimore—City Bonds		5	quarterly.	1870	—
" — "		6	"	1870	—
" — "		6	Jan. & July.	1873	97
" — "	19,024,523	6	May & Nov.	1875	97
" — "		6	Jan. & July.	1886	98
" — "		6	quarterly.	1890	97½
" — " ..... coupon		6	"	1890	—
Boston—Municipal Scrip	883,205	4	April & Oct.	'78-'79	—
" — "		5	Various.	'66-'70	125½
" — "		5	"	'71-'75	125
" — "	1,846,028	6	"	'76-'80	99½
" — "		5	"	'81-'86	102½
" — "		6	"	'67-'76	134½
" —Water Loan	668,000	5	May & Nov.	'70-'71	—
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'78	—
Brooklyn—Municipal Bonds ..... coupon		6	Jan. & July.	'66-'71	90
" —Public Park Loan ..... "	3,086,300	6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'96	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'87	95½
Chicago—Municipal Bonds (old)	371,000	7	Various.	'67-'81	99
" — " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	84
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	—
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'76-'78	—
" " — "	4,714,000	6	" "	'76-'78	—
" " — "	1,800,000	6	" "	1883	100
" " — "	5,149,271	6	" "	1887	101½
" " — "	275,000	6	" "	1896	—
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	—
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'69	—
" " — "	3,125,200	6	" "	1870	94½
" " — "	319,000	5	" "	1873	—
" " — "	1,000,000	5	" "	1874	—
" " — "	334,700	5	" "	1875	—
" " — "	2,016,000	5	" "	1876	—
" " — "	2,375,000	5	" "	'79-'80	88
" " — "	900,000	5	" "	1890	—
" " — "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	83
" — " (new)	739,222	6	" "	'67-'82	98
" — " (old)	2,232,800	6	" "	'66-'96	94
" — " (new)	7,898,717	6	" "	'66-'99	102
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	—
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	95½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'88-'89	—
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'68-'90	80
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	83
San Francisco—City Bonds ..... coupon	1,352,000	10	May & Nov.	1871	133
" — " " ..... "	332,000	6	Jan. & July.	1875	—
" —City and County B'ds "	1,133,500	6	" "	'77-'84	—
" — "	2,200,000	6	" "	'77-'84	—

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	168,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	475,641	433 279	385,991	412,821	464,507	493,243	466,898	568,589	538,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	459,370	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,924	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	380,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,233	251,916	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,598	946,707	921,886	749,191	546,609	7,958,960
1866	523,566	405,634	523,744,	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	------	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,108,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1438.689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division.. 1,186,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352 786	414,543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,365	477,607	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	103,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	364,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	------	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,969	4,504,549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,946	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,096	283,661	375,210	362.783	333,952	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,691
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,543	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1227,113	1,187,506	1,116,829	13.357,709
1865	957 869	613,381	955,659	1,346,734	1.255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,859	14,575,128
1866	1,086,360	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	456,557	454,826	4,083,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,802	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,128,466
1865	640,144	678,504	857,583	733,866	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,291	654 926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,763	222,786	207,801	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,596	151,052	134,563	111,339	1,439,79
1864	79,735	95,843	132,896	123,987	127,010	186,538	139,626	244,114	343,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354.830	264,741	3,694,97 5
1867	237,674	200,793	270,630	317,062	329,078	------	------	------	------	------	------	------	------
Western Union:													
1866	43,716	37 265	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	27,530	689,282
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,098	84,462	100,213	76,248	64,468	814,03
1867	39,078	27,667	36,392	40,710	57,852	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	98½
" " " 1855	1,021,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'76-'90	90
2d Mortgage	493,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,180	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94
" " $675,000	675,000	6	"	"	1875	88½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	99
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	----
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	----
Convertible bonds	1,500,000	7	" "	"	1882	----
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o. M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	88
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	270,488	7	May & Nov.	" "	1874	93
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7	----	----	1887	----
Dividend bonds	16,725	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	93
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	---	----	----	----	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	93
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Funded Interest	34,250	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,892,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Income Bonds	3,500	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	----	----	1881	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----	1891	82½
Free Land, 2d Mortgage	1,400,300	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1863	108
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1885	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	75
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'76	51
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	111
Redemption bonds	2,563,900	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,400	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,285	7	Feb. & Aug.	New York.	1891	81
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1883	
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110
1st Mortgage (S. F.) convertible	4,255,500	8	" "	" "	1882	110
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1865	98
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	68½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		103
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,255,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	96
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		108
3d Mortgage	960,500	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York	1876	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	75-'76	99½

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1868	
2d Mortgage or 1st Extension	1,110,500	6½	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	97
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	89½
" 1843, "	1,525,800	6	" "	"	1880	89½
" 1844, "	804,000	6	" "	"	1880	89½
" 1848, "	101,000	6	" "	"	1880	89½
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	96½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1860	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	543,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	76
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	81
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	97
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	38,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	80
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1883	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,558	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1863	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*		—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562		—	3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,706	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*		—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*		895,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	117
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	6,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
... ... '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
... ... '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
... ... '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
... ... '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,202,400	437,500	12,532	4,808,553	228.8	284,524	856,546	343,802	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,362	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,530	6,175,553	2,799,435	31	145
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	823,398	39,880,452	930.0	.....	6,820,750	1,802,272	—	46
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,606,763	409 3	1,621,307	3,574,934	1,413,999	10	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	121
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,289,683	111.0	288,524	561,663	171,997	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	55
								INDIANA.													
... ...	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	80
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	216,000	2,955,423	73 0	411,278	1,248,726	598,671	12	159
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	654,956	5,429,203	156 5	319,880	805,271	237 861	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Kook.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	468,821	21,386	—	—
30 Jun. '65	136.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	6,644	729,257	29.0	239,626	174,049	46,707	7	90
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	452,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,561,000	28,157	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	53.7	—	.....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	.....	340,896	—	—
31 May '66	284.8	—	28.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982,866	7,463,489	28,032	15,188,190	329.3	1,741,670	4,446,490	1,638,114	15	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,662,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176.462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	105,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
Sept. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 559	6,352,104	90.1	230,189	399,291	120	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
					4		74	Androscoggin	1,050,000	*		151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461		
30 Nov. '62	55.0	—	.....	—				Atlantic and St. Lawrence	7,664,089	*		2,494,900	3,471,580	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873		45
30 Jun. '66	149.0	—	25.0	—	41	17		[illegible]land and Kennebec	3,000,000	*		1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709		
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Por[illegible] [illegible]Portsmouth	4,272,201	*	57,091	1,447,060	2,733,800	150,597	4,301,457	109.2	171,568	489,592	219,302		
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Cen[illegible]	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,767	6	99½
31 May, '65	51.3	—	—	—	12	4	119	Portland, Saco and [illegible]													
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	[illegible] 371,451	3,621,755	14,689,906	16,151,96[illegible]	9,420,530	1,022,969	39,633,113	286.8	3,493,376	8,577,692	5,307,183	10	114
30 Sep. '64	30.0	—	.....	—				Washington Branch	1,650,000	[illegible]	[illegible]062	1,739,030	1,650,000	—	2,217,477	39.0	.....	864,481	258,562	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,[illegible]		4,518,900	5,[illegible]24,500	1,913,611	12,644,781	328.0	1,738,104	4,042,125	1,167,978	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,8[illegible]7,000	8,231,[illegible]	47,980	20,126,330	94.9	113,400	84,579	—		13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,545	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	6	122
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	445,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	127½
30 Nov. '66	47.0	7.0	42.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	131
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,816	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	145
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,[illegible]93,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,437,[illegible]15	53.4	255,553	617,143	177,322	8	110½
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,8[illegible]8,800	1,818,460	271,200	5,428,700	94.5	805,800	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	2[illegible].5	477,106	1,107,444	347,247	7	116
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	276,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	352,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op[illegible]er. by B[illegible]ston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,084	114,623	600,000	—	25,600	773,226	41.5	216,731	441,[illegible]04	90,996	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	6.1	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,542	1,332,307	509,790	7	95
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	[illegible],164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,[illegible]99	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op[illegible]er. by B[illegible]n & Lowell Co.)		17,850		8	.....
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend[illegible]ered to the C[illegible]ommon[illegible]wealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	52
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,389	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,466,791	10	176
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,285	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,925	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,859,000	*	431,245	1,800,000	1,050,000	30,974	3,281,345	93.5	.....	467,714	147,123	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,507	*	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,364	867,987	151,863	8	66½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	117½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	.....	.....		.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,063,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	362,540	681,301	242,997	8	107½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	246,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,039,[illegible]0	*	4,341,251	7,987,412	10,078,137	—	18,060,549	124 2	.....	5,607,052	1,444,705	15	130
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001 993	1,034 776	107,432	2,744,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,000	1,934,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,921	2,481 [illegible]1	208,699	3,500,000	5,516,950	124,522	9,625,429	53.0	.....	1,020,078	304,869	7	65
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	822,686	1,580,141	5,000 000	855,000	—	6,512,449	33.8	638.632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	loss.	—	55
31 Dec. '66	18.2	—	—	—	—	—	—	Warren	2,[illegible]00,000	*	59,050	1,647,850	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	[illegible]	—	—	—	W[illegible]st [illegible]ersey	1,219,[illegible]01	*	454,219	731,050	1,010,[illegible]00	—	1,741,550	51.0	—	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,187,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13[illegible]	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,676	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3[illegible].0	—	271	180	8,825	Erie	15,122,686	*	5,165,158	25,101,121	22,429,927	5,035,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	67½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914 287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	110½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	81½
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612 584	6,521 37[illegible]	9,985,992	26,530,000	12,368,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	105½
30 Sep '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	103
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	60½
30 Sept. '65	18.0	—	0.5	0.3	.....	.....	—	Oswego and Rome	585,850	—	—	266,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	38.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	941,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	860,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,029	*	—	557,500	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.0	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Leased	to Rense	lae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	355,000	"	"		"	"	"	6	.....
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,260	24,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732.444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.1	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	53,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,457,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,900	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430.357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523 741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	503	Central Ohio	5,579,508	922 670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	25
31 Mar. '66	60.2	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	2,361,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790 000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,056,592	1,933 700	521,906	8	100½
31 Oct. '65	95.5	—	53.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,357	—	3,000,000	1,500,000	—	6,500,000	96.5	572.916	2,369,222	1,148 561	25	150½
30 Nov. '65	101 0	102.5	—	—	68	51	1,175	Cleveland and Pittsburg	9,320,163	*	384,145	5,403,911	3,890,848	82,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	86½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672.157	868,769	828,893	4,841,600	2,746,280	114,998	8,369,819	188.6	994,554	2,388,869	1,035,717	13	121½
30 Nov. '66	54.5	61.6	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,860	491,484	75,097	2,284,941	3,754,630	186,762	6,326,333	142.0	.....	951,357	339,924	—	.....
30 Nov. '65	33.5	—	39.6	—	15	40	602	Little Miami	3,555,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446,391	582,296	10	165
31 Dec. '65	173.8	77.6	13.1	—	58	30	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,802	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	715,475	*	6,246,950	9,870,000	1,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.6	16.0	.....	—	26	14	423	Sandusky and Cincinnati	3,985,364	595 400	391,992	3,382,163	1,218,972	109,813	4,372,746	206.9	340,571	694,520	134,081	—	.....
31 Dec. '66	118.0	9.0	.....	—	10	9	270	Sandusky, Mansfield & Newk	2,863,4[illegible]5	*	106,623	900,226	2,041,600	28,223	2,9[illegible]0,039	125.0	240,785	420,463	126,860	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,6 2[illegible]	Toledo, Wabash & Western	19,850,000	*	2,283,90[illegible]	6 700,000	14,345,000	79[illegible],301	23,113,900	250 6	———	3,717,3[illegible]	906,200	—	97½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies [illegible] Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,942	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,216	Atlantic and Great Western	56,357,560	*		83,348	29,564,405	29,9[illegible]2,900	1,156,819	60,721,124	507.0	2,041,771	4,833,4[illegible]0	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	283	Catawissa	3,634,000	*			3,250,000	286,000	—	3,634,000	67.5	227,645	447,652	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*			1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	[illegible]52,261	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,800	3,370,500	717,222	15,376,922	204.5	1,909,775	2,738,498	714,825	20	130
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,051	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,[illegible]78	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	30
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	660,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,929	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,[illegible]66	235,153	—	.....
31 Oct. '66	86.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,665	500,000	100,000	2,409,665	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,184,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	256,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,[illegible]76	285,016	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,482	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,686	2,260,027	20	59
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	28
31 Oct. '66	136.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,226	67.5	345,558	962,213	382,500	—	35½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,218	15,338,686	20,000,000	18,0[illegible]8 2'6	—	44,251,544	365.5	7,080,026	16,[illegible]83,[illegible]85	5,967,520	9	53
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norriset'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	606,348	247,446	9	63½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,589,733	—	—	5,683,700	13,000,000	600	18,684,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	256 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,648	474 84	4,361,336	10.9 2,819	6,016,531	10	54
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	132½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*		9,019,300	1,450,000	—	10,469,300	197.0	880,926	2,470,958	1,067,687	10	53
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,243	26,927,549	468.5	4,045,413	7,467,217	2,319,531	10	100½
31 Oct. '66	28.0	2	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,[illegible]55	348,136	139,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	257,510	14[illegible],[illegible]50	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,267	247,245	22,301	549,400	316,000	26,292	1,095,912	36.6	120,00[illegible]	264,125	125,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	240,000	625,031	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.2	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,998	1,145,000	245,546	.....	164.5	.....	341,199	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,614	96,145	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,564,798	447,497	9,827,575	242.0	.....	1,312,758	387,382	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,407	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,964	*	824,263	657,700	2,175,500	541,868	4,221,247	130.3	139,232	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	841,284	448,922	5,312,725	2,985,920	1,462,314	1,093,591	291.0	405,051	1,274,[illegible]07	624,142	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,079	3,015,107	99.2	.....	387,252	173,729	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,867	56,816	—	144,894	406,000	5,000	.....	34.2	30,066	28,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	774,115	337,384	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,952	57,245	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,902	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,253,376	3,257,471	895,219	6,286,166	119.6	449,351	422,027	112,163	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
3 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,020,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	.....	.....	.....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	90½
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	792,200	.....	.....	23.6	.....	90,272	34,359	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	65,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	..534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,789	.....	113.7	763,034	136,893	43,061	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,616	155,161	9 months	79.2	47,702	64,121	16,332	—	.....
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,228	.....	.....	103.5	—	696,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	*	—	2,063,055	2,925,700	380,780	.....	187.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,366,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	885,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,829	7,301,985	191.7	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,585	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	28.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	28.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '66	178.2	—	21 8	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,888	196.0	—	487,449	120,136	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52[illegible], 22	7,362,210	214.9	27[illegible],839	556,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	8,229,000	—	18,508,374	2[illegible]5.0	986,727	2,538,800	934,103	—	41
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	11,938,000	*	—	11,750,000	188,000	—	11,938,000	161.0	.....	236,798	67,652	—	15
31 Dec. '52	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,539	*	15,311	1,631,150	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,85[illegible]	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,932,750	*	1,250,000	16,802,745	9,281,495	—	26,084,[illegible]40	357.0	—	3,011,860	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,156,610	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	101,13[illegible]	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,712	—	—	4,658,76[illegible]	—	—	—	108.0	—	148,639	65,777	—	.....
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,742	02,[illegible]	—	1,[illegible]50,000	15,16[illegible]	136,000	1,799,23[illegible]	60.0	.....	138,[illegible]5[illegible]	30,870	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	.....	—	29	18	160	Nova Scotia	4,273,401	*	—	[illegible],273,4[illegible]	—	—	4,273,281	82.[illegible]	158,416	239,107	87,181	—	.....
								NEW GRANADA.													
Dec 63	8.		—	—	11	22	120	Panama	3,000,000	—	—	[illegible],000,000	—	—	[illegible]0 67,7[illegible]	—	—	[illegible] 237,434	1,328,934	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7		20½
Catawissa (preferred)	1,150,000	7		28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	54½
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	66½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	64
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Konnebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	61½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	8	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	83
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----------	--	----------	----------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	80
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	75½
Improvement	1,601,670	6	M & N.	1876	74
Susqueh'a & Tide Water					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68½
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	23
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	59½
Delaware and Hudson	100	10,000,000	10	153½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	47½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	48
" (preferred)	100	1,175,000	10	119
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	20
" " (preferred)	50	2,888,988	——	30
Susquehanna and Tide Water	50	2,048,260	——	17
Union	----	----	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¾ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash)	per ton 40 —	@ 45 —
Pig, American, No. 1	42 —	@ 44 —
Bar, Refined, English	85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)	92 50	@105 —
Bar, Swedes, assorted sizes	135 —	@ — —
Bar, English & American, Refined	100 —	@105 —
Bar, English & American, common	90 —	@ 95 —
Scroll, English	132 50	@180 —
Ovals and Half round	127 50	@137 50
Band, English	132 50	@ — —
Horse Shoe	127 50	@ — —
Rods, English	105 —	@165 —
Hoop, English	137 50	@192 50
Nail Rod	per lb. — 9	@ — 10½
Sheet, Russia	per lb. — 18	@ — 18½
Sheet, English, Single, Double and Treble	— 5½	@ — 8
Rails, English (gold)	per ton 52 50	@ — —
Rails, American	82 50	@ 85 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb. — 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½ @ — 12½
English Blister (1st & 2d qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
German	— 14 @ — 16
American, Blister	— 11½ @ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb. — — @ — 35
Sheathing, Yellow	— — @ — 24
Pig, Chile	— — @ — —
Bolts	— 36 @ — 37
Braziers'	— 35 @ — 36
American Ingot (cash)	— 23½ @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — — @ — —
Spanish	— 6 50 @ 6 62½
German Refined	— 6 50 @ 6 62½
English	— 6 50 @ 6 87½
Bar	per lb. 10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

		Gold.	Currency.
Banca	(gold) per lb.	— — @ —	26
Straits	(gold)	— 24½ @ —	24½
English	(gold)	— — @ —	27
Plates, I.C. Charcoal, p. box		9 — @ 9 50	12 25 @ 12 25
Plates, I. C. Coke		7 25 @ 8 75	10 50 @ 12 25
Plates, Coke Terne		6 75 @ — —	9 25 @ 9 50
Plates, Charcoal Terne		8 37½ @ 8 75	11 75 @ 12 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb. 5 75 @ 6 —
Clinch (cash)	7 37½ @ 7 50
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos)	18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½ @ — 14
Refined, free L. S. to White	— 41½ @ — 42
Refi'd, in bond, prime L. S. to White	— — @ — 22
Refi'd, in bond, Standard White	— 23½ @ — 24
Naptha, Refined (60@63 gravity)	— — @ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th. 27	F. 28.	Sat. 29.	M 1.	Tu. 2	W. 3
Atlantic M. S. S. Co	108	108½	109½	----	109	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	46½	48	47	48	47	----
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	114	114½	114½	----	----	----
" " pref.	----	117	----	----	----	----
" " 1 M.	----	----	----	----	----	97
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	140	143	----	----	144	145
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	39	41½	44	44½	43½	46½
" " pref.	62½	63½	64½	66½	65½	166½
" " 1st M.	----	86	87	----	87½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	80	----
Chicago & Rock Isl.	93	95½	95½	98½	96½	97½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	101	101½	----	----	----	----
Clev. and Pittsburg	80½	82½	86½	86½	85½	86½
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Clev. and Toledo	120	120½	120½	----	121	121½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	31	31½	35½	37½	36½	37
Del. & Hudson Canal	----	----	----	----	----	153½
Del., Lack. & West.	130	130	----	----	----	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	64	64½	67½	68½	66½	67½
" pref.	75	75½	----	----	76	----
" 1 M. 7 p.c. '67	101	101½	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98	----	----	----	98	----
" 4 M. 7 p.c. '80	----	88	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	109½	109½	109½	110	110	110½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	103½
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	121½	122	121½	121½	121½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	8	7½	10½	9½	----
Michigan Central	108½	109½	110	----	110	110½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	75½	78½	78½	79½	77½	79½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	98	----	----	----	----	----
" " 2 M.	----	90	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	39	39½	40½	----	41	41½
" pref.	58	58½	60	61	60½	61
" 1st mort.	88	----	----	----	----	88½
" 2d mort	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98½	98½	98½	----	96	95½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	99	99	99	----	96	95½
New York Central	103½	104½	104½	105½	104½	105½
Real Estate	----	----	----	----	----	----
" " 7s. S. F. '76	104	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	96	96	----	----	----	----
" " 6s, S. F. '87	95	----	----	----	----	----
N. York & Harlem	105	----	107	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '78	----	----	101½	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	53½	----	53½	----	53½	53½
" new	52½	----	----	----	53½	----
Ohio & Miss. cer.	25½	26½	26½	26½	26½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	140½	142	140½	----	142	140½
Panama	----	----	----	----	----	----
Phila. and Reading	108½	103	109½	109½	109	109½
Pitts. Ft. W. & Chicago	101½	103	103	100½	100	100½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	29½	31½	32½	33	31½	33
St. L., Alton & T. H.	58½	----	55	----	----	----
" " pref.	83	83	83	----	----	----
" " 1M.	----	----	95	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon	68½	68½	----	----	----	65
" new	67	66½	66½	----	63	63½
Tol. Wab. & Western	47	47½	47½	47	46½	47½
" " Pref.	70	----	----	----	70	70½
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	79½	79	79½	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th.27.	F.28	Sat.29.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	100¼	100¼	100¼	100⅝	100⅝	101¼
U. S. 5s, 10-40s, reg.	100¼	----	----	100⅛	----	----
U. S. 6s, 1881, reg.	108⅝	108⅝	----	109	109	109⅛
U. S. 6s, 1881, cou.	113⅛	----	----	109⅛	----	109⅛
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	133	----	108⅛	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, o. 1862	110⅛	110⅛	110⅛	110⅛	----	----
U. S. 6s, 5-20s, o. 1864	107⅛	107⅛	107⅛	107⅛	----	----
U. S. 6s, 5-20s, o. 1865	107⅛	----	----	107⅛	107⅛	----
U. S. 6s, " reg.	----	107⅛	107⅛	----	----	----
7.30 Notes, 1st series.	106⅛	106⅛	106⅛	----	----	106⅛
" " 2d series.	106⅛	----	----	----	106⅛	106⅛
" " 3d series.	----	106⅛	----	----	----	106⅛
American Gold	133	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 2.

	W.26.	Th.27	F.28.	Sat.29.	M.1.	Tu.2
Catawissa	----	----	----	----	----	----
" preferred	27¼	28¼	28¼	28¼	----	----
Camden & Amboy	132⅝	----	132⅝	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	88⅛	----	----	----
" " 6s, '83	----	----	90	----	----	90
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	93⅛	93¼	93¼	92¼	----	93¼
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	91½	----	----
Lehigh Navigation	47¼	47¼	47¼	47¼	----	47
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	57¼
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	28	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	59
Morris Canal	----	----	----	----	----	----
" " pref.	119	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	90	----	87
" " 10s	----	----	----	----	----	----
Northern Central	43	----	----	----	43	43
Pennsylvania R. R.	52¼	52⅛	52⅛	52⅛	53	53
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	95
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	103	----	----	----	----	----
Philadelphia City, 6s	95	----	95	95	95	95
" " new	100	99½	99½	99½	99½	99½
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	63	----	----	----	----	----
Phila. & Reading	54¼	54¼	54¼	54¼	54¼	54¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	96½	----	----	----	----	----
Philadelphia & Erie	28⅛	----	28⅛	----	----	----
" " 6s	----	----	92¾	----	----	92¼
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	19¼
" " pref.	----	----	30	----	30	30½
" " 6s '82	----	----	----	----	73¼	----
" " 6s '76	----	----	----	----	70	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	17	17
" " 6s '78	----	----	----	----	----	64
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	22¾	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	84½
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	26½	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 2.

	W.26.	Th.27	F.28.	Sat.29.	M.1.	Tu.2
Baltimore City 6s, 1875	----	97	----	----	----	97
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	97¼	----	97½	97½	97½	97½
Balt. and Ohio	----	----	113¼	----	114	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	84¼	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	19¼	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th. 27.	F.28.	Sat.29.	M.1.	Tu.2.	W3
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	126	127	127	127½	----	----
Boston and Providence	131	----	----	----	----	----
Boston and Worcest.	143	144¼	144¼	145	----	----
Cheshire, pref.	54¼	----	----	----	----	55
Concord	65	----	66½	----	----	65
Connecticut River	----	----	110½	----	----	----
Eastern, Mass.	----	109	109	109	109	109¼
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115	----	115	----	115	115
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	108½
Old Colony & Newport	----	----	----	----	----	92½
Ph., Wil. & Baltimore	53¼	53¼	53⅛	----	53⅛	54
Portl'd, Saco & Ports.	----	----	----	----	----	99¼
Vermont & Canada	90¼	----	----	----	----	92
Vermont & Mass.	----	----	51½	----	52	----
Western	----	----	----	140	140	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	88	88	88	88	----	88
Metropolitan "	55	----	54	----	----	54½
Middlesex "	----	----	----	----	----	40
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	21½	22	23	23½	23½	23
Franklin "	19½	19½	19½	19½	19½	19
Huron "	3⅜	3⅜	3⅜	3⅜	3⅜	3⅜
Isle Royale "	----	----	6¼	----	----	----
National "	----	----	----	----	----	----
Minnesota "	9	9	----	9	9	8½
Pewabic "	----	12½	----	----	----	12½
Pittsburg "	33½	----	----	----	----	21
Quincy "	----	21	----	----	----	21
Rockland	----	----	----	----	----	7½

London Stock Exchange.

The following were the closing prices for American Securities on the 7th and 14th of June.

	Closing Prices. June 7.	June 14.
United States, 5-20s, 6 per cent 1882	72¾@ 73	73 @ 73½
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¾@ 71½	70¾@ 71½
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 5 per cent	50 @ 55	53 @ 58
Do. 6 per cent	43 @ 45	45 @ 47
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	24 @ 25	25 @ 26
Erie shares, $100 (all paid) 8 p. c.	39¾@ 40¼	39½@ 40¼
Do, convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	74 @ 76	74 @ 76
Do., $100 shares (all paid)	78¼@ 79	79 @ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78 @ 80	78 @ 80
Do. with option to be paid in Phil.	78 @ 80	78 @ 80

American Railroad Journal.

Saturday, July 6, 1867.

Stock Exchange and Money Market.

Money has been remarkably easy all through the past week. The supply has been gaining on the demand, especially since Monday, under the heavy interest and dividend disbursements. The demand has been more active, but not sufficient to absorb the available offerings. The call loan rates have been to the Government houses generally 4 per cent.; and to the Stock Exchange firms, 5@6 per cent. Discounts have been quiet. Choice to prime short-date commercial paper has been in light stock, and in fair request at bank and through private channels at 6@7 per cent. per annum. The banks have all completed their quarterly settlements with the Currency Bureau at Washington quite satisfactorily, making an unexpectedly good showing in their currency reserve, and in their deposit line, which are now again on the increase. The last city bank statement shows a decrease of $1,092,523 in loans and discounts, $1,630,589 in specie, and $90,611 in circulation, with a significant increase of $7,358,463 in legal tender, and $6,736,087 in net deposits. The specie reserve of the banks is now $7,768,996, against $7,797,218 same time last year. The city bank deposits are now $186,213,257, against $204,357,272 week ending June 30, 1866. The legal tender reserve amounts to $70,174,755, against $81,822,640 same time last year. The circulation now stands at $33,542,560, against $26,706,622 same time last year. The loans are now $242,547,954, against $250,884,168 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,324,059 a day, against a daily average of $73,740,134 the preceding week, and $76,828,100 the week ending with June 15. The current week's exchanges average $107,000,000 a day.

National Bank notes to the amount of $310,400 were issued last week, making the total issue to 1,671 banks thus far, $303,614,226, against $282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,988,847, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,625,793. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,571,500; and for the public deposits, $39,180,450—making a total of $379,709,950. The Treasury Department last week redeemed and destroyed $324,689 of worn and mutilated fractional currency, and issued $702,356 worth of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $429,479; of $8,121 in specie; an increase in legal tenders of $140,637; a decrease in deposits of $716,432, and $913 in circulation. The Bank Clearings show a decrease of $2,362,478, and the balances, an increase of $221,190.

The U. S. Sub-Treasury receipts, week ending with June 29, were $25,416,297, including $1,726,400 from customs duties; payments, $25,086,873; balance at the close of the week, $132,459,170, against $132,129,745, at the close of the preceding week, showing an increase of $329,425. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,253,331 including $406,976 from customs, and payments, $5,403,676; on Tuesday, receipts, $1,345,056; payments, $3,405,315. The balance at the close of business on Tuesday stood at $130,248,565, against $139,116,010 a week previous.

Government revenues were comparatively moderate last week. The excises, last week, yielded about $2,500,000, against $3,500,000 the preceding week; customs at the port of New York $1,726,400, and at the outports, about $600,000 (in coin) more, making the grand total income for the week equal about $5,700,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The new fiscal year, which began on the 1st inst., opens on a daily excise revenue of over two million dollars. The aggregate receipts from excises for the fiscal year ending June 30, 1867, shows a decrease of about $40,-

000,000 for the year as compared with the preceding year's income and is just equal to the Commissioner's revised estimates made after the reductions in the tax law were agreed upon. The following tabular statement of monthly receipts from internal revenue for the fiscal years 1866 and 1867 is interesting:

	1866.	1867.
July	$21,693,470 75	$27,079,103 38
August	34,087,539 09	38,043,340 81
September	37,939,415 82	33,714,718 66
October	30,457,983 63	26,414,430 29
November	26,849,695 39	21,107,122 59
December	24,528,353 34	20,050,824 13
January	25,383,510 07	17,604,396 34
February	20,452,169 60	14,838,411 90
March	22,498,067 18	15,183,226 21
April	19,425,851 22	14,414,030 56
May	21,724,680 40	16,971,207 81
June	20,823,446 23	20,432,382 20
Total	$305,864,182 18	$265,853,194 88

Gold has been in rather brisk request, this week, and though the fluctuations have been unimportant, the speculation has been a more confident one. The closing price on Wednesday was 138⅝, on a fair business, chiefly on speculative account. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,554,989. The customs demand for Gold last week, averaged $287,733 a day; thus far, this week, it has been equal to $406,976 a day, or equal to a weekly aggregate of $2,034,880. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $92,765, and from California, none. The total customs revenue of the Government, in coin, at this port, year ending with June 30, 1867, was $122,667,016, against $133,617,484 same time in the preceding fiscal year. The total receipts of California gold at this port year ending June 30, 1867, were $38,750,695, against $29,142,577 same time last year, showing an increase this year, of $9,608,118. The exports of specie from this port, last week, were $1,140,098. The total outflow of specie from the port, during the late fiscal year was $41,371,932, against $57,870,354 same time in the preceding year. Government disbursed last month through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,237,082, making the total coin interest disbursements through the Government office, during the year ending June 30, 1867, $54,218,392, against $46,145,548 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached $14,863,783, against $15,035,553 same time last year, showing a decrease, in 1867, of $171,770.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 8th May, and at subsequent weekly intervals, is thus stated:

	Issued.	Redeemed.	Outstanding
20s	$333,900	$206,600	$127,300
100s	5,321,000	3,758,400	1,562,600
500s	1,164,500	541,000	623,500
1,000s	26,065,000	21,859,000	4,206,000
5,000s	159,675,000	140,130,000	19,545,000
10,000s	5,000,000	5,000,000	.....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st.	200,092,100	174,475,000	25,617,100
Total 22d.	205,473,720	178,185,000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980

Foreign exchanges have been in moderate supply and demand, without any remarkable changes in prices. Bankers' 60 day bills on London closed steadily on Wednesday at 109¾@110, and on Paris to 5.17½@5.13⅛; sight bills on London to 110¼@110½; and on Paris to 5.12½@5.10⅝. The offerings of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,541,893, making the total value of exports from July 1, 1866, to date, $179,384,084, against $213,962,363 same time in the preceding year.

Government securities have been in fair investment demand throughout the week, and have been generally firm in price. They closed with an upward tendency, on a growing investment business. Much of the idle capital here is being turned into Government stocks, as the safest and most profitable channel of employment. Washington advices state that: "The Treasury Department has given notice to the holders of Seven-thirty notes that it is now prepared to give in exchange for such notes Five twenty bonds issued under the act of March 3, 1865, redeemable after five years, and payable in twenty years from 1st of July, 1867. Holders are also notified that the department will consider that they have waived their right to demand bonds in exchange for their notes, unless the notes are presented for conversion by the 15th of August next. Seven-thirty notes transmitted for conversion must in every case be indorsed to the Secretary of the Treasury, by the party presenting them, and must also, when payable to the order of another person, be indorsed by such payee or his legally authorized representative. Careful attention to this regulation will save parties converting such notes much unnecessary expense." The right of conversion belongs to the holders of only the August Seven-thirties, under these orders. The very first issues of the new Five-twenty bonds of 1867, were received in this city on Monday. The new bonds of the several denominations were printed from the same plates as the Five-twenty Consols of 1865. The number and date of each bond of the new issue were printed in red ink on the face of the bonds. They are quoted in the open market here at precisely the same price as the latest Five-twenty issue of 1865, ex the July coupon. The six per cents of 1881 and the 1865 consolidated Five-twenties are now quoted without the July coupon. U. S. sixes of 1881 closed here on Wednesday at 109⅛@109¼ ex July coupon; U. S. Five-twenties of 1862, 110¾@111; U. S. Five-twenties of 1864 at 107¾@107⅞; U. S. Five-twenties of 1865 at 107⅞@108; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾, ex July coupon; U. S. Five-twenties of 1867, 106⅝@106¾; U. S. Ten-forties at 101@101¼, and U. S. Seven-thirties at 106½@106¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

July, 1864	119
August, 1864	118½
October, 1864	117½
December, 1864	116¾
May, 1865	116⅜
August, 1865	115½
September, 1865	115
October, 1865	114½

Railway and miscellaneous stocks have been quite briskly dealt in, since our last, and prices have again advanced materially, with wide and frequent fluctuations. The dealings at the close were extensive on a rising market.

General business has been comparatively tame, since our last. Breadstuffs have been less urgently sought after, closing heavily. Provisions have been in moderate demand, and irregular in price Live stock have been more abundant and cheaper. Cotton has been in fair request, closing in favor of buyers. Middling grades left off here on Wednesday tamely at 26@27½ cents per lb. as extremes. The stock of cotton now here is estimated at about 85,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 605,000 bales, against exports of 431,000 bales. The receipts at all the shipping ports from September 1 to latest mail dates have been 1,812,000 bales, against 1,931,150 bales same time last year; exports, 1,432,000 bales, against 1,458,000 bales same time last year; estimated stock at latest dates, 233,500 bales, against 310,300 bales same time last year. An improved demand has been experienced for imported goods, especially for dry goods and groceries, which have been held with more firmness. The total imports of foreign dry goods, last week, were $1,138,165, and the total amount marketed $1,006,742. The value of foreign merchandise imported last week, was $3,233,382—making the grand total specie value of last week's imports of dry goods and merchandise, $4,371,547, and during year ending June 30, 1867, $259,498,087, against $297,539,212 same time in the preceding fiscal year. The ocean freight market has been quiet, but firm, since our last, with 529 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 4c.@4½d. per bushel; cotton at $\frac{3}{16}$@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 19.	June 26.	July 12.
Consols	94½	94	94½
U. S. 5-20's of 1862	73	73	72¾
U. S. 5-20's of 1865	71	71	70½
Erie	39¾	40¾	43½
Ill. Central	79	79¾	79

The New York exports, exclusive of specie, for the week ending July 2d, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,200,013	$3,541,893
Prev. reported	104,884,214	94,235,796
Since January 1	$107,084,227	$97,777,689

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,278,778	$1,138,165
Gen. merchandise	1,734,827	3,233,382
Total for the week	$3,013,605	$4,371,547
Previously reported	152,441,409	124,193,508
Since January 1	$155,455,014	$128,565,055

The commerce of New York from July 1st to date compares as follows:

	1865–'66.	1866–'67.
Imports merchandise	$297,539,212	$259,498,087
Exports produce	213,962,363	179,384,084
Exports specie	57,581,062	41,366,932

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 82¼; Virginia 6s, ex-

coupon, 53; N. Y. State 6s, 1873, 99½; Brooklyn 6s, Park Loan, 90; Chicago, Rock Island and Pacific 7s, 89¼; Ohio and Miss. 1st mort., 87; Cleveland and Toledo 7s, 1886, 93; Great Western 2d mort., 73; N. J. Central, 121; Hannibal and St. Joseph, 57½; Ashburton Coal, 8; Adams' Exp., 67½; Wells-Fargo, Exp., 64; Am. Exp., 65⅛; U. S. Express, 67; Merchants' Union Express, 20; Mariposa pref., 24; Western Union Telegraph, 45⅜; Boston Water Power Co., 24; Brunswick City Land Co., 5; Mechanics Banking Association, 114; American Flag, 0.65; Bobtail Gold, 2.00; Consol. Gregory, 7.25; Corydon, 1.85; Columbian G. & S, 0.55; Davidson Copper, 1.25; Gunnell, Gold, 2.40; La Crosse Gold, 0.95; New York Gold, 0.70; People's G. & S., 0.50; Quartz Hill Gold, 1.90; Rockland Copper, 8.00; Smith and Parmalee, 4.50; Sensenderfer, 10.00; Texas, 0.12; Twin River Silver, 45.00; Buchanan Farm Oil, 12; Walkill Lead, 0.48.

Philadelphia.—Burlington County R. R. bonds, 85; Belvidere Delaware bonds, 85; West Chester 7s, 98; Philadelphia and Reading mort. 6s, 92⅝; Allegheny County coupon 5s, 76; Schuylkill Nav. Boat Loan 7s, 81; State 6s, 1st series, 101¾; do., 2d series, 101¾; do., 3d series and int., 102½; State 5s, past due, 101⅞; Phila., Wil. and Balt. R. R., 53; West Philadelphia R. R., 66; Union Passenger R. R., 36; Camden and Amboy scrip, 74; Dalzell Oil, 1½; Ocean, 2⅝; Big Mt. Coal, 3⅜; Clinton Coal, 0.44; Preston Coal, 13; Hazleton Coal, 54; Bank of North America, 240; Commonwealth Bank, 62; Seventh National Bank, 105; Farmers' and Mechanics' Bank, 140; Mechanics' Bank, 31½; First National Bank, 138; Central National Bank, 130; Philadelphia Bank, 162. The latest quotations are: City 6s, 95@95¼; do., free of tax, 99⅝@99⅞; State 5s, reg., 1870, 97@97¼; do., coupon, 93⅜@94¼; do., 6s, W. L., 102¾@103; Reading, 54⅝@54¾; do., 6s, 1870, 96@98; do., bonds, 89½@90; Camden and Amboy, 130@131; do., 6s, 1889, 93¼@94; do., 1883, 89@90; Penn. R. R., 52⅞@53; do., 1st mort., 96@—; do., 2d mort., 94½@95¼; Little Schuylkill R. R., 29½@31; Morris Canal, 50@56; do., pref., 118½@119; do., bonds, 90@91; Wyoming Valley Canal, 45@52; do., 6s, 84¾@85; Susquehanna Canal, 17@18; do., 6s, 65@66; Sch. Nav., 19½@20; do., pref., 30@30; do., 6s, 1882, 73¼@74; Union Canal bonds, 21@23; Delaware Div. Canal, 56¾@57; do., bonds, 85@88; Elmira and Williamsport, 29@32; do., pref., 40@45; do., 7s, 1873, 90@93; do., 5s, 61@70; Lehigh Coal and Navigation, 47@47¼; do., bonds, 1884, 86½@87¼; North Pennsylvania, 35½@36; do., 6s, 90½@91; Philadelphia and Erie, 28⅜@28⅝; do., 6s, 92@93; Minehill, 58@58½; Catawissa, 13@13; do., pref., 28¼@28½; Lehigh Valley, 59@59¾; do., bonds, 92@92; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 70@76; West Philadelphia, 65@67; Spruce and Pine, 26½@27; Green and Coates, 30@31½; Chestnut and Walnut, 44@45; Thirteenth and Fifteenth, 18½@19; Girard College, 27@29; Tenth and Eleventh, 65@67; Union, 35@37; Hestonville, 12¼@12½.

Boston.—N. Y. and Boston Air Line 6s, 48; Rutland and Burlington 1st mort., 140; Vermont Central 1st mort., 7s, consolidated, 60; Boston, Hartford and Erie, 13½; do., 7s, 52¾; Indianapolis and Cincinnati, 41½; do., 1st mort., 7s, 1888, 91; Ogdensburg and Lake Champlain, 60¾; do., pref., 100; Western R. R. new, 140; Pittsfield and North Adams R. R., 80½; Western R. R. Rights, 14½; Boston and Worcester Rights, 4¾; Boston Water Power Co., 23½; Cary Imp. Co., 7¼; Waverly Land Co., 2; Essex Co., 102½; Ophir (N. S.) Gold, 1.62½; Bullion Consolidated, 75c.; Mammoth Vein Coal, 55c.; Massachusetts 5s, 1894, gold, 100⅛; do., 6s, gold, 109½@110½; Rhode Island 6s, 1882, 97¼; Chicago 7s, sewerage, 99; Cambridge 6s, 1880, W. L., 98; Boston 6s, 1876, currency, 100; Roxbury 5s, 1875, 90; Charlestown 6s, 1875, 97⅛ Lynn 6s, 1887, 97; Salem 6s, 1877, currency, W. L., 97⅛; Fannell Hall National Bank, 128¼; Webster National Bank. 107¾; Market National Bank, 106¼; Shawmut National Bank, 111¾; Merchants' National Bank, 109¼; Third National Bank, 108; Maverick National Bank, 104¼; Tremont National Bank, 116½; Allouez Mining Co., 8; Bay State, 3⅜; Concord, 1½; Calumet, 20; Eagle River, 1¾; Hanover, 62½c.; Hancock, 6½; Manhattan, 1; Native, 1½; St. Clair, 3½; South Side, 75c.

Baltimore.—Central Ohio R. R., 25; Marietta and Cincinnati 1st mort., 81; Virginia 6s, old reg., 42¼; do., new, coupon, 51; do., 1866, reg., 38⅛; do., 1867, reg., 35½; Am. Gas Coal, 11; Guilford Mining, 0.12; Merchants Bank 106½; Mechanics' Bank, 9½. The latest quotations are: Balt. and Ohio, 113@114; do., 6s, 1875, 95@96; do., 1880, 95@96; do., 1885, 97½@98; Northern Central, 42@43; do., bonds, 1885, 80@82; N. W. Va., 10@18; do., 1st mort., 1873, 91@94; do., 2d mort., 91¾@92; do., 3d mort., 91⅛@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 81@81; Central Ohio, 25@25; do., 1st mort., 89@90; Western Md. 6s, 71¾@72; do., 6s, guar., 92¾@93; Maryland 6s, coupon, 1870, 100@100⅛; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 95@96; do., 1873, 95@98; do., 1875, 97@97¼; do., 1880, 98@98; do., 1890, 97¾@97⅞; do., coupon, 100@100; do., Park, 96½@97; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19¼@19¾; Canton Co., 42@44; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.20; Maryland Anthracite Coal, 3¼@6½; George's Creek, 50@75; Santa Clara, 3⅞@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.30; Atlantic Coal, 0.40@0.70; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

☞ We would refer those readers of our JOURNAL who are interested in the use of steel, to an advertisement which appears in our columns from the old established house of WM. JESSOP & SONS, whereby it appears that they have contracted for the whole annual make of the most celebrated of the Dannemora Irons.

(L) This Iron has stood at the head of the list as a Steel Iron for more than half a century, and has a world wide reputation—no better Steel can be produced than that made from this Iron.

Little Rock and Ft. Smith Railroad.

Capt. J. H. Haney, Chief Engineer of the Little Rock and Ft. Smith Railroad, having completed the work of re-locating the line between Little Rock and Lewisburg, has returned to Little Rock. The *Gazette* of that city says the estimates for building the road will be made at once, and hopes to be able to announce at an early day, that a contract for construction has been let.

Winona and St. Peters Railroad.

At the recent annual meeting of the stockholders of this company held at Winona, Minnesota, on the 12th ult., the following gentlemen were elected directors for the ensuing year:

D. N. Barney, A. H. Barney, Jesse Hoyt, Alfred M. Hoyt, Charles F. Latham, New York; Wm. G. Fargo, Buffalo; Benjamin P. Cheney, Boston; J. W. Sprague, Winona; Angus Smith, Milwaukee.

The active management of the company's interests at Winona will doubtless continue in the hands of Gen. Sprague, the managing director, a gentleman of acknowledged vigor, and superior executive abilities.

The extension of the road beyond Owatonna is being prosecuted as rapidly as possible, and the line will be opened for business to a point near Clear Lake, about 15 miles west of Owatonna, by the first of September. The iron necessary to lay the track to that point is mostly in hand, and what is still lacking is now *en route* from New York.

Interest and Dividends.

The Philadelphia and Reading Railroad Company have declared a dividend of five per cent. on the common and preferred stock, payable, clear of National and State taxes on the 15th inst.

The Lehigh Valley Railroad Company a quarterly dividend of 2½ per cent., payable July 15th.

The Minehill and Schuylkill Haven Railroad Company a semi-annual dividend of four per cent., payable, clear of State and U. S. taxes, on the 11th inst.

The Cayuga and Susquehannah Railroad Company will pay a dividend of four and one-half per cent. on the 1st of July.

The New Bedford and Taunton Railroad Co., have declared a semi-annual dividend of 4 per cent., free of Government tax, payable July 1.

The Worcester and Nashua Railroad Company have declared a dividend of $4 per share, payable July 1.

The Concord and Portsmouth Railroad Co., have declared a semi-annual dividend of $3.50 per share, payable July 1.

The Quincy Granite Railroad Company have declared a semi-annual dividend of 3 per cent., payable August 1.

The Paterson and Ramapo Railroad Company have declared a dividend of 2½ per cent., payable July 3.

The Paterson and Hudson River Railroad Co., have declared a semi-annual dividend of four per cent., payable July 3.

The Citizens Passenger Railroad Co., Philadelphia, have declared a dividend of $3 per share, payable on demand.

☞ The Pennsylvania Railroad Company has purchased a majority share interest in the West Branch and Susquehanna Canal Company, whose main line is 114 miles long. This acquisition puts the Pennsylvania Railroad in control of 87 miles of canal in the Susquehanna Valley, from Columbia to Northumberland, and of 73 miles of canal in the West Branch Valley, from Northumberland to Farrandsville, besides the 127 miles of canal in the Juniata Valley—making a total of 287 miles all in river valleys, and in the very centre of the State.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Rock Island Railroad for the 3d week in June, 1867, were $64,400 00
Corresponding week of previous year.. 94,397 00

Decrease $29,997 00

The earnings of the Michigan Central Railroad for the 3d week in June, 1867, were.. $59,113 00
Corresponding week of previous year.. 79,043 00

Decrease $19,930 00

The earnings of the Detroit and Milwaukee Railroad for the week ending June 27th, 1867, were $33,821 00
Corresponding week of 1866..... 30,876 00

Increase..... $2,945 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in June, 1867... $21,446 00
Corresponding week previous year.... 25,415 00

Decrease..... $3,969 00

The earnings of the Atlantic and Great Western Railroad for the third week in June, 1867, were..... $90,825 00
Corresponding week previous year... 131,316 00

Decrease..... $40,491 00

The earnings of the Virginia and Tennessee Railroad for the third week of June, were $13,129, an increase of $3,179 on the same week last year. Total for the fiscal year commencing 1st of July, $704 881, an increase of $145,585 on same time of 1866.

Journal of Insurance Law.

ACTION BY INSURANCE COMPANY FOR LOSS OF FREIGHT INSURED.—SUBROGATION.

The case of The Home Ins. Co. *vs.* The Western Transportation Company in the N. Y. Superior Court is an important case of equal interest to insurance and railroad companies. It holds that the payment of loss alone as a total one by the insurer, entitles it to be subrogated to the rights of the insured against a common carrier by whose negligence the loss was caused. It also holds that a settlement between the common carrier and the insured, with knowledge of the insurer's rights would be void.

The opinion of Ch. J. Robertson was concurred in by Monell, J.

ROBERTSON, Ch. J.—The plaintiffs in this case, if they were assignees of the cause of action before any settlement made by the defendants with the consignees, unless such defendants had no notice of such assignment, were entitled to recover; or, so, too, if they had a legal right in equity to such assignment before such settlement, and the defendants knew the facts out of which such equitable rights arose, a settlement made in fraud of such right would be void. It has been frequently held in the Courts of this State, as well as those of Massachusetts, that where an owner of goods insured, and damaged by perils insured against, abandons all *spes recuperandi* to the underwriter, the latter, on paying the loss, is entitled to be subrogated to all the rights of the insured—to recover against third parties who caused the damage, by neglect or otherwise, and the entire destruction of the subject of insurance, or the payment of the loss, has been considered equipol. lent with an abandonment in giving the insurer such right of subrogation. In the case of a common carrier, it is true, the owner of goods transported by him may, by agreement, give him the benefit of an insurance on them, affected by such owner, so as at least to deprive the underwriter of any remedy against such carrier, although such insurance was made without knowledge by the underwriter of such agreement with such carrier. (Mercantile Mutual Insurance Co., *vs.* Calebs, 20 N. Y. R., 173.) In fact, such carrier is an insurer as well as the underwriter, and their rights seem to depend entirely on the action of the owner, who may, by previous agreement, give either the preference in having a claim against the other, in case of a loss.

The referee in the present case appears to have assumed that an abandonment of some kind was necessary to entitle the plaintiffs to recover. He states in his report, that the plaintiffs, "by reason of" an abandonment which he had previously found as a fact, and their payment to the consignees of the amount of their loss, "as well" (meaning, undoubtedly, "as much") as *by virtue* of the assignment to them, acquired the rights of the consignees. That he meant that such rights were acquired by either means, separately and indifferently, I think evident from his contrasting the phrases "by reason of" and "by virtue of," as well as his use of the word "subrogated," to express the mode of acquiring such rights, which is not appropriate to an assignment, and his succeeding statement "that the circumstances of the case constituted notice to the defendants of the intervening rights of the plaintiffs" [not as assignees, but] "as insurers of the property injured;" and that, therefore, "their settlement * * * was without effect on the previously acquired rights of the plaintiffs." I cannot doubt, therefore, that the referee meant to rest his conclusions as much, if not more, on the right of the plaintiffs, *as insurers* to whom the consignees had, by other means, transferred all their interest in the goods, than on their right as assignees, particularly as he does not speak of any express or implied notice of *the assignment* as such before the settlement, which would be necessary to defeat it.

There is no evidence in this case of a direct and formal relinquishment by the consignees of all their interest in the damaged grain to the plaintiffs; and the question of its abandonment as a fact is, therefore, not without difficulty in this case. The preliminary steps of possession taken by the plaintiffs of such damaged part, by direction of the defendants, after a series of notices of the loss, first by the latter to the consignees, then by them to the plaintiffs, and finally some negotiations between the parties to this action, did not constitute an abandonment; nor would the mere sale of part of the cargo and the receipt of its proceeds by the plaintiffs, unless by the consent of the consignees, operate as such. In fact, at the time when the plaintiffs thus took possession of the cargo, it was still in possession of the defendants as carriers; and they only delivered it to the plaintiffs to take charge of it for the parties interested. There is no direct evidence that the consignees, at that time, had any agency in the transfer of the property. Subsequently, however, *their* agent, in the very receipt given by him to the agent of the defendants, on the 9th of May, 1861, and which they claim to be a settlement, admitted that the damaged grain *had been received by the consignees* at Fort Plain, thus recognizing the delivery to the plaintiffs as a receipt by themselves. The damaged grain having been sold by the agent of the plaintiffs, and its proceeds received by them, they *settled with the consignee as for a total loss of the damaged grain*, without regard to such sum so received. That evidence was certainly strong enough to have defeated any action by the consignees against the plaintiffs for the conversion of such damaged grain. I think it was also evidence from which the Referee was at liberty to infer an abandonment of the damaged grain. (See N. Y. Ins. *vs.* Roulet, 24 Wend., 513.) And if necessary for the determination of the case, we ought not to disturb his finding upon that point.

I am, however, inclined to think that even the payment of the loss alone, particularly as a total one of the grain damaged, entitled the plaintiffs to be subrogated to the rights of the consignees so far as such was concerned. Otherwise, the consignees would be entitled to double compensation, and the policy of the plaintiffs become a mere wager one, since the consignees were entitled to be fully indemnified by the defendants, who were in fact equally insurers. In such case, neither would be entitled to recover against the other what they might be compelled to pay. In this very case, the consignees received fifty dollars from the defendants, for damage to the cargo, which was not credited to the plaintiffs in their settlement with them. On the payment of a partial loss, the inchoate right or equity of the plaintiff must become complete, because there can be no abandonment. In the case of The Mayor, &c., of New York *vs.* Pentz (24 Wend. 668), it was held that the plaintiffs were entitled to recover the full value of property destroyed by municipal authorities to prevent the spread of a conflagration, without regard to an insurance made thereon, because the insurers were entitled to be subrogated, or a reduction of their liability, to the extent of the amount recovered from the city without regard to an abandonment, which would have been useless. It is laid down, in a case in the same volume of reports (p. 576, The New York Insurance Co. *vs.* Roulet) that the mere payment of the loss by an underwriter entitles him in equity to *what may be recovered* from other parties on account of the loss, and neccessarily to be subrogated so *as to recover* such money, and nothing is said of abandonment. In the Atlantic Insurance Co. *vs.* Storrow (*vide sup.*) a cancelment by the owner of goods of a bill of lading, and a discharge of the ship-owner from liability for the loss of such goods by thieves, was held to entitle the insurer in equity after a judgment against him for the loss, to be relieved from it, and no question was raised of any necessity of abandonment. Of this equity of the plaintiffs, the defendants were bound to take notice, as they knew of the policy, and invited the plaintiffs to take possession of the goods for the benefit of all parties, and any settlement made by them was subject to such rights.

If the plaintiffs could entitle themselves by any act to take the place of the consignees in prosecuting the defendants for the damages to the grain, caused by the negligence of the latter, a settlement between the defendants and consignees for fifty dollars of all claims for such loss, admitted to have been over two thousand dollars,

with knowledge of the facts out of which the right of the plaintiffs arose, and of the extent of the loss, would have been a fraud on them. But, in fact, on the evidence, the Referee was not bound to find that any such settlement took place. He has ignored it in his report, and in order to sustain that, we want and must presume he found against it, if the evidence justified such finding.

There is apparently no evidence in the case to sustain the Referee's finding of a settlement between the consignees and defendants three days after the assignment to the plaintiffs, although Mr. Requa does testify that he paid Mr. Stout *a certain sum* ($257 38), as part of the sum due according to the previous settlement, and "took a receipt, *the one already produced in evidence*." No such receipt appears in the case, but the sum is the same as that specified in the imaginary receipt set out in the Referee's report. Such a receipt, if it existed, would have a strong bearing upon the question of any prior adjustment of the claim for damages, if given with knowledge of the assignment; but it is not before us, and may be considered as stricken out of the report, with whose findings of fact and legal principles it does not interfere, particularly as no exception was taken to the finding of fact based upon such receipt.

The judgment should therefore be affirmed, with costs.

Railways in India.

The following statistics, communicated to the London *Times*, by its Calcutta correspondent, show the state and progress of railway traffic in India during the past two years. The lines are arranged in the order of merit. Seven of them are not yet complete. The East Indian and Great Indian Peninsular were to join hands at Jubbulpore, and in these figures the extension of the latter to Nagpore does not show. The Bombay and Baroda has to be united with the East Indian at Delhi by a great line through Rajpootana. The Eastern Bengal is going on to Goalundo, and must yet run up by Dacca to Delrcoghun on one side, and through Rajshaye to Darjeeling on the other. The Sindh has to run up the left bank of the Indus to the Punjab at Mooltan, and the Punjab to run down to Delhi; the section of the last from Delhi to Meerut is ready. The North Western Madras line has to tap the Nizam's country and join the Great Indian Peninsular at Goolburga.

	Mean Mileage open. 1866.	Total Revenue per year. 1866. £	1865. £
East Indian	1,129¼	2,010,045	1,673,253
Great Indian Peninsular	738	1,240,839	1,171,120
Bombay & Baroda.	306	399,755	310,413
Eastern Bengal	110	129,792	123,505
Sindh	109	98,207	81,538
Madras	625	428,389	319,464
Great Southern	83	45,580	35,128
Mutlah	28	10,372	9,934
Punjab	253	94,098	54,125
	3,381¼	4,466,127	3,858,477

In a few weeks the Jubbulpore line from Allahabad will be opened as far as Myhere, and an engine will run the whole length of 224 miles. Already, before their completion, not ten years after the death of their great designer, the Marquis of Dalhousie, our nine Indian Railways yield a revenue of 4½ millions sterling, more than the whole revenue of Mexico, nearly that of Brazil, nearly twice that of Canada, and more than twice that of Denmark; in three years, at the present rate of progress, Indian railways will yield as much as the whole State revenue of Belgium. The sooner the great lines are finished the better, by the Rajpootana, Indus Valley and Peshawur extensions.

Turned Rails.

A Board of Trade Report on Railways Accidents has recently been issued in London, which includes the official description of a casualty that took place in the Watford tunnel of the London and North Western Railway on the 6th of April last. An express train, with two engines, 15 carriages, and three breaks was passing through this tunnel at the usual speed of about 40 miles an hour, when the 11 aftermost vehicles suddenly jerked off the rails. The train was pulled up, and it was eventually found that a broken rail was the cause of the accident, and that this rail was a turned rail. The rails of this permanent way, when new, are said to be very good and substantial, and usually weigh 84 lb., being fixed in cast-iron chairs, each weighing 35 lb., by means of wooden keys. It is generally admitted that the turning of a rail will cause it to break sooner than it would othewise do if retained in its original position. Colonel Yolland, R. E., who was appointed by the Board of Trade to investigate the particulars of this accident, considers that the practice of turning rails which is followed on the London and North Western, as well as many other lines, is very objectionable, and very liable to increase the casualties that are due to trains getting off the rails. He specially emphasises the opinion with respect to a main line, where very high speed is attained, but remarks that turned rails can be used without objection in sidings. It is a curious fact that if another week had passed without the occurrrence of an accident this rail would have been replaced by one of steel, the company having on the previous Sunday been engaged in relaying this portion of their line.

Baby Law.

The railroads generously permit a baby to be carried without charge; but not, it seems, without incurring responsibility. It has been lately decided, in "Austin *vs.* the Great Western Railway Company," 16 L. T. Rep., N. S., 320, reported in the *Law Times*, that where a child in arms, not paid for as a passenger, is injured by an accident caused by negligence, the company is liable in damages under Lord Campbell's Act. Three of the judges were clearly of opinion that the company had, by permitting the mother to take the child in her arms, contracted to carry safely both mother and child; and Blackburn, J., went still further, and was of opinion that, independently of any such contract, express or implied, the law cast upon the company a duty to use proper and reasonable care in carrying the child, though unpaid for. It may appear somewhat hard upon railway companies to incur liabilities through an act of liberality, but they have chosen to do so. The law is against them, that is clear; but they have the remedy in their own hands. There was some reason for exempting a child in arms, for it occupies no place in the carriage, and is but a trifling addition of weight. But now it is established that the company is responsible for the consequence of accident to that child, the company is clearly entitled to make such a charge as will secure them against the risk. The right course would be to have a tariff, say of one-fifth or one-fourth of the full fare, for a child in arms; and if strict justice were done, this should be deducted from the fares of the passengers who have the ill-luck to face and flank the squaller.

Railroads to New York.

There is no outlet from Minnesota and that vast region of country to St. Louis by railroad, and its trade and commerce therefore are mainly lost to this city.

There are now six railroads being constructed through Iowa—running east and west—all pointing to Chicago and New York. These roads will be completed at an early day, and will drain that rich and splendid country, as well as Nebraska; but St. Louis, having no connection by rail, will lose all this trade and commerce.

There is a railroad running from Hannibal to St. Joseph, draining and carrying off the trade of all North Missouri eastward, as well as a large portion of the trade and commerce of Kansas. The building of this road was the severest blow ever given to St. Louis. She has lost on account of it a trade equal to hundreds of millions of dollars. There is a road being constructed from Moberly to Hannibal, thence to Naples, Ill. This branch will carry off a large portion of the trade and commerce of the Missouri and Kansas valleys to Chicago and New York.

There is a company being organized to build a road from Mexico, on the North Missouri railroad, to Louisiana, in Pike county, and thence to Pana, on the Alton and Terre Haute road. Pike county has already voted a subscription of $300,000; Audrian county will, in a few days, vote $100,000 more. This road will be built in a short time, and by it a large portion of the trade of Central Missouri is carried direct to Chicago and New York.

They have even started the project of a road from St. Charles to Alton, to connect there with roads to Chicago. So that in a short time the trade of St. Louis will be a river trade, and beyond this, it will be mainly confined to the Merimec and Missouri rivers on the west side of the Mississippi river and St. Clair county, Ill., on the east side.—*St. Louis Republican.*

Wellington, Grey and Bruce Railroad.

A meeting of the stockholders of this company was held in Hamilton, Ca., on the 21st ult., and the following gentlemen chosen directors for the ensuing year: John Ferrie, A. T. Wood, Adam Brown, James Turner, John Brown, Donald Mc Innes, and Wm. McGiverin, of Hamilton; Mr. J. M. Fraser, of Elora; Messrs. James Wilson and George D. Ferguson, of Fergus; and Dr. Parker, of Guelph.

At a subsequent meeting of the directors, Mr. Adam Brown, of Hamilton, was chosen President; Mr. Geo. D. Ferguson, of Fergus, Vice-President; Mr. Erskine Irvine, of Hamilton, Secretary, and Mr. Geo. W. Burton, Q. C. Solictor.

The first sod of the road was to have been turned near Fergus on the 28th of June. The prospect of an early commencement and speedy completion of this important work is considered most favorable.

McGregor Western Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: George Green, N. A. Cowdrey, James Buel, James M. Bockee, Edward P. Scott, H. M. Hubbard, John Johnson, James M, Whaling, Alanson Cary. President, George Green; Secretary and Treasurer, H. C. Atkins.

☞ The Albany and Susquehanna railroad will soon be opened to Bainbridge.

Finances of Ohio.

The Commissioners of the Sinking Fund of the State of Ohio have made the following report to the Governor:

OFFICE OF THE COMMISSIONERS OF THE SINKING FUND,
COLUMBUS, Ohio, June 8, 1867.

To His Excellency the Governor of the State of Ohio:

The Commissioners of the Sinking Fund would respectfully report that, during the six months ending on the 15th of May, 1867, the Public Funded Debt of the State was reduced $633,065 58, and that an additional sum of $53,092 67 ceased to bear interest. The following table will show at a glance the loans that have been in part reduced, and also the condition of the debt at the close of business on the 15th ultimo:

On the 15th of November, 1866, the public funded debt of the State was		$11,814,768 14
The redemptions during the six months were:		
Foreign loan of 1860	$412,929 58	
Foreign loan of 1865	2,000 00	
Foreign Union loan of 1868	99,500 00	
Domestic Union loan of 1868	120,636 00	
		635,065 58
Outstanding May 15, 1867		$11,179,702 56

This sum consists of the following loans:

FOREIGN DEBT PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest	$55,092 67
Loan payable after Dec. 31, 1865, not bearing interest	5,000 00
Loan (Union) payable July 1, 1868, bearing six per cent. interest	280,366 00
Loan payable after Dec. 31, 1870, bearing six per cent. interest	2,183,531 90
Loan payable after Dec. 31, 1875, bearing six per cent. interest	1,600,000 01
Loan payable after June 30, 1881, bearing six per cent. interest	4,095,309 47
Loan payable after Dec. 31, 1886, bearing six per cent. interest	2,400,000 00
	$10,619,300 07

DOMESTIC DEBT PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest	60 36	
Union loan of 1868, bearing six per cent.	158,577 13	
Union Loan of 1871, bearing six per cent.	400,000 00	
		560,402 49
Total amount of public funded debt, May 15, 1867		$11,179,702 56

It will be observed that the sum of $220,136 of the Union loan of 1868 has been redeemed. This has been done without the payment of premium, and the Commissioners are prepared to continue the redemption of that loan until $300,000 of it have been retired.

The "act making appropriation for the year 1867, and the first quarter of the year 1868," passed April 16, 1867, authorizes the Auditor of the State, upon the written request of the Commissioners of the Sinking Fund, temporarily to transfer to the Sinking Fund other funds in the State Treasury unappropriated or not required for the purposes for which they have been appropriated, that the same may be applied to the reduction of the public debt of the State. Under this authority transfers from the following funds have been made:

General revenue	$113,414
Canal	10,000
Common school	76,586
Total amount transferred	$200,000

The amount thus transferred was applied to the payment of the principal of the Union loan of 1868, and the interest saved to the State thereby will be paid into the State Treasury, to the credit of the General Revenue Fund.

The receipts into the Sinking Fund, and the disbursements therefrom, for the period covered by this report, were as follows:

RECEIPTS.

Balance in the Treasury, Nov. 15, '66.		$554,700 67
Taxes		747,843 34
School lands		23,817 52
Surplus revenue		5,831 07
Turnpike stock		2,073 00
Canal lands		150 00
Agricultural College land scrip		84,122 90
Common school fund, temporarily transferred		76,586 00
Canal fund, temporarily transferred		10,000 00
General revenue fund, temporarily transferred		113,414 00
		$1,618,537 60

DISBURSEMENTS.

Principal of foreign d'bt.	$446,022 25	
Principal Union loan	220,136 00	
Interest on foreign debt.	323,436 91	
Interest irreducible d'bt	199,866 63	
Interest Union loan	33,280 28	
Expenses of home office	1,143 90	
Expenses N. York office	1,959 95	
Expenses fund commissioners	900 00	
		1,226,745 92
Balance in Treasury, May 15, 1866		$391,791 68
Balance in New York, May 15, 1867		59,711 35
Total amount of Sinking Fund on hand May 15, 1867		$451,503 03

The balance in New York is funds deposited there for the payment of the certificates of the loans of 1860 and 1865, that have not yet been presented for redemption.

Respectfully submitted,
JAS. H. GODMAN, Auditor of State,
WM. HENRY SMITH, Secretary of State,
W. H. WEST, Attorney General,
Commissioners of the Sinking Fund.

St. Paul and Chicago Railway.

At last the prospects for active operations on the St. Paul and Chicago Railroad grow flattering. An interest has been awakened in Chicago, and the journals of that city are fully aroused to the importance of communication with St. Paul by the direct route down the valley of the Mississippi River to Winona, and thence almost an air line to Chicago. This route will shorten the distance between this city and Chicago by rail from eighty to one hundred miles, and is a route which connects all the principal points in the State with Chicago.

The contract for the construction of this road from this city to St. Paul, including the bridge across the Mississippi at this point, we understand has been let to Messrs. Morris, Reynolds, Saulspaugh & Co., of Rock Island, Ill., and the prospects are excellent for the completion of the road between here and St. Paul this fall.

This line of road will be the great commercial route of the State, connecting as it does with the St. Paul and Pacific, the Minnesota Valley, the St. Paul and Superior, and the Hastings and Dakota Railway, and at Winona with the Winona and St. Peter Railway; in fact this becomes the great trunk line for the entire commerce between Minnesota and Chicago.—*Hastings (Minn.) Gazette, June 15th.*

☞ The following gentlemen have been elected directors of the Milwaukee Division of the Chicago and Northwestern Railway: W. B. Ogden, P. H. Smith, G. L. Dunlap, J. R. Young, H. W. Blodgett, E. H. Sheldon, L. Holbrook, G. L. Scott, and J. B. Redfield. President, H. W. Blodgett; Vice President, E. M. Sheldon; Secretary and Treasurer, A. S. Downs.

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OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

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MEAD & MANNING,

June 8th, 1867.

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CARL EMANUEL DE GEER, Proprietor.

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2 VOLS. 8vo. $15·00.

Contents. Vol. I. CHAP. I. Introduction. II. Public Railways as Corporations; Preliminary Associations. III. Railways as Corporations. IV. Proceedings under the Charter. V. Prerogative Franchises. VI. By-Laws and Statutes. VII. Capital Stock. VIII. Transfer of Shares. IX. Assessments or Calls. X. Right of Way by Grant. XI. Eminent Domain. XII. Remedies by Land-Owners under the English Statute. XIII. Entry upon Lands before Compensation is assessed. XIV. The Mode of assessing Compensation under the English Statutes. XV. Construction of Railways. XVI. Excessive Tolls, Fare, and Freight. XVII. Liability for Fires communicated by Company's Engines. XVIII. Injuries to Domestic Animals. XIY. Fences. XX. Liabilities in Regard to Contractors, Agents, and Sub-Agents. XXI. Railway Directors. XXII. Arrangements between Different Companies.

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THE

UNION PACIFIC RAILROAD CO.

Are now constructing a Railroad from

OMAHA, NEBRASKA,

westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $32,350 per mile amounting to $44,208,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of the capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $261,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 330 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & Co., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 33 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*
NEW YORK.

NATIONAL TRUST CO.,

OF THE CITY OF NEW YORK.

CAPITAL ..... $1,000,000.

Shares $100 Each.

The Subscription Books to the Capital Stock of the **National Trust Company** of the City of New York are now open at the

NINTH NATIONAL BANK,

363 Broadway, cor. Franklin street, New York, and will remain open until the whole amount of the Capital Stock of $1,000,000 shall be subscribed.

☞ Inasmuch as the Larger Portion of the Capital has already been applied for, Immediate Application should be made by Parties desiring to secure Stock. ☜

The payments will be as follows:—

10 per cent. on subscribing	$100,000
June 5, 1867, 15 per cent	150,000
July 1, 1867, 15 per cent	150,000
August 1, 1867, 10 per cent	100,000
September 2, 1867, 10 per cent	100,000
October 1, 1867, 10 per cent	100,000
January 10, 1868, 15 per cent	150,000
February 10, 1868, 15 per cent	150,000

The average date of the above payments is September 12, 1867.

After the 22d of May, inst., subscribers may pay in the whole amount unpaid, and be allowed interest at the rate of 7 per cent per annum from the day of payment to September 12, 1867, that being the average day of the payment of the calls.

ELISHA A. PACKER,
THOMAS W. SHANNON,
THOMAS B. READ,
JOSEPH U. ORVIS,
HENRY C. CARTER,
} Commissioners.

☞ Applications for circulars or stock, by mail, promptly attended to.

WHAT IS A TRUST COMPANY?

A TRUST COMPANY IS THE SAFEST AND MOST CONSERVATIVE OF FINANCIAL INSTITUTIONS. A careful perusal of the following paragraphs will amply substantiate this proposition.

TRUST POWERS.

To receive money from individuals and corporations and allow such interest as may be agreed upon.

The Company is constituted by its Charter a Legal Depository of Money paid into Court.

To accept and execute all Trusts, in reference to both real and personal estate, committed to the Company by any person or corporation, or transferred to the Company by order of any of the Courts of Record, or by any Surrogate, etc., etc.

To act as Financial Agent of State and City Governments and of Counties, in the management of their business at the financial center of the country.

To act as Agent for foreign Banks, Bankers, Business Men, and Corporations, having business transactions in the City of New York.

GUARANTEES.

Among the Guarantees afforded by the Charter of this Company, are the following:

Every Director or Trustee must be a citizen of this State, and be a stockholder in the Company to the amount of five thousand dollars, at least.

No loan shall be made, directly or indirectly, to any trustee, officer, or employee of said Corporation.

It is not permitted to discount or deal in Commercial or Business Paper.

ON WHAT SECURITY MAY THIS COMPANY LOAN ITS DEPOSITS?

The National Trust Company can only invest the funds entrusted to it in United States Stocks or Stocks of the State of New York or other States, or of any City incorporated by the State of New York.

Therefore, it is adapted for the investment of funds which the public desire very safe investments for. Its Stock will probably pay dividends equal to, or greater than the interest on Government securities, and deposits made in this Company will earn as liberal a rate of Interest as is possible, taking into consideration the great security.

COUPON Government Bonds, the Secretary of the Treasury says, he will pay to any holder, whether stolen or not; therefore is it not wise to sell those COUPON Bonds and take the stock in the National Trust Company which will have its permanent investments in REGISTERED United States Bonds, State Stocks, and Bonds of Incorporated Cities of this State?

GENERAL REMARKS.

The success of other Trust Companies and the high prices of their stocks in the market are sufficient evidence of the profitable character of the business, and the Trustees feel justified in recommending the Stock of this Company to capitalists and others seeking a safe investment.

It is believed that the Stock of this Company is more desirable than that of most other moneyed corporations, and as safe as Government Securities; that the increase in the value of the stock will be more rapid than Government Bonds, and the dividends quite EQUAL to, if they do not EXCEED the interest of such Bonds.

The decision of the Secretary of the Treasury that he will pay COUPON Government Bonds to the holders whenever presented, without reference to any disputed ownership, will lead, in many cases, to the sale of such Bonds; This Company will take in exchange of its Stock any United States Bonds, 7-30 Treasury Notes, or Compound Interest Notes at the market price on the day of tranfers.

OFFICERS FOR FIRST YEAR.

JOSEPH U. ORVIS, President.
HENRY C. CARTER, First Vice-President
BARNET L. SOLOMON, Second Vice-President.
JAMES MERRELL, Secretary.
GEORGE STEVENSON, Attorney and Counsel.

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1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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62 Broadway, New York.

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COMMISSION MERCHANTS,

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OF EVERY DESCRIPTION.

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BOLTS AND RIVETS.

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AND

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Columbian Metal Works.

M. M. FREEMAN & CO., Agents,
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THE GRAND TRUNK RAILWAY COMPANY is prepared to deliver, during the present season of navigation, from FIVE to SIX THOUSAND TONS of OLD RAILS.

Parties desirous of purchasing the whole, or any part of these Rails, can obtain full particulars upon application to the undersigned.

Parties tendering will be required to state the price which they will give, and the places at which they will take delivery.

Delivery to be made on the frontier, the purchaser paying duties.

C. J. BRYDGES, Managing Director.
Montreal, May 28, 1867. 4t23

Important to Travelers and Shippers.

TWO THROUGH TRAINS DAILY.

The All Rail Great Southern Mail ROUTE

IS NOW OPEN FOR THE TRANSPORTATION OF PASSENGERS AND FREIGHT TO

New Orleans, Mobile, Memphis, Nashville, Richmond,

AND ALL INTERMEDIATE POINTS, VIA

Washington, Lynchburg, Knoxville, Chattanooga, &c,

☞ THIS ROUTE ISSUES TICKETS & CHECKS BAGGAGE THROUGH FROM NEW YORK.

Passengers leave New York at Jersey City Ferry, foot of Courtlandt street, at 8.40 A. M. and 7.30 P. M.

For tickets and other information, apply to

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 280 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

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150 N. 4th St., Philadelphia.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 138 Pearl St.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, July 13, 1867.

Merchants' Union Express Co.

We notice in our exchanges that large and enthusiastic meetings of stockholders of the Merchants' Union Express Co., are being held at several important points in the West, at which great determination is evinced to support the company by a prompt response to all calls upon its stock, and renewed exertions to increase the business by all honorable and legitimate means. The Buffalo *Express* of June 28th, says:

Resolved, That we will stand by the Merchants' Union Express Co., through evil or good report to the extent of our ability, and that we pledge to each other and the company our business and influence.

Resolved, That we hereby pledge ourselves to pay promptly this last and all future assignments (if any) on our stock, up to its full par value, if the same shall be necessary to bring this contest to a successful issue, and establish this company as one of the fixed institutions of the age.

Resolved, That the report of our committee, appointed to visit Auburn, has been eminently satisfactory, proving the affairs of the company to be in a more prosperous condition, after the severe struggle through which we have passed, than we had even dared to hope.

We also copy from the Chicago *Republican* of 6th inst., proceedings of a meeting of stockholders representing nearly a million of dollars of the stock:

Resolved, That we will promptly pay the present call of ten per cent., and all other calls our Executive Board and Trustees may deem necessary in order to insure a lasting and triumphant success.

Resolved, That so long as the Merchants' Union maintains only a fair and just remunerative tariff, treats the business community courteously and honorably, and conducts its affairs with the prudence, skill and economy heretofore exhibited, we will not only give it our entire business on all lines over which it runs, but will use our influence with our numerous friends and customers who are not stockholders to induce them to aid us by their patronage.

Resolved, That the establishment by the Merchants' Union Express Company of a new fast freight line—The People's Dispatch—is deemed by us an eminently wise measure, and we pledge ourselves to sustain it both with our patronage and influence, feeling every assurance that it will not only achieve a deserved success, but give the fullest satisfaction to the business public. It is not generally understood by the public that the Merchants' Dispatch is owned by the American Express Company, and the Great Western Dispatch by the United States Express Company, and that every dollar paid to either of their fast freight lines goes directly to the support of these Express Companies, and is so much taken from the support of our own stock. Every stockholder in the Merchants' Union Express Company should bear this in mind.

Annual Exhibition of the American Institute.

The Managers announce that the Grand Autumnal Exhibition will be held from the 12th of September to the 26th of October, 1867, inclusive, from 9 A. M. to 10 P. M., in the spacious armory of the Twenty-second regiment, on Fourteenth street, near the Sixth avenue, New York. Inventors, artists, manufacturers, proprietors of labor-saving machinery, and those engaged in agricultural and horticultural pursuits, are invited to send their best specimens of work and ingenuity to compete for prizes to be awarded.

Though the armory halls are the largest in the city, covering not less than forty thousand square feet, the managers state that they are compelled to discriminate in their allotments in favor of those who make early application for space, and more especially those who offer novelties of acknowledged utility which have not been exhibited at former fairs. The Institute has adopted the following classification of articles offered for exhibition; each of the seven departments—embracing seven groups—being made the special care of a sub-committee consisting of three managers:

I. Department of Fine Arts and Education.
II. Department of the Dwelling.
III. Department of Dress and Handicraft.
IV. Department of Chemistry and Mineralogy.
V. Department of Engines and Machinery.
VI. Department of Intercommunication.
VII. Department of Agriculture and Horticulture.

In order to confer the greatest benefit on successful exhibitors, the Institute has directed that hereafter the most prominent feature of the award shall be a testimonal or statement of the advantages and good qualities of the prize articles, given in such terms that it may be used by the successful competitor as evidence of its value.

The exhibition rooms will be open for the reception of goods daily from the 4th to the 11th of September next. Only those articles produced in the United States will be allowed to be entered for competition, though other articles will be received for exhibition.

On the evening of the 26th of October, the closing address will be delivered and other interesting ceremonies take place, after which the names of the successful competitors will be announced.

Great Russian Railway.

The annual meeting of this enterprise has just been held at St. Petersburg. At this meeting, Mr. Baring and General Kerbedz were re-elected directors for five years. The report presented to the meeting showed that the receipts for 1866 amounted to 10,717,687 roubles, of which 6,166,374 roubles were earned on the Warsaw line and the Prussian branch, and 4,551,263 roubles on the line from Moscow to Nijni. The total receipts in 1865 were 10,252,587 roubles, so that the revenue of the company increased in 1866 to the extent of 465,050 roubles. The receipts of the current year have presented a further progress, showing an augmentation over the corresponding period of 1866 of 10 per cent. on the Warsaw line, and 5

per cent. on the Nijni line. Notwithstanding the importance of the receipts, however, the company has again failed to pay a dividend, as the working expenses absorb from 70 to 75 per cent. of the revenue acquired. The shareholders enjoy, however, a guarantee of 5 per cent. from the Russian Government—a guarantee which has been duly provided for.

Cincinnati, Hamilton and Dayton R. R.

The income and expenses of this company for the years ending March 31, 1866 and 1867, were as follows:

Income:	1866.	1867.
From passengers	$545,666 09	$457,665 26
" freight	748,678 38	737,001 15
" mails & express.	46,690 66	41,763 10
" rent of track, etc.	18,773 90	41,100 00
" rent of real estate	1,757 44	.....
" rent of machin'ry	.....	21,833 49
" miscellaneous	.....	2,173 67
	$1,361,566 47	$1,301,536 67
Expenses, viz:		
Repairs of road	$170,847 67	$139,729 83
" bridges	15,638 09	80,151 70
" buildings, etc.	14,372 06	18,384 40
Passenger expenses	139,765 63	148,086 51
Freight expenses	216,864 38	211,857 23
Other trains expenses	26,087 14	29,400 21
Station expenses	118,573 66	122,096 06
Office expenses	28,000 91	31,495 92
Shops, etc., expenses	39,603 11	22,587 40
Watching bridges	6,960 21	7,064 04
Miscellaneous	34,174 79	36,740 80
	$829,276 95	$847,594 10
Balance of earnings	$532,289 52	$453,942 57
From which deduct—		
Interest on bonds	$123,151 88	
General interest and exchange	39,127 06	
Taxes—State	34,516 32	
" National	17,892 15	
" on manufactures	8,363 22	
" on profits	8,148 87	
Insurance	1,460 00	
Sundries profit and loss	734 65	
		233,394 15
Leaving as net earnings		$220,548 42
Add amount to credit of surplus, March 31, 1866		547,076 86
		$767,625 28
Applied as follows:		
Two dividends of five per cent	$297,328 00	
Discount on bonds sold	65,720 00	
		363,048 00
Leaving to credit of surplus account, March 31, 1867		$404,577 28

The gross receipts for fifteen years ending March 31, 1867, have been as follows:

1853	$321,793 17	1861	$615,071 07
1854	463,021 45	1862	646,205 67
1855	483,629 48	1863	877,408 86
1856	471,885 70	1864	1,083,328 47
1857	518,333 95	1865	1,241,856 71
1858	487,421 27	1866	1,361,566 47
1859	489,437 92	1867	1,301,536 67
1860	561,681 52		

The gross earnings of the past show a decrease from those of the preceding year of $60,029 80, and the net earnings a decrease of $98,394 75. The operating expenses show an increase of $18,317 15, and the earnings less operating expenses a decrease of $78,346 95. The entire expenditures, including interest, taxes, etc., were, $1,080,988 25—an increase over the previous year of $38,364 95. The balance of income after deducting all expenditures, was $220,548 42, a decrease of $115,181 24. The gross earnings of the road per mile were, $21,692 28, against $22,692 79 in 1865–'6—a decrease of $1,000 51. The per centage of operating expenses was 65.12. The report says:

The falling off in receipts has been less than anticipated during the year, and much less in proportion than on many of our leading roads. Two successive failures of crops, the general stagnation of business, and the strong competition of water routes, resulting in extreme low through rates have had an unfavorable effect upon the freight earnings, but not to as great an extent as expected.

The local passenger earnings on this, as well as on the Dayton and Michigan Road, show a very considerable decrease, consequent doubtless upon a general dullness of trade and the prevalence of cholera during the months of August, September and October last. The same may be said of many of our Western roads, where the local passenger traffic has fallen off from thirty to forty per cent.

The unusual expenses of transportation are still kept up by the high price of labor and supplies, and there seems at present but little prospect of an improvement in this respect. A constant effort has been made during the past year to reduce the number of men engaged in operating the road, maintaining the track and superintending the business of the company. Quite a reduction in the number has been made, and the pay rolls of March show only an average of five and one-half men per mile on the roads operated by this company, including all engaged from the President to the Brakeman. This, we believe to be much be low the average on roads similarly situated, and doing an equal amount of business. The average price paid per month, embracing all the mechanics in the shops, those running trains, repairing track and rebuilding bridges, as well as the general officers and agents of the companies, is $57.66.

The prospect for a profitable summer's business is not very bright, but it is hoped that good crops will bring up the average of the year to equal the one just past.

For net profit, at the present time, our company must mainly rely on its local business. Through freights are now carried at a price below the actual cost of transportation, on some of our leading roads between the East and West. This arises from a scarcity of freight, and from an unwise and ruinous competition, originating in a measure, from the employment of two sets of agencies by leading roads, to obtain through business.

The road and its equipment has been kept up during the past year in good condition, and has been operated with the usual freedom from accident to persons and property. The expenditures, consequent on the damage done our road by the floods of 1866, have added much to the cost of operating expenses.

The business in connection with the Atlantic and Great Western Railway, continues to increase; and although the expenditure was very large to accommodate the new connection, still it already pays the transportation expenses and a fair interest on the investment. From this important connection we confidently look for a large increase of business. The A. & G. W. Railway has recently passed into the hands of a receiver, but this will not interrupt the regular and successful working of the same; on the contrary, the company will be the better able to expend the necessary amount to keep the road in first class order, and to transact a larger amount of business to the satisfaction of the public.

The Cincinnati and Indianapolis Junction Road, which connects with our road at Hamilton, will be completed to Indianapolis during the present year. A company of enterprising and wealthy gentlemen of our city have taken a contract for the finishing of the road, and they will advance the requisite amount of money. This road is now one of the important feeders of our line, and will become much more so when extended to Indianapolis, and to a connection with the railroads centering there. It is anticipated that the increase of business from this source, and from the Cincinnati, Richmond and Chicago road, will make the extension of our double track to Hamilton, the point of connection, a matter of necessity within the next two years. Those who have undertaken to extend the Junction Road to Indianapolis, are mostly large stockholders in the Cincinnati, Hamilton and Dayton Company, and we cannot but wish them great success in their enterprise.

The Board of Directors have recently concluded an important contract with the Cincinnati, Dayton and Eastern (short line) and the Sandusky Dayton and Cincinnati Companies, which is herewith submitted to your consideration and approval. By an examination of the contract you will see that the annual sum to be paid to the Cincinnati, Hamilton and Dayton Company for the use of its narrow gauge track between Dayton and Cincinnati, will be equal to the interest on half the cost of the same, including our valuable depot grounds in Cincinnati, Hamilton and Dayton; the depots and grounds in Cincinnati not to be used by the Cincinnati, Dayton and Eastern Company, except temporarily, when the floods in the Ohio River interrupt the business of other roads terminating on the low grounds of our city. In addition to the annual rental of $130,000 per annum, the Cincinnati, Dayton and Eastern Company are to pay a proportion of all repairs to tracks and bridges, according to the number of cars and locomotives run on and over the same. The Cincinnati, Dayton and Eastern are to do no local freight business on the line of the Cincinnati, Hamilton and Dayton, nor any passenger business, with the exception of that received at Hamilton and Middletown, on two trains, where they stop for the purpose of taking wood and water.

This contract has received the unanimous approval of the several Boards of Directors, and is regarded as important to both contracting parties. The Cincinnati, Hamilton and Dayton Company will receive a satisfactory price for the facilities which they have to spare, and the Cincinnati, Dayton and Eastern Company will obtain an independent entrance into Cincinnati, for the annual interest on one-half it would cost them to build a road from Dayton to Cincinnati. It also puts at rest the question of a rival line to the Cincinnati, Hamilton and Dayton Road between its two terminal points, which would be highly injurious to the interests of both corporations. The Cincinnati, Dayton and Eastern are to have the use of the track of the Cincinnati, Hamilton and Dayton to a point a few hundred feet east of Mill Creek, the western border of our city.

The construction account of the Cincinnati, Hamilton and Dayton Road, including both the narrow and broad gauge tracks, stands on the books as follows, viz:

Equipment, real estate and depots		$5,265,501 71
Amount advanced to D. & M. road for permanent improvements and equipment		323,117 96
Amount of bonds held in Junction Road, and other assets		149,333 93
		$5,737,953 60
Amount of stock issued	$3,260,800	
Amount of bonds issued	1,759,000	
		5,019,800 00
Leaving a balance of		$718,153 60

The real estate and depots in Cincinnati, Hamilton and Dayton, are stated in the above at cost. It would require at this time a million of dollars more to provide the same amount, equally well situated for business.

The bills payable of the company, created by the expenditures for equipment, extending side tracks and for permanent improvements on the Dayton and Michigan Road, now amount to $529,724 93. To pay off this floating debt, and to enable the company to continue the payment of cash dividends from October next, the Board of

Directors have authorized and directed the issue of additional mortgage bonds, payable in ten years, with a sinking fund of twenty-five thousand dollars per annum. The bonds will bear eight per cent. interest, payable semi-annually in New York, and will not be sold for less than par. These bonds, it is believed, will command ready sale in Cincinnati. It is proposed, however, to give to all Stockholders East and West, an opportunity of taking their *pro rata* proportion. The mortgage will provide for an issue of one million dollars, though no more will be disposed of at the present time than is sufficient to pay off the debt incurred. The remainder will be held until such time as it may be necessary to extend our double track to Hamilton.

The earnings of the Dayton and Michigan as well as those on the Cincinnati, Richmond and Chicago, have been seriously affected by the failure of crops. Those of the D. and M. have also been interfered with by the opening of the Atlantic and Great Western Railway which has received from, and delivered to the Cincinnati, Hamilton and Dayton Road, at Dayton, a large amount of through freights, heretofore transported by way of Toledo; this was unavoidable in the ordinary course of business, as shippers avail themselves of the route which makes the quickest time, and subjects the freights to the fewest handlings. The local freight traffic of the D. and M. road however, shows an increase equal to the falling off in through traffic.

The rapid development of the country, especially that on the northern portion of the Dayton and Michigan Road, more than meets our expectations. Between Lima and Toledo mills have been built in large numbers during the past year or two, for sawing of lumber, for which there is great demand both in Cincinnati and the East; at almost every point where mills are erected, small villages are springing up, giving promise of future business of great importance to the road. The loss of timber immediately on the line of the road will subject the company to a higher charge for fuel; but this loss will be returned four fold in the increase of the product of the land in grain, live stock and manufactures.

It is the policy of the company to give special attention to the increase of local business on the line, believing that in a very few years it will give to the stockholders a rich return. Thus far the Cincinnati, Hamilton and Dayton Company are in advance to the Dayton and Michigan, for permanent improvements on the line; but the period is not distant when this will be returned, and the policy of leasing the road fully demonstrated.

The General Assembly of Ohio, at its recent session, passed an enactment of general interest to all stockholders and managers of Railroad Companies in the State, providing for the appointment of a Railroad Commissioner, with general powers, mainly directed to the collection of such authentic knowledge as will serve as a basis for future legislation, looking to the protection of the public, including the class which now owns railroad property, as well as that which deals with railroad companies. Under this law, the first appointment to the office has been conferred upon Gen'l Geo. B. Wright, in whose well directed efforts to promote the important public interests with which he is charged, it will be the pleasure, as it is made the duty of the directors and officers of this company to co-operate.

There have been placed in the track during the year, 367 tons of iron, 30,823 cross ties, 47,950 lbs. spike, and 22,414 lbs. wrought iron chairs. The equipment has been increased by the addition of 2 new locomotives, 8 passenger, 8 baggage, 80 box, 14 platform and 11 stock cars. The equipment now consists of 34 locomotives, 30 passenger, 2 mail, 13 baggage and express, 1 paymaster's, 242 box freight, 30 stock, 110 platform, 46 lime and coal, 9 caboose, 24 hand and 8 truck cars.

The receipts from operations of the Dayton and Michigan Railroad during the year were $853,863 57; from sale of tug and real estate, $6,260 36—total, $859,623 93. The expenditures were: operating expenses, taxes, insurance, etc., $639,249 93; interest and discount on bonds, $264,065 83; construction, equipment, etc., $35,818 48; Toledo Depot improvements, $16,762 14; Trustee of sinking fund, $30,000; Buffalo and Lake Erie steamboat stock, $25,000—total, $1,010,896 38; excess of expenditures over receipts, $151,272 45; to which add balance from previous year, $171,845 51—making a total of $323,117 96, due C., H. and D. R. R. Lessee.

The receipts from operation of the Cincinnati, Richmond and Chicago Railroad for the eleven months ending March 31, 1867, were $189,523 20. The expenditures were: operating expenses, rents to other companies, mileage of cars, $158,377 33; interest on bonds, $24,175 08; taxes, State and National, $5,525 10; construction, $991 20—total, $189,068 71—balance due C., R. & C. R. R. as lessors, $454 49.

BALANCE SHEET, MARCH 31,

	1866.	1867.
Construction	$3,920,736 12	$3,939,423 36
Equipment	826,107 09	991,195 26
Real estate	338,123 60	343,883 09
Wood and material on hand	288 174 24	233,946 52
Wood lands	16,245 56	12,540 00
Bills receivable	24,152 24	21,696 70
Stocks and bonds	234,417 33	149,333 93
Due from railroad companies	15,963 19	55,695 16
Due from individuals	58,841 08	18,363 82
Due from P. O. Dept.	4,125 88	4,987 14
D. & M. R.R. lessors' account	171,845 51	323,117 96
Cash and cash assets	97,844 97	112,354 61
	$5,996,576 81	$6,197,537 55
Capital stock	$3,000,000 00	$3,260,800 00
First mortgage bonds	379,000 00	9,000 00
Second "	1,250,000 00	1,250,000 00
Third "	.....	500,000 00
Surplus earnings	547,076 76	404,577 18
Interest on bonds	2,862 30	3,117 40
Dividends unpaid	122,439 50	22,197 50
Due railroad companies	174,323 30	85,061 02
Due individuals	55,195 72	49,578 63
Due United States	14,436 24	11,981 95
Pay rolls for March, C., H. & D., and D. & M.	68,242 99	64,715 22
Pay rolls for March, C., R. & C.	.....	6,334 23
Bills payable	383,000 00	529,724 93
C. R. & C. R. R. lessors' account	.....	454 49
	$5,996,076 81	$6,197,537 55

President.—S. S. L'HOMMEDIEU.

Directors.—John W. Ellis, John Young, Geo. H. Hill, George T. Stedman, William Goodman, Lowell Fletcher and William Beckett.

Vice President.—JOHN W. HARTWELL.

Secretary and Treasurer.—FREDERICK H. SHORT.

Gen'l Superintendent.—DANIEL MCLAREN.

Ass't Superintendent.—LEWIS WILLIAMS.

☞ A company, which has undertaken the construction of a line from Orel to Witebsk, is issuing a capital of 4,500,000*l.* in shares. It is also authorized to create obligations to the amount of 1,500,000*l.*, on which the Russian Government guarantees an interest of 5 per cent. per annum, and 1.12 per cent. per annum for redemption in eighty-five years.

Grain Trade of Buffalo.

The following will show the imports of flour and grain into Buffalo from the West by Lake and Grand Trunk Railway for the month of June, and since Jan. 1, 1867, as compared with previous years:

FOR THE MONTH OF JUNE.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1867	76,382	2,884,810	3,256,729
1866	144,180	10,198,645	10,910,445
1865	240,336	5,763,955	6,075,975
1864	302,757	7,594,272	9,108,057
1863	463,595	10,253,224	12,601,109
1862	415,443	6,188,724	8,265,879
1861	285,853	5,383,665	6,812,320
1860	123,026	2,794,711	3,409,811

FROM JANUARY 1, TO JULY 1.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1867	186,514	6,088,936	7,021,506
1866	340,442	16,554,893	18,247,103
1865	628,684	10,495,060	13,643,480
1864	811,560	13,950,163	18,007,963
1863	1,191,557	18,384,055	24,351,837
1862	1,037,347	13,908,908	20,095,063
1861	598,491	11,598,164	14,590,610
1860	387,056	6,543,256	8,175,238

The canal exports from opening to July 1, compare as follows:

	1865.	1866.	1867.
Flour, bbls	86,776	12,787	324
Wheat, bush	2,554,942	1,448,576	185,632
Corn, bush	2,781,074	6,962,048	2,577,173
Oats, bush	2,910,788	2,877,999	885,573
Barley, bush	168,141	46,045	25,600
Rye, bush	104,778	209,309	54,490
Total grain, bu.	8,519,723	11,534,977	3,728,468

The following will show the receipts of tolls at Buffalo from the opening of the canal (May 1,) to July 1, from 1860 to 1866 inclusive, and from May 6 to July 1, in 1867:

1867	$306,738 45	1863	$954,067 37
1866	566,629 61	1862	835,596 93
1865	452,032 73	1861	485,331 06
1864	704,327 69	1860	286,924 51

Canadian Railways.

The following statement, derived from official sources, will show the length and cost of the Canadian Railways:

	Miles.	Cost.
Great Western	345	$23,855,881
Grand Trunk	1,377	80,704,095
London and Port Stanley	24½	1,032,850
Welland	25½	1,622,853
Northern	97	5,457,789
Port Hope, Lindsay and Beaverton	43	1,593,536
Cobourg and Peterboro'	27	400,000
Port Hope and Peterboro'	14	900,000
Brockville and Ottawa	86½	2,602,024
Prescott and Ottawa	54	3,008,994
Carillon and Grenville	13	96,077
Stanstead, Shefford and Chambly	44	1,216,000
St. Lawrence and Industrie	12	54,100
European and North American	108	4,747,713
New Brunswick & Canada	88	2,750,000
Windsor and Halifax	93	4,319,507
Total	2,437½	$133,360,409

☞ The Hudson *Gazette* says the Athens and Schenectady Railroad was sold on the 28th ult., to the Central Railroad Company, and adds that the purchase was equally divided between the Drew and Vanderbilt interests.

Commerce of New York.

The foreign imports at New York for the month of June are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$10,682,723	$8,947,379
Do. for warehousing	10,957,050	10,478,305
Free goods	1,002,330	1,048,040
Specie and bullion	94,549	499,184
Total entered at port...	$22,736,652	$20,967,908
Withdrawn fr. wareh'use	8,967,481	6,910,287

The foreign imports at New York for the six months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$88,759,762	$64,972,615
Do. for warehousing	66,426,467	64,071,291
Free goods	7,036,616	5,975,691
Specie and bullion	1,180,186	1,556,696
Total entered at port..	$163,403,031	$136,576,293
Withdrawn fr. wareh'se	49,993,854	59,487,891

The foreign imports at New York for the fiscal year ending June 30th, were:

	1865-'66.	1866-'67.
Entered for consumpt'n.	$179,101,519	$140,013,482
Do. for warehousing...	112,356,494	117,877,762
Free goods	12,423,741	11,940,668
Specie and bullion	2,251,644	9,954,539
Total entered at port..	$306,133,398	$279,786,446
Withdrawn fr. wareh'se	88,891,875	109,735,319

The following is a classification of imports for the year ending June 30th:

	1865-'66.	1866-'67.
Dry goods.....	$137,055,834	$103,407,278
General merchandise..	166,825,920	166,424,629
Specie and bullion	2,251,644	9,954,539
Total imports.....	$306,133,398	$279,786,446

The following statement will show the revenue from Customs at New York for the month of June, the previous five months, and for the fiscal year ending June 30th:

	1866.	1867.
In June	$9,559,898 38	$7,725,135 60
Previous 5 months.	57,988,291 40	51,629,553 30
Total in 6 months.	$67,548,189 78	$59,354,688 90
Total fiscal year.	$132,625,518 65	119,886,260 72

All of the above figures represent gold. The imports are reckoned only at their foreign cost in gold, neither freight nor duty being added.

The exports from New York to foreign ports in the month of June, were:

	1866.	1867.
Domestic produce	$9,601,089	$14,346,769
Foreign free goods.....	55,074	43,214
Do. dutiable.....	606,255	718,137
Specie and bullion	15,890,956	6,724,272
Total exports.....	$26,153,374	$21,827,392
Do. exclusive of specie.	10,262,418	15,103,120

The exports from New York to foreign ports for six months from January 1, were:

	1866.	1867.
Domestic produce.....	$104,254,136	$91,147,858
Foreign free goods	458,794	287,238
Do. dutiable	3,025,987	4,211,544
Specie and bullion.....	45,782,430	24,595,662
Total exports	$153,521,347	$120,242,302
Do. exclusive of specie	107,738,917	95,646,640

The exports from New York to foreign ports for the fiscal year ending June 30th, were:

	1865-'66.	1866-'67.
Domestic produce.....	$210,352,823	$173,549,691
Foreign free goods....	763,633	534,927
Do. dutiable	4,323,375	6,152,659
Specie and bullion....	57,870,354	41,366,932
Total exports	$273,309,185	$221,604,209
Do. exclusive of specie	215,438,831	180,237,277

The shipments of specie are given at their tale or counted value, but all the other items are computed at their market value in paper money.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool.....	$1,640,136	$698,480
" cotton...	640,670	447,607
" silk	644,556	608,553
" flax	646,473	396,313
Miscellaneous dry goods..	301,738	323,617
Total entered for consump.	$3,873,573	$2,374,570

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool.....	$1,521,583	$407,685
" cotton...	335,455	264,290
" silk	437,074	400,268
" flax	789,779	217,688
Miscellaneous dry goods..	70,283	48,948
Total withdrawn from warehouse	$3,104,174	$1,338,874
Add entered for consump.	3,873,573	2,374,570
Tot. thrown on the market.	$6,977,747	$3,713,444

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool.....	$1,570,707	$1,345,706
" cotton ...	418,391	132,007
" silk	379,906	199,710
" flax	435,292	131,225
Miscellaneous dry goods..	97,375	62,095
Total entered for wareh'g..	$2,901,671	$1,870,743
Total entered for consump.	2,873,573	2,374,570
Total entered at the port..	$6,775,244	$4,245,313

The imports of foreign dry goods at New York for six months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool....	$16,029,697	$7,656,231
" cotton..	9,506,099	6,256,394
" silk	9,974,791	5,809,881
" flax	7,545,686	4,577,547
Miscellaneous dry goods.	3,901,200	3,155,967
Tot. entered for consump.	$46,957,473	$27,455,020

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool....	$8,341,121	$9,122,884
" cotton..	4,057,810	4,839,569
" silk	3,771,488	4,167,255
" flax	3,170,749	4,227,387
Miscellaneous dry goods.	643,335	903,084
Total withdrawn from warehouse	$19,984,498	$23,260,179
Add entered for consump.	46,957,473	27,455,020
Total thrown on the market.....	$66,941,971	$50,715,199

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool....	$10,303,540	$8,260,469
" cotton..	3,791,850	4,171,062
" silk	4,426,161	3,285,462
" flax	3,496,335	2,709,387
Miscellaneous dry goods.	739,503	1,017,885
Total entered warehouse.	$22,757,389	$19,444,265
Add entered for consump.	46,957,473	27,455,020
Total entered at the port.	$69,414,862	$46,899,285

The imports of foreign dry goods at New York for the fiscal years ending June 30, 1866 and 1867, were:

ENTERED FOR CONSUMPTION.

	1865-6.	1866-7.
Manufactures of wool..	$37,251,361	$22,176,901
" cotton	18,908,481	11,454,048
" silk ..	21,967,699	12,252,016
" flax ..	15,526,357	9,703,574
Miscellane'us dry goods	6,918,506	6,844,714
Total ent. for consump.	$100,572,404	$62,431,253

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1865-6.	1866-7.
Manufactures of wool..	$18,185,752	$17,697,334
" cotton	4,910,392	6,504,062
" silk ..	5,500,117	7,882,075
" flax ..	4,674,277	6,368,926
Miscellane'us dry goods	911,734	1,476,520
Total withdrawn from warehouse	$29,182,272	$39,928,917
Add ent. for consump..	100,572,404	62,431,253
Total thrown on the market	$129,704,676	$102,360,170

ENTERED FOR WAREHOUSING.

	1865-6.	1866-7.
Manufactures of wool..	$15,923,266	$17,811,741
" cotton	6,210,498	6,961,949
" silk ..	7,493,233	7,280,109
" flax ..	5,842,026	6,998,309
Miscellane'us dry goods	1,014,407	1,924,017
Total ent. for warehouse	$36,483,430	$40,976,025
Add ent. for consump..	100,572,404	62,431,253
Tot. entered at the port	$137,055,834	$103,407,278

The progress of the trade from month to month, during the three last fiscal years, is exhibited in the annexed statement:

	1865.	1866.	1867.
July ...	$6,762,750	$7,226,283	$10,727,463
August .	7,529,800	13,462,212	14,870,338
Sept....	4,147,449	11,198,257	9,175,675
October.	2,996,100	12,187,332	8,485,550
Nov....	2,235,107	12,687,947	7,259,236
Dec....	1,558,567	10,578,991	5,989,731
Jan....	2,350,635	15,769,091	11,928,872
Feb....	3,723,690	16,701,578	9,786,615
March..	3,324,599	14,833,273	10,227,579
April...	3,869,706	7,336,564	5,274,455
May ...	3,913,468	7,299,112	5,436,451
June ...	5,442,068	6,775,244	4,245,313
	$49,853,939	$137,055,834	$103,407,278

The following statement will show the value, landed here, of each class of goods during the fiscal years ending June 30, 1866 and 1867:

	1865-6.	1866-7.
Manufactures of wool...	$53,174,627	$39,988,642
" cotton.	25,118,979	18,415,997
" silk ...	29,460,932	19,532,125
" flax ...	21,368,383	16,701,783
Miscellaneous dry goods	7,932,913	8,768,731
Total imports.....	$137,055,834	$103,407,278

The imports of dry goods at New York for each year since 1850 have been as follows:

	Value.
1850-1	$64,613,747
1851-2	58,221,062
1852-3	79,192,513
1853-4	92,389,627
1854-5	62,918,443
1855-6	85 898,690
1856-7	92,669,088
1857-8	67,317,736
1858-9	93,549,083
1859-60	107,843,205
1860-1	83,310,345
1861-2	38,155,720
1862-3	61,963,037
1863-4	83,284,966
1864-5	49,853,939
1865-6	137,055,834
1866-7	108,407,278

Dayton and Michigan Railroad.

The income and expenses of this company, for the fiscal years ending March 31, 1866 and 1867, have been as follows:

Income:	1866.	1867.
From passengers	$409,739 74	$307,095 85
" freight	495,663 43	497,345 74
" mails and express	44,322 87	47,583 98
" rents, etc.	1,631 42	1,338 00
	$951,357 46	$853,363 57
Expenses, viz:		
Machine shop	$17,849 49	$11,895 16
Maintenance of way	188,713 07	201.106 61
Locomotive power	170,573 39	142,538 51
Train expenses	111,552 26	98,504 30
Station "	59,787 99	56,364 76
Office "	21,857 67	25,313 17
Rents to other roads	8,205 91	12,148 28
Mileage of cars	12,821 39	38,610 61
Miscellaneous expenses	20,062 08	12,925 08
	$611,423 25	$599,406 48
Net earnings	$339,934 21	$253,957 09
Applied as follows:		
Interest on bonds	$260,887 88	
General interest and exchange	269 73	
Taxes, State	30,717 48	
" National	13,143 03	
Insurance	315 00	
		305,333 12
Making an excess of expenses over income of		$51,376 03

The receipts during the past year compared with those of the year previous, show a decrease of $07,993 89; with a decrease in operating expenses and renewals, interest, taxes and insurance, of $53,688 30—making the net decrease $44,305 59.

The amount due lessee, as per last report, was		$171,845 51
Which has been increased,		
For construction	$24,136 49	
For fencing	5,590 24	
For equipment	4,590 00	
For right of way	501 75	
For Buffalo and Cleveland steamboat stock	25,000 00	
For Toledo improvement	16,762 14	
For sinking fund	30,000 00	
		106,580 62
Advanced on account of expenses during the year		50,952 19
Total		$329,378 32
Less from sale of tug	$3,860 36	
" " real estate	2,400 00	
		6,260 36
Leaving a balance due Lessees, March 31, 1867, of		$323,117 96
Add interest on bonds accrued since lease and uncalled for		5,843 87
Total		$328,961 83

The capital stock (new) has been increased since the last report, $15,104 12, by the exchange of old stock and accrued interest, leaving $99,857 01 of the latter still out.

The bonded debt has been decreased $69,030, by the sale of bonds held in trust for that purpose, and the operation of the sinking fund.

The first mortgage bonds, amounting to $283,000, fall due on the 1st day of July, 1867, to meet which the Trustees hold a like amount of second mortgage bonds, which will then become the first mortgage, with the additional security of the interest guaranteed by the C., H. & D. R. R. Lessees.

The receipts of the road for the past six years have been as follows:

Year ending March 31, 1862	$400,168 37
" " 31, 1863	663,705 55
" " 31, 1864	768,246 20
" " 31, 1865	1,069,186 97
" " 31, 1866	951,357 46
" " 31, 1867	853,363 57

Balance Sheet.

Construction	$4,715,377 78
Stock interest account	463,010 85
Fencing account	9,327 40
Toledo depot grounds and improvements	269,681 76
Real estate	89,914 45
Right of way	103,991 95
Rolling stock	494,543 24
Lima shop equipment	12,145 31
Bills receivable	5,624 00
Telegraph line	1,469 55
Buffalo and Cleveland steamboat stock	25,000 00
Town of Perrysburg	11,000 00
Individual accounts	9,047 80
Railroad companies	5 98
Profit and loss	207,529 11
	$6,417,669 18
Capital stock, new	$2,277,732 08
" old	99,857 01
" not issued	10,474 48
First mortgage bonds	283,000 00
Second " "	2,589,000 00
Third " "	642,000 00
Toledo depot "	169,500 00
Income bonds	2,100 00
Bills payable	200 00
Interest on bonds	6,843 37
Railroad companies	13,409 28
Individual accounts	435 00
Cin., Hamilton & Dayton R.R. Lessee	323,117 96
	$6,417,669 18

President.—S. S. L'Hommedieu.

Directors.—M. R. Waite, H. S. Conklin, Preserved Smith, Lowell Fletcher, George H. Hill, John Young and Lynds L. Jones.

Vice President.—John W. Hartwell.

Secretary and Treasurer.—Frederick L. Short.

Gen'l Sup't.—Daniel McLaren.

Ass't Sup't.—John H. Weller.

Tenacity of Steel Rails.

At the Chalk Farm Station of the London and North Western Railway a Bessemer steel rail is now to be seen still in use, and in good order, which has outlasted twenty-five iron rails successively placed next to it on the same line. Judging by this example, the steel rails are at least twenty-five times as durable as iron ones. Steel rails are very tough, as some experiments made within the last few days at the works of Messrs. John Brown & Co., and Messrs. Cammell & Co., of Sheffield, conclusively illustrate. These experiments were made chiefly for the satisfaction of the Hon. W. J. McAlpine, formerly engineer of the State of New York, and much connected with railways in America, who contemplates the more extended introduction of steel rails into that country. The result was to show the great toughness and powers of endurance of the steel rails. In one of the experiments a ram of a ton weight was suffered to fall upon a rail of 68 lbs. to the yard, supported on iron blocks 3 ft. apart in the clear, from a height of 20 ft., and the only effect was to bend the rail. The rail was then turned upside down and the blow was repeated, when the rail was bent straight, but without any cracking being visible. Finally, the rail was exposed to the test of a ton ram falling through 30 ft., when the rail was very much bent and twisted, but not a crack was visible. By the mode of manufacture now adopted perfect uniformity in the composition of every rail is insured.—*London Railway News.*

Cincinnati, Richmond and Chicago R. R.

The income of this company for the eleven months ending March 31, 1867, was as follows:

From passengers		$80,563 00
" freight		100,003 64
" mails and express		8,956 56
		$189,523 20
Expenses, viz:		
Operating road, renewal of bridges, &c	$137,582 79	
Rents to other companies	16,500 00	
Mileage of cars	4,294 54	
Interest on bonds	26,133 33	
Taxes—State	2,817 25	
" National	2,707 85	
		190,035 76
Excess of expenses, taxes and interest on bonds over income		$512 56

The assets and liabilities of the company are as follows:

Assets.

Construction	$807,083 29
Equipment	116,157 91
Real estate	700 00
C., H. & D. R. R. lessees	454 49
Profit and loss	512 56
	$924,908 25

Liabilities.

Capital stock	$362,950 00
Mortgage bonds, due July 1, 1895	560,000 00
Interest on bonds unclaimed	1,958 25
	$924,908 25

President.—S. S. L'Hommedieu.

Directors.—John W. Ellis, John Young, Geo. H. Hill, E. W. McGuire, William Goodman, Lowell Fletcher and William Beckett.

Vice President.—John W. Hartwell.

Secretary and Treasurer.—Frederick Short.

Gen'l Superintendent.—Daniel McLaren.

Ass't Superintendent.—Lewis Williams.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th June, inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866	57,700	617,500	4,200,000	50,800
1867	14,500	128,500	1,449,200	28,800
Dec.	43,800	489,000	2,750,800	22,000

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 141,000 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

Canal opened—	1865. May 1.	1866. May 1.	1867. May 1.
Flour, bbls	189,200	57,500	14,500
Wheat, bushels	1,465,300	617,500	128,500
Corn, bushels	1,700,200	4,200,000	1,449,200
Barley, bushels	150,700	50,800	28,800
Oats, bushels	2,671,600	1,917,700	606,500
Rye, bushels	90,500	125,800	88,500
Malt, bushels	167,700	86,300	47,000
Beef, bbls	6,690	100	.....
Pork, bbls	13,750	7	309
Bacon, lbs	1,190,900	.....	34,400
Butter, lbs	40,000	29,100	29,700
Lard, lbs	1,423,200	54,700	47,600
Cheese, lbs	199,400	78,600	28,600
Wool, lbs	88,500	61,500	19,300

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St. Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point..100	1,232,200		
Atlantic & N. Carolina ..100	5,645,225		
Atlantic & Gt. Western ..50	11,522,150		
" " " pref.50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr '67 4
Do. Washington Br.....100	1,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '67 5
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A.J&O	Jul.'67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,100		
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	1,000,000	J. & D.	Jun. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000		
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,710		Jul.'67 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	965,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, prefetred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'67 3
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'67 4
Cleveland & Mahoning*... 50	2,044,800	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,408,911	J. & J.	Jan.'67 4
Cleveland and Toledo 50	4,841,605	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord..... 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley 100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,000,000		
Dubuque and Sioux City..100	1,673,841		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	600,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	12,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan.'67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 5
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jan. '67 2
Grand Trunk (Ca.)	15,122,430		
Great Western (Ca.).....	16,802,748		
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 3
Hannibal and St. Joseph..100	$1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch..... 50	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000		
" pref.....100	1,180,000	M. & N.	M'y '67 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central.....100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	J'n'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,946	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,030		
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan.'67 3
onisville and Nashville..100	5,500,000	J. & J.	Jan.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,686,138	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,982,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '67 4
Mississippi Central.....100	2,090,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,789		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell..... 100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton.100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'67 3
New Jersey.....100	5,000 000	F. & A.	Feb.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,451		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,265,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan.'67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue.....100	1,795,360		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'67 2
" " pref.100	640,000	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan.'67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.A.J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,366,800		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 1 0	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y... 20	100 000	J. @ J.	J. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,6:3		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 3
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	605,019		
Rensselaer and Saratoga ..100	$600,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	58,400	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1,020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke...100	844,200		
Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi..... 100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 180		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,92:		
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.).100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jan.'67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,400,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,454,815		
Western (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,287		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jan.'67 5
Wilm. and Manchester....100	1,180,470		
Wilm. and Weldon.....100	1,340,273		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'67 3
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie.....100			
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,840		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep.'66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4 000,000		Ju.'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000		Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug.'66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20 000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	----	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	----	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	66,502	9	----	88
30 Nov.'66	2.67	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	----	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,253	—	----	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	19,62:	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	----	54
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	----	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,886	211	—	----	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	----	—
30 Nov.'64	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95.000	5,000	—	—	—	—	—	----	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	90
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4¼	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	----
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	------	65,155	501	—	----	----
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,466	900,000	610,000	46,000	103,215	37,588	—	100	----
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn)	229,286	200,000	27,500	5,802	81,027	12,500	—	100	----
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	----
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	----
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3 666	9	100	----
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	------	857,701	148,758	5½	10	----
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200 000	37,602	104,691	5,651	—	100	---
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	----------	7 500	35,000	------	—	—	—	—	----
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	------	528,090	74.053	—	100	----
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	----------	2,800	------	------	—	—	—	—	----
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	----------	5e0	------	------	—	—	—	—	----
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	133,000	4,192	150,634	34,102	—	100	----
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	------	------	—	—	—	—	----
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	------	627,153	90,670	6	100	----
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	----------	------	------	------	—	—	—	—	----
30 Sep.'65	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	----------	3,550	------	------	—	—	—	—	----
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	------	74,514	loss.	—	100	----
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	------	------	—	—	—	—	----
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	------	80.028	29,616	—	100	----
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	288,298	106	—	100	55
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	------	------	139 604	482,224	loss.	100	116
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1.800000	115 000	1,024742	211,213	9	100	----
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	------	------	—	—	—	—	----
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	------	ope:by	T. & L.	R. R.	—	—	----
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	----------	------	------	------	—	—	—	—	----
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,225	124,500	100,000	------	30,752	loss.	—	—	----
30 Sep.'65	1.80	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	------	12,839	808	—	—	----
30 Sep.'65	—	—	—	—	—	Westchester	5.949	7,370	------	------	—	—	—	—	----
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	------	------	—	—	—	—	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	------	------	—	----	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	----------	------	------	------	------	------	—	----	----
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300 000	30,750	121,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	------	------	------	—	—	----
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143,111	61,093	20	50	----
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	----
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	50	25¼
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	58,294	294,683	121.721	20	----	28½
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct.'66	4.63	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	----
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	----------	------	183,600	8,250	242,181	30,388	—	50	12½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90 000	60,200	4,500	67.450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	----------	59,500	52,157	6,174	43,264	loss.	—	----	----
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	----
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	----
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,900	68,000	10,600	—	80,135	29,938	20½	50	----
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylk ll River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)	—	—	—	----
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	70½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct.'66	8 50	—	154	19	4	Spruce & Pine (Phil. & Gr'nF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,845	99,612	31½	50	65
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	----------	994,950	—	—	128,955	45,196	5	50	19½
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762.247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	----
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	------	------	------	------	------	----
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	------	------	----
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	------	------	------	------	------	------	----
31 Dec 62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	------	------	------	------	------	------	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c.	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway 1st Mortgage	20,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----------	------	----
Dorchester: Real Estate Mortgage	5,000	6	----------	------	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	------	----
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	----------	------	----
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	185,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage gua antied	58,727	6	----------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	----------	------	----
Middlesex: 1st Mortgage	38,000	--	----------	------	--
Maldan & Melrose bonds	46,971	--	----------	------	----
Real Estate	6,000	--	----------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	----------	------	----
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark: 1st Mor gage Broad street	100,000	7	J. & J.	1861	----
" O. & Newark	100,000	7	J. & J.	1850	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	85,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	----
Quincy: Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----------	------	----
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica City: 1st Mortgage	100,000	7	------	------	----
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	& J.	------	----
West Hoboken & Hoboken: 1st Mortgage	,000	7	M. & N.	1877	----
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1.					
Loan of Jan. 28, 1847 ..... registered	$6,610,100	6	Jan. & July.	1867	101½
Loan of March 31, 1848 ..... registered	8,715,542	6	" " "	1868	108½
" " " " coupon		6	" " "	1868	108
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" " "	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	" " "	1874	107
" " " ..... coupon		5	" " "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" " "	1871	116
" " " ..... coupon		5	" " "	1871	115
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" " "	1881	105
" " " " ..... coupon		6	July.	1881	107
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110½
" " " ..... coupon		6	" " "	1881	110½
Loan of July 17, & Aug. 5, 1861 ..... registered	264,315,350	6	" " "	1881	109½
" " " ..... coupon		6	" " "	1881	109½
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,780,500	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" " "	1882	110¼
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" " "	1884	109½
Loan of March 3, 1865 (5-20s) ..... registered	416,365,650	6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" " "	1885	109½
Loan of March 3, 1864, (10-40s) ..... registered	171,409,350	5	Mar. & Sept.	1904	103½
" " " " ..... coupon		5	" " "	1904	102½
Pacific R. R. Bonds of (currency) ..... registered	13,722,000	6	Jan & July.	'95-'96	---
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	---
" June 20, '64 & Mar. 3, '65 1st series	511,939,525	7.3	Feb. & Aug.	1868	108½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	108
" " 1865 ..... 3d series		7.3	Jan. & July.	.....	107½
Matured Debt not presented	9,161,670	6	At maturity.	.....	---
Gold Certificates of Deposit	17,325,980	---	.....	3 y'rs	---
Compound Interest Notes of 1864	130,030,240	6	At maturity.	.....	---
United States Notes (greenbacks)	373,209,727	---	.....	.....	---
Fractional currency	28 468,075	---	.....	.....	---
Navy Pension Fund	12,500,000	---	.....	.....	---
State Securities.					
Alabama—Dollar Bonds ..... coupon	2,109,000	5	May & Nov.	1877	---
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	---
" — " " ..... "	683,000	6	" " "	1876	---
" —Funded Interest Bonds	.....	---	.....	1868	---
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	'77-'80	122
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July	'83-'84	---
" —War bonds ..... "	1,000,000	7	" " "	'72-'90	100½
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	100½
" — " " (free.)		6	" " "	1869	---
Georgia—State Bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'88-'86	---
" — " " ..... "	2,271,750	6	" " "	'72-'86	82½
" — " " ..... "	434,000	7	" " "	1870	93½
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	95
" — " " ..... registered	1,758,400	6	" " "	'60-'79	99
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" " "	'62-'79	---
" — " " 1862-'79 ..... "	436,000	6	" " "	'65-'79	---
" — " " 1865-'79 ..... "	229 372	6	" " "	'70-'79	101
" — " 1870-'79 ..... "	2,371,725	6	" " "	1877	100
" — " ..... "	1,778,677	6	" " "	1879	---
" — " " ..... "	241,000	6	" " "	1879	97
" — " War Loan ..... "	1,157,700	6	" " "	1866	98
Indiana—State Bonds ..... registered	238,009	6	Jan. & July.	1868	---
" — " ..... "	2,068,178	2½	" " "	1886	97
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	---
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1877	---
—War Loan Bonds ..... coupon	300,000	7	" " "	'76-'78	---
Kansas—State Bonds ..... coupon	200,000	7	" " "	'68-'73	---
Kentucky—State bonds ..... coupon	417,000	6	" " "	'68-'72	98½
" — " " ..... "	3,204,000	6	" " "	'67-'90	92
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	.....	---
" —Fu de ' Coupons ..... "	.....	6	.....	1883	98
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	99½
" —War Loan Bonds ..... coupon	4,800,000	6	Jan, & July.	var.	82
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	1870	100½
" — " " ..... "	1,727,000	6	"	1890	100½
" — " " ..... coupon	3,192,763	6	"	1890	---
" — " " ..... inscribed		6	"	var.	---
" — " " (sterling) ..... coupon	6,401,000	5	.....	.....	---
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	103½
" — " "	375,000	5	April & Oct.	'72-'74	103½
" — " "	220,000	5	May & Nov.	1880	99½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	101½
" — " "	1,024,000	6	Jan. & July.	'71-'75	106½
" — " "	2,030,000	6	" " "	'76-'78	111½
" — " War Loan	1,088,000	6	" " "	1883	---
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	---
" — " " ..... "	1,750,000	6	" " "	'78-'83	92
" —Canal Loan ..... "	100,000	6	" " "	1873	---
" —Renewal Loan ..... "	216,000	6	" " "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" " "	1886	102
—Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" " "	1883	---
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	98
" — " (H. & St. R. R.) .. "	3,000,000	6	" " "	'72-'85	79½
" — " (Pac. R. R.) .... "	7,000.000	6	" " "	'72-'87	99½
" —New Sinking Fund Bonds	.....	7	" " "	1896	---
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98½
" —War Fund Bonds ..... coupon	1,650 000	6	" " "	'83-'85	99
" — " " Notes	2,306,000	8	var.	var.	---
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan ..... coupon	731,000	6	" " "	'71-'72	102½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
— " " ..... bounty fund	25,866,000	7	Jan. & July.	1877	105
— " " ..... general fund	1,189,780	6	quarterly.	pleas.	---
— " " ..... canal fund	702,000	6	"	1866	---
— " " ..... general fund	500,000	6	"	1868	100
— " " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1873	100½
" — " " ..... "	2,250,000	6	"	1874	99½
" — " " ..... "	500,000	6	"	1875	100½
" — " " ..... "	900,000	6	"	1877	100
" — " " ..... general fund	800,000	6	"	1878	92½
" — " " ..... "	909,607	5	"	pleas.	---
" — " ..... canal fund	192,585	5	"	1866	---
" — " ..... general fund	1,163,000	6	"	1868	---
" — " ..... canal fund	442,960	6	"	1868	---
" — " ..... general fund	167,000	6	"	1871	---
" — " " ..... "	4,500,000	5	"	1874	93½
" — " " ..... general fund	900,000	5	"	1875	93
" — " " ..... "	800,000	5	"	1878	---
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62
" — " (new) ... "	3,500,000	6	Jan. & July.	'80-'92	62½
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	---
" — " " ..... "	536,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	---
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	102
" — " " ..... "	4,095,309	6	" "	1881	103
" —Domestic Bonds	681,038	6	May & Nov	'68-'71	---
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" — " " ..... coupon	6,168,000	5	"	'77-'82	93
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling)	484,444	5	Jan. & July.	1868	---
" — " ..... inscribed	1,708,000	6	" "	'68-'90	---
" — " ..... coupon	1,499,000	6	" "	'77-'90	---
" — " (new) ... "	.....	6	" "	.....	---
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct	'76-'90	68½
" — " " ..... "	239,167	5½	" "	'72-'79	---
" — " " ..... "	1,706,000	6	" "	'82-'89	---
" —Railroad Loans ..... "	24,382,382	6	" "	long.	90
" —Funded Interest ..... "	872,813	6	" "	1892	64½
Vermont—State Bonds	175,000	6	Various.	'67-'88	---
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	70
" — " ..... coupon	11,108,000	6	" "	'86-'95	---
" — " (sterling) ..... "	1,885,000	5	" "	1872	---
" —Funded Interest ..... registered	.....	6	" "	'76-'96	---
" — " ..... coupon	.....	6	" "	'76-'96	---
West Virginia—State Bonds ..... coupon	.....	6	.....	.....	---
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	---
" — " (war) ..... "	641,300	6	Jan. & July.	'77-'89	---
" — " (") certificates	700,000	6	April & Oct.	'82-'98	---
City Securities.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	---
Baltimore—City Bonds	19,024,523	5	quarterly.	1870	---
" — "		6	"	1870	98
" — "		6	Jan. & July.	1873	97
" — "		6	May & Nov.	1875	97½
" — "		6	Jan. & July.	1886	97½
" — "		6	quarterly.	1890	98
" — " ..... coupon		6	"	1890	---
Boston—Municipal Scrip	583,205	4	April & Oct.	'78-'79	---
" — "	7,846,026	5	Various.	'66-'79	125½
" — " "		5	"	'71-'76	125
" — " "		5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668 000	5	May & Nov.	'79-'71	---
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'73	---
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89
" —Public Park Loan ..... "		6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	95½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	99
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,461,000	6	" "	1888	99½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99½
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	---
New York City—Municipal Stock	3,478,900	6	F. M., A. & N.	'73-'75	---
" " — " "	4,744,000	6	" " "	'76-'78	---
" " — " "	1,800,000	6	" "	1883	100
" " — " "	5,149,271	6	" "	1887	101½
" " — " "	275,000	6	" "	1898	---
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	---
" " —Municipal Stock	150,000	5	F., M., A. & O.	'67-'89	---
" " — " "	3,125,200	5	" "	1870	94½
" " — " "	319,000	5	" "	1873	---
" " — " "	1,000,000	5	" "	1874	---
" " — " "	334,700	5	" "	1875	---
" " — " "	2,016,000	5	" "	1876	---
" " — " "	2,375,000	5	" "	'79-'80	88
" " — " "	900,000	5	" "	1890	---
" " — " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	93
" — " " (new)	739,242	5	" "	'67-'82	93
" — " " (old)	2,232,800	6	" "	'66-'93	96½
" — " " (new)	7,898,717	6	" "	'66-'99	100
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	---
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	68-'71	96½
Sacramento City—Municipal Bonds	1,496,100	6	Jan. & July.	'83-'89	---
St. Louis—Improvement bonds ..... coupon	2,643,000	6	Jan. & July.	66-'90	89
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	85
San Francisco—City Bonds ..... coupon	1,352,600	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	---
" —City and County B'ds. "	1,133,500	6	" "	1883	---
— "	2,200.000	6	" "	'77-'84	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,715	164,438	166,495	194,992	209,807	265,626	295,512	356,408	401,105	357,228	353,344	328,828	3,235,49
1865	259,445	347,211	422,340	355,045	472,493	410,809	493,862	596,584	541,481	675,446	624,246	576,366	5,525,335
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	568,589	533,150	599,670	471,986	588,573	5,096 119
1867	377,852	380,190	489,555	407,018	459,370	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149 137	157,943	170,944	170,910	156,869	152,201	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196.435	201.134	1.959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,523	270,073	201.779	3,313,514
1866	241,895	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,006	482,164	499,296	468,359	585,623	747,942	702,661	767,508	946,707	921,886	749,191	546.609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	899,357	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,820	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88.458	87.037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	------	------	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,165,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	------	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206.246	269.282	261,079	352 786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,365	477,607	496,816	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	96,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711.281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,503	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351.799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,325
1867	305,857	311,088	379,761	391,163	358,601	304,232	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,869	4,504.549
1866	282,438	265,796	337,158	343,737	365,196	335,083	324,966	359,645	429,160	493,640	414,604	308,669	4,260,112
1867	304,095	283,561	376,210	362.783	333,952	284,977	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	719,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	965,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,859	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	281,443	224,957	223,242	268,176	302,696	332,400	278,008	346,240	275,650	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	520,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	883,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	457,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	576,287	578,292	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118.077	130,378	153,470	144,736	143,748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,854	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,469,798
1864	79,735	95,843	132,896	123,987	127,016	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,133	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,97
1867	237,674	200,793	270,630	317,052	329,078	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,169	59,862	75,677	92,715	61,770	27,830	689,363
1866	45.102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,315	75,248	44,468	814,03
1867	39,078	27,667	36,392	40,710	57 852	60,588	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn.	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628 500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	715,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,150,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	87½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1882	
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	80
Equipment Bonds	270,483	7	May & Nov.	" "	1874	94
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	90
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	8,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,622,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	34,280	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	686,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	82½
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	79½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	113
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1891	
1st Mortgage	145,000	6	" "	" "	67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	82
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1858	
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,995,500	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,253,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,695,500	7	" "	" "	1877	90½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	516,950	7	" "	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-annually	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Cos outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	95
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	101½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct	" "	1880	90
5th Mortgage	926,500	7	June & Dec	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	
Consolidated	1,000,000	7	Feb. & Aug	" "		93½
3d Mortgage	950,300	7	Jan. & July	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	73-'75	90½

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period.

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7½	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1842, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	89½
" 1843, "	1,525,800	6	" "	"	1880	89½
" 1844, "	804,000	6	" "	"	1880	89½
" 1848, "	101,000	6	" "	"	1880	89½
1849, "	67,000	6	" "	"	1880	96½
1857. (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	84
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubonville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	630,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	
Raleigh and Gaston:						
(Coupon)	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	126
2d Mortgage	937,500	7	" "	"	1863	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben'v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & T'erre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	800,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,600,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£399,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	10	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,092	2,189,562	—	3,615,400	7,961,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,498	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,429	308,967	215,199	1,644 104	1,130,700	288,781	3,063,586	116.9	170,767	449,007	189,492	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,715	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	31,055	.....	62.0	159,074	419,469	137,922	10	—
28 Feb '66	30.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	383,283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079 5 0	258.046	8,272,133	117.4	787,826	2,088,260	704,016	10	118
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,280,357	66.4	366,149	780,678	260,529	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.6	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 100	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,175	229.6	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,045	8	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,573	84,173	3,200,400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	----	—	52	21	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,158	1,484,616	8	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	5,175,558	2,789,435	31	146
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	45½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,606,763	409 3	1,621,307	3,574,034	1,413,999	10	97½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,829	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	123½
— — '58	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,467	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	51
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,856	230,834	9	80½
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384.539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,638,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Lonisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	655,966	5,429,203	156.5	319,880	805,271	237 861	—	—
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,556	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,917	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	383,268	—	—
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '66	284.8	—	23.4	—	97	74	1,558	Michigan Central	14,316,423	*	871,767	6,982.866	7,463,489	281,032	15,188,190	329.3	1,741.670	4,446,490	1,638,114	15	110½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,603,517	1,745,795	10,801,200	9,135,940	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,337	—	83½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	47½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,593	815,063	266,715	2,469,540	4,400,000	106,235	8,923,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,685,014	1,504,015	439,157	3.581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
Sept. '64	86.5	8.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	236,189	399,291	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1:0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	460,222	236,767	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	236.8	3,493,376	8,577,692	5,307,188	10	114
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	256,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	1½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	30	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	488,499	10	129½
30 Nov. '66	47.0	7.0	49.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,05:	61.8	441,186	1,190,784	384,644	10	132
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,583	437,416	1,259,810	4,500,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	148
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	110½
30 Nov. '66	44.1	50.4	38.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,300	1,422,167	477,714	8	109
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	114½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	778,226	41.6	215,731	441,304	90,995	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	13.5	10.5	30.5	—	33	74	851	Old Colony and Newport	6-666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,552	1,332,807	509,790	7	92½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	50½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,190	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L Co.)	17,600	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	52
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,223,176	6,710,800	5,945,020	—	17.190,503	156.1	1,660,062	3,982,017	1,406,791	10	133
30 Nov. '66	45.7	—	10.6	—	11	14	228	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	58.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,184	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671.775	121.4	527,354	867,957	151,863	8	66½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	.....	.....	.....	.....	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	362,540	681,501	242,997	8	109
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,691	*	4,281,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	130½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,901,993	1,024,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	2,708,080	1,964,600	5 260,728	13,000,0 10	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	—	46.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,899	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	66
31 Dec. '66	33.6	—	.....	—	35	95	180	New Jersey	3,890,328	827,555	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,760	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	loss.	—	65
31 Dec. '66	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	W st Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 0.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	786.0	7,109,139	14,596,413	2,238,704	4	69½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,284,586	150.0	1,602,279	4,462,380	994,668	8	110
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '65	297.8	258.1	432.8	—	276	292	5,309	New York and Harlem	27,612,584	6,521,377	9,985,992	26,530,000	12 366,804	815,170	44,119,904	692 2	6,607,261	14,596,786	3,201,112	6	105½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	163
30 Sep. '65	118.0	4.0	18.9	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	58
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	34.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	262,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	24	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	3.3	—	2	6	—	Staten Island	301,260	84,278	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,938	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,369	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	95,650	85,000	000	184,250	10.3	20,895	50,106	23,783	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,420,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	25
31 Mar. '66	60.3	—	.....	—	27	27	461	Cinc., Hamilton and Dayton	3,920,736	826,107	1,249,734	3,000,000	1,629,000	820,500	5,996,577	202.0	.....	1,261,566	532,289	9	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	125.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	103
31 Oct. '66	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,143,661	35	150½
30 Nov. '66	101 0	102.5	—	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,890,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	92½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,269,819	188.6	993,554	2,388,868	1,035,717	13	120½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '66	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,599,850	494,464	75,697	2,384,941	3,754,630	186,762	6,326,333	142.0	—	951,357	339,924	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	5,120,728	138.0	1,089,087	2,446,391	682,296	10	105
31 Dec. '65	173.8	77.5	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	446,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,813	4,972,748	205.9	346,571	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	226	Sandusky, Mansfield & New'k	2,863,495	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	—	—	192	47	1,692	Toledo, Wabash & Western	19,450,000	*	2,263,900	6,700,000	14,245,000	795,301	23,118,900	250.6	—	3,717,886	906,200	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies no Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	298,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,216	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,919,900	1,156,819	60,721,124	507.0	2,041,771	4,853,440	1,476,000	—	....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	120,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,406	352,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,258,600	3,370,560	717,222	15,376,322	204.5	1,909,775	2,788,496	714,824	20	100
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,978	237,034	—	....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,581	loss.	5	29
31 Oct. '66	13.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,486	160,700	25	....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,926	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,766	255,153	—	....
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,240	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,900	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,325,000	2,401,645	68,980	3,812,146	82.0	484,750	818,878	285,016	—	....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,427,000	—	12,994,222	128.5	1,078,411	3,718,686	2,260,027	20	50
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,860	—	—	3,775,600	—	—	3,775,600	("	"	"	"	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,285	67.5	345,588	902,213	382,500	—	56
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,238,686	20,000,000	18,082,626	—	44,251,544	565.5	7,650,026	16,583,883	5,967,520	9	25
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,040	9	63
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	—	—	5,083,700	12,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,968	22,742,867	6,719,562	—	32,577,548	774.8	4,361,336	10.9 2,819	6,016,531	10	18
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,754	15	132½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,057,687	10	55½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,662,343	26,987,540	468.5	4,945,413	7,467,217	2,819,531	10	101
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,055	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	6	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,026	962,600	113,865	1,760,501	35.4	144,402	257,510	142,650	—	....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,501	549,400	316,000	26,292	1,095,912	36.6	120,061	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	50
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	....	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '66	136.0	108.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,176	242.0	.....	1,312,738	387,332	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	451,029	154,081	—	....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,349,984	*	824,268	657,700	2,176,500	541,853	4,224,247	130.5	139,332	331,871	161,014	—	....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,685,990	1,462,314	11,093,891	291.0	406,051	1,274,307	624,142	—	....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	.....	.....	—	....
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	173,729	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	553,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	18,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,384	6	....
1859.....	....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, *(all aided by State).*													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,586	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,577	175,993	—	....
Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	....
8 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	—	1
31 May, '65	47.0	18.5	5.3	—	....	....	....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	95½
Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by		B. Troy	& Bost.	53,852	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,402,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,939,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,606	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	10½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,859	7,301,983	191.7	239,951	672,714	284,789	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	499,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	204,785	6,245,868	195.0	.....	487,449	120,136	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	5,190,550	*	171,670	3,497,291	1,839,500	52[illegible]22	7,282,230	214.9	273,829	556,022	93,822	—	....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	2[illegible]5.0	986,727	2,538,800	934,103	—	46
31 Dec. '66	200.0	185.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	—	—	—	—	—	—	—	Western Union	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (City)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	16
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	68
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,490	54,760,516	7,336,405	77,210,345	1,096	.....	4,268,510	1,154,85	—	....
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,756	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,866	1,649,510	1[illegible]	....
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,163	—	....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	179	European & North American	4,747,713	—	—	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	—	....
July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	62,[illegible]	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,[illegible]56	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	[illegible],273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181	—	....
								NEW GRANADA.													
D[illegible] 63	0.	—	....	—	11	22	120	Panama	9,000,000	[illegible]	—	4,0[illegible]	[illegible]	[illegible]	10,[illegible]63,[illegible]28	48.7	.....	[illegible]87,455	1,328,594	—	317

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	----	20½
Catawissa (preferred)	1,150,000	7	----	28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	54½
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	67½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	----	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	----	65½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	83
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	----	----
" " " (2d pref.)	908 425	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,857,343	6	J. & J.	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	"	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	252,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	74
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1866	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	95½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	89½
Delaware and Hudson	100	10,000,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	46½
Monongahela Navigation	50	728,800	8	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	118½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	20
" " (preferred)	50	2,888,988	----	31½
Susquehanna and Tide Water	50	2,048,260	----	16½
Union	----	----	----	2½
Union (preferred)	50	2,787,000	----	4½
West Branch and Susquehanna	100	1,100,000	6	28½
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	40 — @ 45 —
Pig, American, No. 1	42 — @ 44 —
Bar, Refined, English	85 — @ 90 —
Bar, Swedes, assorted sizes (in gold)	92 50 @105 —
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	100 — @105 —
Bar, English & American, common	90 — @ 95 —
Scroll, English	132 50 @180 —
Ovals and Half round	127 50 @137 50
Band, English	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, English	105 — @165 —
Hoop, English	137 50 @192 50
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	— 18 @ — 18½
Sheet, English, Single, Double and Treble	— 5½ @ — 8
Rails, English (gold) per ton	53 — @ 54 —
Rails, American	79 — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½ @ — 12½
English Blister (1st & 2d qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
German	— 14 @ — 16
American, Blister	— 11½ @ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½ cents; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— — @ — 35
Sheathing, Yellow	— — @ — 24
Pig, Chile	— — @ — —
Bolts	— 36 @ — 37
Braziers'	— 35 @ — 36
American Ingot (cash)	— 23½ @ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish	6 50 @ 6 62½
German Refined	6 50 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— 26 @ — 26½
Straits (gold)	— 24½ @ — 24½
English (gold)	— 23½ @ — 23½

	Gold.			Currency.	
Plates, I.C. Charcoal, p. box	9 —	@	9 50	12 50	@ 13 50
Plates, I. C. Coke	7 25	@	8 75	10 50	@ 12 25
Plates, Coke Terne	6 75	@	— —	9 25	@ 9 50
Plates, Charcoal Terne	8 50	@	9 —	11 75	@ 12 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 30d. (cash) per 100 lb.	5 75 @ 6 —
Clinch (cash)	7 37½ @ 7 50
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½ @ — 14
Refined, free L. S. to White	— 41½ @ — 42
Refi'd, in bond, prime L. S. to White	— — @ — 22
Refi'd, in bond, Standard White	— 23½ @ — 24
Naptha, Refined (60@63 gravity)	— — @ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th 4	F.5.	Sat.6.	M 8.	Tu.9.	W.10
Atlantic M. S. S. Co.	107½	107½	107½	107½	107½	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	91	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	47	----	47½	46½	46½	49
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	114	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	98	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	146½	146	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	46½	45½	44½	45½	----
" " pref.	67½	67½	67½	66½	67½	----
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	80	----	----
Chicago & Rock Isl.	97½	97	97	96½	97½	----
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	103
Clev. and Pittsburg	86½	86½	88½	90½	90	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	122	121½	121½	120½	120½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	37½	37	37½	38½	40½	----
Del. & Hudson Canal	154	----	154	----	155	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	69	67½	66½	69½	----
" pref.	----	----	77	----	77	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	90	90	----
" 5 M. 7 p.c. '88	----	----	----	87	87	----
Hudson River	110½	110	110	----	110	----
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	104	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122	122½	122½	123	123½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	113	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	10	10½	10½	11½	----
Michigan Central	----	111	109½	109½	110½	----
" S F. 8 pc. '82	----	110½	110½	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82	82½	83½	82½	83½	----
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	93	----	----	98½	98	----
" " 2 M.	----	90½	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	42	44½	44½	44½	46	----
" " pref.	64	63½	65½	64	65½	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	95½	95½	96	97	97	----
" iss. to H. & St. J. R.	----	----	----	79½	----	----
" " Pacific	----	----	96½	----	97½	----
New York Central	106	105½	105	104½	106½	----
" Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	53½	54	55	55	55	----
" new	53½	54	55	55	----	----
Ohio & Miss. cer.	27½	27½	27½	26½	27½	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	141½	141½	140½	141	143	----
Panama	----	----	256	257	----	----
Phila. and Reading	110	----	106½	105	105½	----
Pitts. Ft. W. & Chicago	101½	100½	101	100	101	----
" 1M.	104	----	----	----	----	----
" 2M.	----	----	----	94	95	----
" 3M.	----	----	----	84	----	----
Quicksilver Mining Co.	32	32	32½	32	34½	----
St. L., Alton & T. H.	51	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	85	84½	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	66	66½	----	65½	66	----
" new	63½	63½	63½	63½	63½	----
Tol. Wab. & Western	48½	50½	51½	49½	51½	----
" Pref.	----	74½	72½	----	----	----
" 1M. ex.	----	----	----	92½	----	----
" 2M.	----	79½	80	----	78	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	115	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	108⅜
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	102½	....	102½	102⅝	....	102⅝
U. S 5s, 10-40s, reg.	....	....	....	....	....	102⅛
U. S. 6s, 1881, reg.	....	....	109¼	110	....	110⅛
U. S. 6s, 1881, cou.	109⅝	....	109½	110¼	....	110⅜
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	138	....	....
U. S. 6s, 5-20s, c. 1862.	111¼	111⅜	111¼	111⅜	....	111⅞
U. S. 6s, 5-20s, c. 1864.	108⅛	108⅛	108⅜	109¼	....	109⅜
U. S. 6s, 5-20s, c. 1865.	108⅜	108⅛	109¼	109⅜	....	109⅝
U. S. 6s, " reg.	108	....	109⅛	109⅜	....	109⅛
7.30 Notes, 1st series.	107⅛	107⅛	107⅛	105⅛	....	107⅞
" " 2d series.	107	107	107	107⅛	....	107⅞
" " 3d series.	....	106⅜	....	107⅛	....	107⅛
American Gold	....	....	....	....	....	138⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	....	....	....	....	....	....
" preferred	29¼	....	29¼	29⅜	29⅜	....
Camden & Amboy	....	....	....	130⅛	130¼	....
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	92	....	....	92½
" " 6s,'75	....	....	87	....	87½	....
" " 6s,'83	....	....	90	....	....	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89	93¼	....	93¼	92½	93¼	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mport	....	....	....	....	29	....
" " pref.	....	....	....	....	....	42
" " 7s	....	....	....	....	....	....
Lehigh Navigation	47	....	....	....	46¾	46⅞
" " 6s,'84	....	....	....	....	....	....
Lehigh Valley R. R.	....	....	57¼	....	58	57⅜
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	31	31⅛
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	56¾	....	57	....	....	....
Morris Canal	....	....	....	....	55	55
" " pref.	118⅞	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s. 87	....	86	87	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	53	....	53	53	53	52⅛
" 1st m.	97	....	....	....	97¼	....
" 2d m.	94¼	....	94¼	94¼	....	94¾
Penn. State, 6s	....	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	95	....	95	95	95¼	95¼
" " new	99⅜	....	99¼	99¼	100	100
" " munc	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	63	....	....	....
Phila. & Reading	54¾	....	55	55	53¼	52¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	95¼	95¼
Philadelphia & Erie	....	....	28½	28⅝	28	....
" " 6s	....	....	....	....	92½	92½
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	30	....	30⅜	....	31	31
" " 6s '82	7¼	....	....	....	....	7¼
" " 6s '76	....	....	....	....	....	....
" " 6s '72	91¼	....	....	....	....	....
Susq. Canal	....	....	16¼	16¼	16¼	....
" " 6s '78	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	22¾	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	12½
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
3d and 3d streets, "	....	....	....	70¾	....	....
Spruce & Pine, "	....	....	....	....	27	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	97	....	....	95	....	97¼
" " 1886	....	....	....	97	97¼	....
" " 1870	....	....	....	....	....	....
" " 1890	97¼	....	97¼	98¼	98¼	98
Balt. and Ohio	114	....	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	97¼
Northern Central	43	....	....	....	43¼	....
" " b'ds, 1885	....	....	....	....	....	....
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	19¼	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th. 4.	F.5.	Sat.6.	M.8.	Tu.9.	W10
Boston and Lowell	....	116	....	....	....	....
Boston and Maine	....	129	....	130	129½	....
Boston and Providence	....	....	132	132	....	....
Boston and Worcest.	....	145½	146¼	....	148	....
Cheshire, pref.	....	....	56	57	57	....
Concord	....	66½	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	108¾	109	109	109	....	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	114¾	....	....	....
Manchester & Lawr'ce	....	115¾	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	109	....	....	....	....
Old Colony & Newport	....	93½	93	92¾	92¾	....
Ph., Wil. & Baltimore	54	54	54	53¾	53¾	....
Portl'd, Saco & Ports.	....	....	....	....	100	....
Vermont & Canada	....	95	95	95½	....	....
Vermont & Mass.	52	....	....	52	52	....
Western	140	140	138	....	138	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	88	88	....	88	88	....
Metropolitan "	55	54	54	....	....	....
Middlesex "	40	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	24¼	24¼	23½	23¾	....	....
Franklin "	18¼	17¾	17½	18	....	....
Huron "	....	....	2¾	1	1	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	8¼	8	7	7¼	7	....
Pewabic "	....	....	....	....	12	....
Pittsburg "	....	....	....	33½	....	....
Quincy "	....	....	....	....	....	....
Rockland	....	....	....	6¼	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 14th and 21st of June.

	Closing Prices. June 21.	June 14.
United States, 5-20s, 6 per cent 1882	72⅝@ 73	73 @ 73⅛
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70⅝@ 71	70⅛@ 71⅛
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 5 per cent	58 @ 62	53 @ 58
Do. 6 per cent	45 @ 47	45 @ 47
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	25 @ 26	25 @ 26
Erie shares, $100 (all paid) 8 p. c.	38½@ 39	39½@ 40¼
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	74 @ 76	74 @ 76
Do., $100 shares (all paid)	78⅜@ 79¼	79 @ 79¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	25 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78 @ 80	78 @ 80
Do. with option to be paid in Phil.	78 @ 80	78 @ 80

American Railroad Journal.

Saturday, July 13, 1867.

Stock Exchange and Money Market.

Money has been quite freely offered all through the week, especially on call, both by the banks, and by private lenders. But the demand has not been equal to the absorption of the available supply, despite the increasing activity at the Stock and Produce Exchanges. And the tendency of rates has been in favor of borrowers. The ruling figures have been, for temporary accommodation, 4 per cent. to the great dealers in the public funds, and 5@6 per cent. to the Stock firms. The latter have been the main customers. Lenders, finding extreme difficulty in placing their balances advantageously, have been making unusually large investments in the public funds. Even the city banks have been obliged to seek employment for much of their available resources, through the same channel. This movement has stimulated business in the National stocks, which have been decidedly brisk, and buoyant in price. The heavy July interest and dividend disbursements have added materially to the floating supply of capital; and have tended to stimulate speculation in the Stock Exchange. The domestic exchanges have been generally in favor of this centre, and currency has been flowing hither, in considerable amounts. General business has been rather more active, and there has been an increase to a moderate extent, at bank and through private houses, of applications for discounts which have been pretty readily responded to in the instance of strictly prime short date commercial paper, on the basis of 6@6½ per cent. per annum; though the several failures in the dry goods line, during the week, have tended to make lenders more chary of accommodation, in a permanent form. Though the receipts of the Government have been quite liberal; unusually so indeed in the way of excises; its disbursements have largely exceeded its income from all sources, especially through the local office, which has cut down its balances, very energetically. The city banks have been gaining in strength, uniformly, through the week. They report an increase of $5,311,055 in their deposits, $3,084,175 in their specie, and $1,021,717 in their legal tender reserve, during the week, against an increase of $3,813,283 in their loans, and $126,837 in their circulation. Government is preparing for the payment of the half year's interest, due July 15, on the third series of the Seven-thirty notes, and it gives notice to holders of the notes, to send in their claims promptly. This disbursement will add further to the cash resources of the city banks, which are large holders of the notes. The specie reserve of the banks is now $10,853,171, against $9,865,266 same time last year. The city bank deposits are now $191,524,312, against $205,799,611 week ending July 7, 1866. The legal tender reserve amounts to $71,196,472, against $79,541,638 same time last year. The circulation now stands at $33,669,397, against $27,296,580 same time last year. The loans are now $246,361,237, against $257,534,833 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,346,998 a day, against a daily average of $82,324,059 the preceding week, and $73,740,134 the week ending with June 22. The current week's exchanges average $92,507,000 a day.

National Bank notes to only a very limited amount were issued last week, making the total issue to 1,671 banks thus far, $303,045,726, against $282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,379,847, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,665,879. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,607,500; and for the public deposits, $39,008,450—making a total of $379,615,950. The Treasury Department last week redeemed and destroyed $382,900 of worn and mutilated fractional currency, and issued none of the new. This latter circumstance was caused by the fact that an examination of the vaults of the National Treasury is now in progress by a committee appointed by

Secretary McCulloch for that purpose; and it was thought inexpedient at present to have any money delivered from the Currency Bureau. This is the first examination of the Treasury vaults since the Spring of 1861; before that it had been the custom to have an examination once in every six months.

The Philadelphia Bank movement the past week shows a decrease in loans, of $118,690; an increase of $96,764 in specie; a decrease in legal tenders of $82,386; an increase of $460,609 in deposits; and a decrease of $1,110 in circulation. The Bank Clearings show an increase of $2,378,816, and the balances, an increase of $144,727.

The U. S. Sub-Treasury receipts, week ending with July 6, were $13,055,392, including $1,610,006 from customs duties; payments, $15,022,070; balance at the close of the week, $130,492,492, against $132,459,170, at the close of the preceding week, showing a decrease of $1,966,678. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,885,877 including $260,964 from customs, and payments, $10,440,302; on Tuesday, receipts, $1,412,019; payments, $13,197,214. The balance at the close of business on Tuesday stood at $119,122,871, against $130,248,565 a week previous.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 8th May, and at subsequent weekly intervals, is thus stated:

	Issued.	Redeemed.	Outstanding
20s ...	$333,900	$206,600	$127,300
100s ...	5,321,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st..	200,092,100	174,475,000	25,617,100
Total 22d.	205,743,720	178,185,000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980
Total 6th..	209,639,360	180,156,000	29,483,360

Government revenues have been on a much more extensive scale, since our last, especially in the form of excises, which open the new fiscal year quite encouragingly. The excises, last week, yielded $8,351,822, against $2,500,000, the preceding week; customs at the port of New York $1,610,006, and at the outports, about $550,000 (in coin) more, making the grand total income for the week equal about $11,322,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been $8,351,822.

The Gold Market has been moderately active. The speculative demand has been fair. The customs inquiry has been an average one for the season. The export call has been pretty brisk. But the outflow of coin from the Treasury, chiefly, of course, in liquidation of interest claims of the public creditors, has been in excess of the wants of the market, in the absence of any disturbing element; and the premium has not been maintained as high as was indicated by the extreme figures of last week. Early on last Saturday, an exaggerated report of that day's shipments was put in circulation, but it did not help the inflation scheme perceptibly, as it was soon authoritatively contradicted. The California steamer added nearly a million dollars to the supply, in season for the Saturday export movement. On Wednesday of the current week, the outflow of specie from this port was $1,441,788. The range of the price through the week was from 138¾@139⅜; and the closing quotation on Wednesday was 138⅝. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,573,013. The customs demand for Gold last week, averaged $322,000 a day; thus far, this week, it has been equal to $260,964 a day, or equal to a weekly aggregate of $1,565,784. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $18,024, and from California, $817,270. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $61,979,511, against $70,372,572 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $14,093,428, against $19,111,308 same time last year, showing a decrease this year, of $5,017,880. The exports of specie from this port, last week, were $1,534,861. The total outflow of specie from the port, since Jan. 1, 1867, has been $26,553,723, against $47,123,868 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $5,669,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $34,300,329, against $26,910,448 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached $14,863,783, against $15,035,553 same time last year, showing a decrease, in 1867, of $171,770.

Foreign Exchange has been in fair supply and demand, through the week, on a comparatively firm market. Some foreign orders for Government securities have been executed, and have added to the available offerings of prime bills, with seriously depressing the prices. Bankers' 60 day bills on London closed steadily on Wednesday at 109⅞@110⅛, and on Paris to 5.16¼@5.12½; sight bills on London to 110½@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,075,579, making the total value of exports since Jan. 1, 1867, $100,853,268, against $109,179,109 same time in the preceding year.

Government securities have been in unusually active investment demand, and prices have advanced materially. The most decided improvement has been in the old Five-twenties of 1865, which have been in request for export and on speculative account, on a reduced supply. The later issues of the Five-Twenties, as also the first, or maturing August series of the Seven-Thirties have also been actively sought after at much firmer rates. The U. S. Assistant Treasurer at this point gives notice to the holders of the August Seven-Thirties that "this issue may now be exchanged at this office for Five-Twenty Bonds bearing date July 1, 1867, irredeemable for five years, and carrying six per cent. interest in gold. Interest on the 7-30s will be paid to day of presentation, and interest on the bonds will be charged from July 1st at six per cent. in currency. Interest on the 7-30s will cease August 15, and if not presented for exchange on or prior to that date, the holders will be deemed to have waived the privilege of conversion." U. S. sixes of 1881 closed here on Wednesday at 110¼@110½ ex July coupon; U.S. Five-twenties of 1862, 111⅝@112; U. S. Five-twenties of 1864 at 109⅜@109½; U. S. Five-twenties of 1865 at 109⅝@109¾; U. S. Five-twenties of 1865, consolidated, 108⅜@108½, ex July coupon; U. S. Five-twenties of 1867, 108⅜@108½; U. S. Ten-forties at 102⅜@102⅝, and U. S. Seven-thirties at 107⅞@108⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

July, 1864.....	119¼	May, 1865	116½
August, 1864....	118⅞	August, 1865....	115½
October, 1864....	117⅞	September, 1865..	115
December, 1864..	117⅛	October, 1865....	114½

In railway and miscellaneous securities, business has been decidedly brisk at generally buoyant, though irregular prices. The fluctuations have been frequent, and sharp, but the drift of the speculative movement has been unmistakably toward higher values.

In general business, a further increase of activity has been noted, with rather more firmness, and buoyancy, in prices. The demand for breadstuffs has been quite active, and holders have had any exciting advantage. Cotton has been a leading exception having been dull and depressed, especially toward the close. Middling grades left off here on Wednesday heavily at 26@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 81,000 bales. The receipts at the port this week, have averaged about 1,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 610,332 bales, against exports of 444,110 bales. The receipts at all the shipping ports from September 1 to latest mail dates have been 1,816,000 bales, against 1,965,001 bales same time last year; exports, 1,469,163 bales, against 1,470,100 bales same time last year; estimated stock at latest dates, 195,000 bales, against 308,000 bales same time last year. Foreign merchandise has been in rather more demand, and the leading articles have been held with more confidence. Dry Goods have been slightly disturbed by the failure in the interest reported during the week, but, on the whole, have held their ground well. The total imports of foreign dry goods, last week, were $1,146,464, and the total amount marketed $945,128. The value of foreign merchandise imported last week, was $2,825,329—making the grand total specie value of last week's imports of dry goods and merchandise, $3,971,793, and since Jan. 1, 1867, $132,536,848, against $158,657,512 same time in the preceding fiscal year. The ocean freight market has been rather more active, but, in most instances, at easier rates with 529 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 3½c.@4d. per bushel; cotton at $\frac{3}{16}$@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 26.	July 3.	July 10.
Consols	94	94½	94¾
U.S. 5-20's of 1862	73	72¾	73
U.S. 5-20's of 1865	71	70½	71
Erie	40¾	43½	44¼
Ill. Central	79¾	79	80¼

The New York exports, exclusive of specie, for the week ending July 9, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,094,882	$3,075,597
Prev. reported	107,084,227	97,777,689
Since January 1	$109,179,109	$106,853,286

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,413,181	$1,146,464
Gen. merchandise	1,789,317	2,825,329
Total for the week	$3,202,498	$3,971,793
Previously reported	155,455,014	128,565,055
Since January 1	$158,657,512	$132,536,848

The balance in the Sub-Treasury on Wednesday was $117,421,605 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York and New Haven, 118; do., 6s, 95; Chicago, Rock Island and Pacific 7s, 89⅝; Great Western 2d mort., 74; Cleveland and Toledo 7s, 1886, 94; Toledo, Peoria and Warsaw 1st mort., 79; Chicago and Northwestern Equipment bonds, 94; do., Interest bonds, 90; Hannibal and St. Joseph pref., 63; Morris and Essex, 66; New Jersey Central, 122; do., 1st mort., 103; N. Y. State Bounty Loan, reg., 105½; do., coupon, 105; do., 6s, 1873, 100¼; Indiana 5s, 93; Georgia 7s, 84; Manhattan Gas, 140 Boston Water Power Co., 24¾; Mariposa pref., 24⅝; Western Union Telegraph, 49⅝; Brunswick City Land Co., 5½; Adams' Exp., 67½; Wells-Fargo, Exp., 64; Am. Exp., 63; Merchants' Union Express, 30 per cent. paid, 18; U. S. Express, 70; Wilkesbarre Coal, 38½; Spring Mt. Coal, 44; Ninth National Bank, 109; Phœnix Bank, 104; Bank of America, 136; Am. Exchange Bank, 118; Bank of North America, 101½; Fourth National Bank, 104⅞; Bank of Commerce, 116½; Mechanics Banking Association, 114; Central National Bank, 107; Metropolitan Bank, 108; Bank State of New York, 111; Ocean Bank, 102; Am. Ex. Bank, 118; Metropolitan Bank, 107; Benton Gold, 0.75; Corydon, 2.10; Columbian G. & S., 0.45; Consol. Gregory, 6.95; Davidson Copper, 1.30; Gunnell, Gold, 2.50; Kipp and Buell, 0.50; La Crosse Gold, 0.85; Liberty Gold, 0.04; Midas Silver, 2.00; Montana Gold, 0.15; New York Gold, 1.00; Nye Gold, 0.04; People's G. & S., 0.40; Quartz Hill Gold, 1.87; Rock Mt. Gold, 1.50; Smith and Parmalee, 4.60; Sensenderfer, 10.50; Twin River Silver, 30.00; Texas, 0.15; Walkill Lead, 0.56.

Philadelphia.—Pittsburg 5s, 70½; Cincinnati 6s, 90; State 6s, 1st series, 101¼; do., 3d series, 102¼; Phila., Wil. and Balt. R. R., 53½; Camden and Burlington Co. R. R. 6s, 85; Huntingdon and Broad Top R. R. 7s, 30; Belvidere Delaware bonds, 85; West Jersey R. R. 6s, 86; Ridge Avenue R. R., 7; Schuylkill Navigation Boat Loan 7s, 82; St. Nicholas Coal, ½; Buttler Coal, 10½; Hazleton Coal, 54; Preston Coal, 13¼; Mc Kean Oil, 4; McClintock Oil, 31; Ocean, 2.56; Mechanics' Bank, 31; Kensington Bank, 110½; Girard Bank, 57½; Commonwealth Bank, 63; The latest quotations are: City 6s, 95@95½; do., free of tax, 99⅞@100; State 5s, reg. 1870, 97@97¼; do., coupon, 94@95; do., 6s, W. L., 102¾@103; Reading, 52⅞@52⅝; do., 6s, 1870, 95@96; do., bonds, 89½@90½; Camden and Amboy, 130¼@130½; do., 6s, 1889, 93½@94; do., 1883, 90@92; Penn. R. R., 52⅞@53; do., 1st mort., 97@97; do., 2d mort., 94½@95; Little Schuylkill R. R., 31@32½; Morris Canal, 55@56; do., pref., 118¼@119¾; do., bonds, 90@91; Wyoming Valley Canal, 45@63; do., 6s, 84@85; Susquehanna Canal, 17@18; do., 6s, 64½@65; Sch. Nav., 20@20½; do., pref., 31@31¼; do., 6s, 1882, 73½@74; Union Canal bonds, 20@22½; Delaware Div. Canal, 57@57; do., bonds, 85@88; Elmira and Williamsport, 29@32; do., pref., 42@45; do., 7s, 1873, 91¾@96; do., 5s, 62½@62¾; Lehigh Coal and Navigation, 46@46½; do., bonds, 1884, 86½@89; North Pennsylvania, 36@36½; do., 6s, 86¾@87; Philadelphia and Erie, 28⅜@28½; do., 6s, 92@92½; Minehill, 56⅛@57; Catawissa, 10@15; do., pref., 28½@29; Lehigh Valley, 57¾@57⅞; do., bonds, 91½@92; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 71@71; West Philadelphia, 65½@66; Spruce and Pine, 26¾@27; Green and Coates, 30@31½; Chestnut and Walnut, 43@45; Thirteenth and Fifteenth, 17½@19; Girard College, 27@29; Tenth and Eleventh, 63@67; Union, 35@37; Hestonville, 12¾@12⅞.

Boston.—Cheshire R. R. 6s, 1880, 94; Boston, Hartford and Erie, 12⅝; do., 7s, 53¼; Ogdensburg 1st mort., 99; Rutland and Burlington 1st mort., 136; Phila., Wil. and Balt. 6s, 1887, 95; do., 1871, 96¼; Old Colony and Newport 6s, 1876, 95¼; Vermont and Massachusetts 6s, 94½; Vermont Central and Vermont and Canada 8s, 100; Vermont Central 1st mort., 7s, consolidated, 60; Western R. R. 6s, 1875, 95; New Bedford and Taunton R. R. 6s, 97¾; Ogdensburg and Lake Champlain R. R., 58; do., pref., 99½; Indianapolis and Cincinnati R. R., 40½; Connecticut and Passumpsic Rivers pref., 80; do., 6s, 1876, 90; Summit Branch R. R., 11; Union Railway, 90; Lynn and Boston R. R., 10; Western R. R. Rights, Tenths, 13½; Boston and Worcester R.R. Rights, 4⅞; Richmond Coal, 1¾; Short Mt. Coal, 9⅞; Boston Water Power Co., 22; East Boston Co., 10¾; Cary Imp. Co., 6½; Waverly Land Co., 1⅜; Bullion Consolidated Mining Co., 66½c.; Ophir (N. S.) Gold, 1.65; Maine 6s, 1884, 98; do., 1889, 99; Massachusetts 6s, 1876, gold, 110; do., 5-20s, currency, 100½; do., 5s, 1894, gold, 100⅝; New Hampshire 6s, 1874, 98½; Rhode Island 6s, 1882, 98; St. Louis 6s, 1887, 86; Cambridge 6s, 98; Portland 6s, 1877, 95¼; Chicago 7s, 1892, River Imp., 98; do., 1881, W. L., 106⅛; Salem 6s, 1877, 98; Boston 6s, 1876, currency, 101; Albany 6s, 1879, 94; Charlestown 5s, 1877, 84¾; do., 6s, 1875, 97; Roxbury 5s, 1879, 85½; Boston Gas Co., 765; Cambridge Gas, 106; Pottsville, Pa., Gas, 10; West Cambridge Gas, 20; East Boston Gas, 25½; Blackstone National Bank, 122; Maverick National Bank, 105¾; Merchants' National Bank, 100¾; Eliot National Bank, 106; State National Bank, 91½; Exchange National Bank, 146⅛; National Bank of Commerce, 116½; Webster National Bank, 107¼; North National Bank, 114; Tremont National Bank, 118¼; Pawners' National Bank, 100; Suffolk National Bank, 113½; National Bank of Redemption, Market National Bank, 107; Allouez Mining Co., 6; Albany and Boston, 5; Bay State, 3; Calumet, 20; Concord, 2¼; Hecla, 25; Hancock, 6½; Madison, 75c.; Native, 1⅜; Petherick, 1; St. Clair, 2⅜.

Baltimore.—Virginia 6s, reg., old, 41½; do., 1866, 38; do., 1867, 36½; Marietta and Cincinnati 1st mort., 82; Central Ohio, 25; do., 1st mort., 85; Santa Clara Mining Co., 3; George's Creek, 60; Citizens' Bank, 14; Merchants' Bank, 105; Mechanics' Bank, 9¾; Union Bank, 58; People's Bank, 15¼; Com. and Farmers' Bank, 25; National Exchange Bank, 96. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1875, 95@95½; do., 1880, 95@96; do., 1885, 97¾@98; Northern Central, 43@43½; do., bonds, 1885, 81½@81¾; N. W. Va., 11@18; do., 1st mort., 1873, 92@93; do., 2d mort., 91¾@92; do., 3d mort., 91⅛@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 82½@83; Central Ohio, 25@26; do., 1st mort., 85@88; Western Md. 6s, 70@72; do., 6s, guar., 92¾@96; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 97@96; do., 1873, 95@98; do., 1875, 97@97½; do., 1886, 97@97¼; do., 1890, 98@98; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 19¾@20½; Canton Co., 42@44; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@70; Santa Clara, 3⅞@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.30; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. Plastic Slate is made of very finely pulverized slate rock, mixed to a paste with raw coal-tar, and spread with a trowel. It solidifies by solar heat, and becomes real slate again without any change in its dimensions. It is not combustible at any time—is a bad conductor, and requires intense heat from other bodies to raise it to a red heat. It is being used in nearly every State of the Union for all kinds of buildings.

☞ Proposals for the construction of a railroad from Hackensack Junction, on the Northern Railroad, through the Village of Hackensack, to a point on the lands of John S. Lozier, at Newbridge, N. J., will be received at the office of C. H. Voorhies, No. 1 Exchange Place, Jersey City, until the 27th inst.

☞ The Belfast and Moosehead Lake Railroad Company was organized at Belfast, Me., on the 3d inst. The charter was accepted, and Mr. Alden, Hon. Thomas Marshall, Col. A. W. Johnson, Axel Hayford and other prominent citizens were chosen Directors. Measures were taken for the immediate construction of the road.

☞ The Allegheny Valley Railroad is now completed to Brady's Bend, 25 miles above Kittanning. An excursion train from Pittsburg passed over the additional section from Mahoning to Brady's Bend on the 5th inst.

Railroad Earnings.—Weekly.

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in July, 1867, were $63,928 00
Corresponding week of 1866 ..... 84,969 00

Decrease $21,041 00

The earnings of the Chicago and Northwestern Railroad for 1st week in July, 1867 .. $192,924 00
Corresponding week previous year .. 190,762 00

Increase $2,162 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 4th, 1867, were $37,608 00
Corresponding week of 1866 ..... 35,558 00

Increase $2,050 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of June, were $12,088, an increase of $2,138 on the same week last year. Total for the fiscal year commencing 1st of July, $716 970, an increase of $147,723 on same time of 1866.

Journal of Railroad Law.

DUTY OF RAILROAD COMPANIES TO BUILD AND MAINTAIN FENCES.—TO WHAT COMPANIES THE GENERAL RAILROAD LAW APPLIES.

The case of Staats *vs.* Hudson River Railroad Co., just decided by the Court of Appeals of this State, involves the question of the liability of the company under the General Railroad Law of 1850 and whether the provisions of that statute applies to companies chartered before its passage by the Legislature. The opinion of the court gives all the facts of the case. It was written by

SMITH, J.—The 44th section of the act of 1850 expressly imposes upon all railroad corporations to which it applies, the duty of erecting and maintaining fences on the sides of their road, with openings or gates or bars therein, for the use of the proprietors of the adjoining lands. But it is a question whether that section is applicable to the defendants, who were an existing corporation at the time of the passage of the act of 1850, they having been chartered by a special act in 1846. The 49th section of the act of 1850 subjects all railroad corporations within this State, existing at the time of the passage of said act, to all the duties, liabilities and provisions contained in certain specified sections of said act, including the 44th section, *not inconsistent* with the provisions of their charter. The duty created by the 44th section of the act of 1850, therefore, attaches to the defendants, unless it is inconsistent with some provision of their charter. The defendants claim that it is inconsistent with the provisions of the 24th section of their charter, which is in these words: "The said corporation, before running any cars upon the said road, shall erect and thereafter maintain upon the sides thereof, except where the road shall intersect some public highway, a fence, of such height and strength as is by law required, as a division-fence between the owners of adjoining lands; and shall make and keep in repair, wherever the same may be necessary upon the line of the said railroad, suitable guards to prevent cattle from running upon the same; but this section shall not prevent persons owning or occupying lands adjoining the said road from erecting, at proper and convenient places, where they may have occasion for crossing the said road for farming and other necessary purposes, suitable gates in the line of said fence, to facilitate such crossing, and to be kept in repair by the person using the same."

The argument on the part of the defendants is, that this section subjects the landowners to the duty of erecting and maintaining gates, while the act of 1850 imposes such duty upon the railroad company; and thus the two provisions are inconsistent with each other, and, consequently, the latter does not apply to the defendants.

It is to be observed, however, that the act of 1846 does not impose upon the adjoining owner or occupant an absolute duty to erect and maintain gates. It *permits* him to erect them; and, in case he avails himself of the permission, it makes it incumbent on him to repair them. If he does not choose to erect a gate, he is under no obligation to do so, and, of course, is under no duty to repair. But the duty of the railroad corporation to erect and maintain *fences* on the sides of their road is absolute; and the adjoining landowner may insist upon its performance. If all the landowners on the line of the defendants' road had seen fit to waive the permission to construct gates given to them by the statute, as they might have done, the defendants would have been bound, by the terms of their charter, to erect and maintain a fence on each side of their road throughout its entire length, except where it intersected public highways, or was inaccessible to cattle. Practically, the case would then have been the same as if the charter had not given permission to the landowners to erect gates. What new duty was imposed upon the defendants by the 44th section of the act of 1850? Simply, that the fences, which they were previously required to erect and keep up, should be constructed with gates or bars therein, when necessary to the landowners, instead of being immovable throughout. The new obligation is merely a modification of the former one—a specification of the mode, so to speak, in which the prior obligation is required to be performed. The fence required, whether with gates or without them, is but an ordinary erection for the purpose of restraining cattle from getting upon the track of the railroad; and a provision prescribing either mode of construction can hardly be regarded as inconsistent with a statute creating an obligation to erect the fence and maintain it.

We are referred to the cases of Visscher *vs.* The Hudson River Railroad Company (15 Barb., 37,) and Clarkson *vs.* The same (12 N. Y., 304), which hold that the provisions of the general railroad act, in respect to the mode of acquiring title to land for a roadway, are inconsistent with the provisions of the defendants' charter upon the same subject, and, therefore, do not apply to the defendants. An examination of those decisions shows that they proceeded upon very substantial grounds, which do not exist in the present case. The defendants' charter, as amended in 1848 (Laws of 1848, p. 39, ch. 30), and the general act, prescribed essentially different and incongruous modes of proceeding to acquire title to land, each complete in itself. Under the charter, a notice to the party was to be served or published ten days; the general law required four weeks' publication. The charter authorized proceedings in the Superior Court of the city of New York, or in the Supreme Court in any county of the State, for the appointment of five commissioners or appraisers, to be selected by the court, from the State at large. By the general law, the Supreme Court, in the district in which the land was situated, had sole jurisdiction; each party nominated six commissioners, from whom the court selected two on each side, and appointed the fifth; and the commissioners were all required to live in the county in which the land was situated. Under the charter, the roadway might be of any width required; by the general act, it was limited to ninety feet. The charter provided that, on filing the report of the commissioners, the court, on proof of payment or deposit of the money, should make a rule reciting the proceedings, which, on being recorded, should operate as a deed to the company. Under the general law, notice was to be given of an application to confirm the report, an appeal was authorized, and twenty days were allowed for appealing. In reference to those discordant provisions, Justice Parker said, in Visscher's case: "The two modes of assessing damages and obtaining title are incompatible and incongruous. The requirements of the general act are not additional to those of the charter. They cannot be ingrafted upon the charter. In Clarkson's case, Dean, J. delivering the opinion of the court, said: "For these sections to apply to the defendants' manner of acquiring title, they must be consistent with the provisions of the defendants' charter. That is not that they must be identical, but, that although they may differ in requiring something in addition to what was to be done before, they must not, in their requisition, take away any of the rights to which the defendants were entitled under the charter." These extracts show the course of reasoning adopted in those cases. Tested by it, the provisions of the general act, upon the point now under discussion, are not inconsistent with the defendants' charter. They do not deprive the company of any right; they impose no new duty; they simply regulate the performance of a duty which was imposed upon the defendants by their charter. If these views are correct, the 44th section of the act of 1850 applies to the defendants, and makes it their duty to keep the gate in repair. If it be assumed, however, that that section does not apply. Let us see how the case stands under the eight section of the act of 1854. That section is in these words: Every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed or to be formed, but whose lines are not now open for use shall, before the lines of such railroads are opened, erect and thereafter maintain fences on the sides of their roads, of the height and strength of a division fence as required by law, with openings or gates or bars therein, at the farm-crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain, cattle-guards at all road-crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done by the agents or engines of any such corporation to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been

duly made, and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. A sufficient post and line fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no railroad corporation shall be required to fence the sides of its roads, except where such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad from the lands adjoining the same. The defendants are undoubtedly within the operation of this section, unless, as is claimed by them, it applies only to cases where fences and gates had not been constructed at the time that act was adopted. That claim is not warranted by language of the section, and in my judgment does not accord with its meaning. In describing the corporations to which the section relates, its framers used the comprehensive words, "every railroad corporation;" and they specified as well those corporations whose lines were then open for use as those whose lines were not then open. In the case of Corwin *vs.* The New York and Erie Railroad Co. 13 N. Y. 53, Denio, J., speaking of section 44th of the act of 1850, expressed the opinion that it is not to be regarded as merely a regulation respecting division fences, between the land of the railroad corporations and those of adjoining property, but that it is rather to be considered as providing a safeguard for the protection of the lives of persons traveling by railroad and of the property of in animals, which citizens in the vicinity of those roads may own. This remark of the learned judge is justly applicable, also, to the section we are called upon to construct, and the fact that the section was intended, in a great measure, as a police regulation for the safety of the traveling public, strengthens the conclusion that it was designed to have the general scope indicated by its language, and to prescribe a uniform rule for the government of every railroad company in the State.

It provides for two distinct acts, the erecting of fences and gates and the maintaining them; and although the former provision was unnecessary in cases where suitable fences and gates had already been built, yet the latter provision was useful in those cases as well as where the fences and gates were thereafter to be constructed. Each provision is to be taken distributively, and to be applied to the cases in which it can have effect, *reddendo, singula singulis.* Several other sections of the same act clearly apply to all the railroad corporation in the State, whether then existing or thereafter to be formed, and whether created by special charter or organized under the general law (7, 10, 14, 17). No question can arise as to the power of the legislature thus to amend the defendants' charter, as it contains an express reservation of the legislative power to alter or repeal it, and besides, the 22d section of the charter subjects the corporation to the general restrictions and liabilities prescribed by the third title of the eighteenth chapter of the first part of the Revised Statutes, the eight section of which provides, that the charter of every corporation, that shall thereafter be granted by the legislature, shall be subject to alteration, suspension and repeal, in the discretion of the legislature. I am of opinion that the defendants were charged with the duty of keeping the gate in repair, and, therefore, that the judgment appealed from should be reversed, and a new trial ordered.

(From "Wordswith's Railway Directory.")

Savannah and Charleston Railroad.

The Charleston and Savannah Railroad was sold under mortgage debt of $1,250,000 in Nov., 1866, and was purchased by individuals, subject to a State guaranteed mortgage of $500,000, which is now the entire debt of the road.

Its length is 102 miles, and the charter for its present name is dated January 1, 1867. 50 miles of the road out of Charleston, was uninjured during the war, and is to-day in first rate running order, having been supplied with new cross ties and other timbers for most of the way. The next 30 miles are being rebuilt from the resources of the company, and the work is rapidly progressing. This arriving point will open a through connection with Savannah *via* the river from Purysburg, and the remaining 22 miles will be put under work of repair immediately, so that by 1st Nov., or soon after, the trains will run through from Charleston to Savannah.

The rolling stock of the road, consisting of 12 first class locomotives, and a proportionate number of freight and platform cars, were not injured during the war, except from the unusual wear and exposure.

The time between Charleston and Savannah, when the road was operating was 5 hours, and the fare $5. The mails, passengers and freight paid equal to 7 per cent. on the entire debt of the road and 10 per cent. dividend on its stock.

With the return of prosperity which is now beaming upon the land to farmers, merchants and laborers, this road under its present able management will soon regain the reputation accorded by its friends in its earlier days. It helps make up the chain of the seaboard route forming what is called the "Great Annamissic Route," the shortest line to Savannah, Brunswick, Fernandina and Cedar Keys. It is now in the hands of six stockholders, J. Reed Boylston, J. H. Taylor, W. S. Hastie, Alex. Isaacs, F. S. Willis, and under the especial management of its builder and efficient Superintendent, Col. John S. Ryan.

JUNE 28TH, 1867. G.

Steel vs. Iron Rails.

The advantage, in an economical point of view alone, of the steel over the iron rail is fast being made manifest, and the total disappearance of the latter appears to be a mere question of time. Whilst there are complaints from almost every iron district in the kingdom, that very few orders for rails are being sent in, yet the makers of those of steel—particularly Bessemer—were scarcely ever busier. On nearly all large railways, more especially on those where the traffic is heavy, the steel rails are admitted to effect a very great saving, and are being fast put down on some of the largest lines. Amongst others, the London and North Western have recently put some down, and other companies are doing the same. At one establishment alone, the South Yorkshire Works, at Penistone, the firm known as that of Cammell & Co., Limited, about 300 tons of Bessemer rails are being turned out, there being some very large orders on hand for the Great Indian Peninsular Railway, which has now about 850 miles open, whilst the entire length of the line will be upwards of 1,300 miles. For America also a large quantity is being made, as it is understood that the Grand Trunk of Canada line is to be laid with steel rails, which Mr. Watkin, M. P., the chairman of the company, asserts will effect a very great saving, seeing that they have some 1,377 miles in work. Russia is now about our best customer for iron rails, for which country they may be suitable, seeing that the lines are long and the traffic limited. One great bar to the general introduction of the Bessemer rail is the rather large royalty to the patentee by the makers; whilst in Prussia, where a very large quantity of Bessemer is being turned out, no royalty whatever is paid, patent rights not being reserved in that country. The advantage thus gained is materially to check exportations of steel to the North of Europe.—*London Railway News.*

Journal Box Metal.

We invite attention to the Advertisement of Messrs. J. R. BAKER & Co., in another column, and also to the following testimonial which we have selected from a large number presented to us for our inspection:

NEW YORK, MARCH 12TH, 1867.

This will certify I am using the New Jersey National Metal Companies' Anti-Friction Journal Box Metal, cast in solid boxes for a pair of crank pin boxes, in the place of brass ones. This Journal has given us much trouble with heating and cutting with brass, I applied your National Metal on the rough Journal some six months ago, and I am very happy to say, in your favor that we have no more trouble with it. It runs perfectly cool, with one-third less than the brass ones did, this Journal being small and having heavy hard work to do, for the power of the engine, and making 65 turns per minute, I consider this place a good test for the merit of your National Metal, and I can honestly say your Anti-Friction Metal is the best of any I have ever used for Journal boxes.

Yours Respectfully,
JAMES S. SIMPSON,
Foreman of Machine Shop.
JOHN ROACH & SON,
Etna Iron Works, New York.

We the undersigned fully agree with the above statement, in regard to the working test of the merit of your metal, in our line of shafting.

Respectfully Yours,
GCILD & GARRISON,
Pump Machine Works, Brooklyn, E. D.

This Metal is adapted to Railroad Car Boxes, Steamships, Rolling Mills, and all other kinds of Machinery Journal Boxes where Brass or Babbitt's Metal has formerly been used in Journal bearings.

Nashua and Lowell Railroad.

The directors of this company have voted to issue twelve hundred shares of new stock on the first day of August next, and that an assessment of one hundred dollars per share be paid thereon on that day; that holders of stock of record on the first day of July next be authorized to take the said shares at par, in the proportion of one new share for every five shares then held by them; that a dividend of twenty per cent. be declared payable on the first day of August next, to stockholders of record on the first day of July next.

Lehigh Coal and Navigation Co.

A meeting of the stockholders of this company was held in Philadelphia on the 2d inst., for the purpose of voting upon the agreements for the merger of the Nanticoke and the Lehigh and Delaware Water Gap Railroad Companies into the Lehigh Coal and Navigation Company. The agreements having been read, the meeting proceeded to take a stock vote on the same, the result of which was that all the votes, numbering 24,144, were cast in favor of each of the agreements, the meeting thus deciding unanimously in favor of both.

Wharton's Patent Safety Railway Switch.

More than seven years ago we first noticed William Wharton's ingenious, simple, economic, now amply tested and abundantly approved *Switch*, in these columns. Mr. Wharton being young, patient, confident, was content to bide the consequences of trial, feeling that every fair test of his invention would prove its efficiency and its adaptation to a palpable and serious railroad want.

Nor has Mr. Wharton been mistaken; for, as he felt and his friends believed would be the case from the start, his Switch is now a conceded success, since it is the only switch that renders both rails of the main track immovable, and assures safe transit over the main track at the switch, without risk.

Wharton's Switch does not break the *continuity* of the rails in the track, and hence its *economy* in saving the rail from the battering to which a shifting track rail at the ordinary switch is exposed.

At Reading, where Mr. Wharton's Switch was attached to steel rails, it outwore twelve sets of iron rails in the parallel up track for empty cars, a conclusive testimony of its economy and durability.

Railroad men are sometimes averse to an improvement, however obvious its merits, until satisfied that, whilst it assures greater safety *it also costs less money.* And this latter consideration is potential, because anything that diminishes expenses increases profits; Wharton's Switch, therefore, not only commends itself to the operating department, but also to the treasury, whence dividends are disbursed.—*U. S. R. R. & Mining Reg.*

Interest and Dividends.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent., payable, free of tax on the 20th inst.

The Terre Haute and Indianapolis Railroad Company have declared a dividend of six per cent., payable, free of U. S. tax, at the Farmers' Loan and Trust Co., 26 Exchange Place, N. Y., on the 10th inst.

The Delaware Railroad Company has declared a dividend of three per cent., payable at Dover, 1st of July.

The Mount Carbon Railroad Company a semi-annual dividend of 3 per cent., clear of tax, payable on demand.

The Chesnut and Walnut Streets Passenger Railway Company a dividend of $3 per share, clear of taxes, payable on demand.

The Thirteenth and Fifteenth Streets Passenger Railway Co., a dividend of 50 cents per share, clear of tax, payable on the 13th inst.

The Frankford and Southwark Philadelphia City Passenger Railway Co., a dividend of 3 per cent., clear of taxes, payable July 17.

The Naugatuck Railroad Company has declared a dividend of five per cent., free of government tax, payable August 15.

☞ The Boston, Hartford and Erie Railroad is reported to have arranged with the Erie Railway and the Pennsylvania Coal Company to indorse its bonds for $7,000,000. This sum, with the three millions granted by the State of Massachusetts, will suffice to complete the unfinished links between Willimatic and Mechanicsville, and between Waterbury and Fishkill.

☞ A new railroad is to be built through Dutchess County, New York, to connect Fishkill on the Hudson with the Harlem road in Columbia County. The amount of subscription required from Dutchess County, $500,000, has been made up, and that portion of the road will immediately be put under contract.

Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	11,148.46 for	$105,831 45
Acres Int. Fund Lands sold	360.00 for	5,795 00
Acres Free Lands sold	4,733.18 for	62,171 68
Total sales during month of June, 1867	16,241.64 for	$173,798 13
To which add Town Lot Sales		880 00
Total of all	16,241.64 for	$174,678 13
Cash collected in June		$211,175 08

TRAFFIC DEPARTMENT.

Receipts from Freight		$330,928 00
do. Passengers		125,329 54
do. Mails		6,358 83
do. Rent of Road		4,000 00
do. Other Sources		30,000 00
Total Receipts in June, 1867		$496,615 87
Total Receipts in June, 1866		$560,024 63

Bessemer Rails in France.

The Paris, Lyons and Mediterranean has given out an important order for Bessemer steel rails, a contract for 20,000 tons having been let to the Terrenoire Mines and Iron Works Company at £12 12s. per ton, taken at the works. Some little time since the Western of France ordered 2,000 tons from the Imphy St. Seurin Company at £14 18s. per ton delivered at Batignolles; and the Northern of France also ordered 3,000 tons from the same concern at £14 8s. per ton, delivered at La Chapelle.—*Herapath.*

People's Passenger Railway.

The People's Passenger Railway was so far completed on Saturday, that the cars made two trips in the evening. They started from the front of the Wyoming House, at 7½ o'clock, and reached the present terminus (Market street,) in 25 minutes, a distance of nearly two and a half miles. The cars were filled to their utmost capacity, and on reaching Providence, several hundred persons had assembled to witness their arrival. The cars are large, easy and pleasant, and the trip was a most delightful one.—*Scranton (Pa.) Register, July 4.*

Norfolk and Gt. Western Railroad.

Books of subscription to the capital stock of this road are to be opened at Norfolk, Va., on the 20th inst. Colonel B. M. Jones has been appointed the Chief Engineer and General Agent. It is claimed that this road will give Norfolk exclusively the trade of the border counties of Virginia and North Carolina, commencing with Greenesville and Warren, and ending at the Tennessee Railroad.

Southern Central Railroad.

Hon. Donald Robertson, of Queenstown, C. W., has contracted to build the Southern Central Railroad from Owego to Fair Haven, and to finish it complete and ready for the cars within eighteen months. The road will be constructed of the best material, with the heaviest rail—sixty pounds to the yard—and is to be, in every respect, a first class road. The work is to begin at once.

☞ A convention of the friends of the proposed road from Toledo to Columbus, met at Toledo on the 10th inst. Resolutions were adopted providing for an immediate survey of the route, and for the appointment of delegates to a meeting to be held in that city on the 18th instant, to effect a permanent organization.

☞ The Albany and Susquehanna Railroad was formally opened to Bainbridge in Chenango County, on the 10th inst. Bainbridge is ten miles beyond Unadilla, which for some months has been the terminus, and 104 miles from Albany.

☞ A railroad from Utica to Hamilton, on what is known as the canal route, is to be built, work commencing immediately.

FOR SALE.

16 FLAT CARS—Broad Tread Wheels—Compromise—Just completed at Buffalo, N. Y.

These Cars are built in the most approved style, of the best White Oak Lumber.

Platforms 30 feet long, 8½ wide, Iron Trucks, Capacity 15 Tons, Warranted.

KASSON & CO.,
62 Broadway,
26tf **New York.**

FOR SALE.

3 PASSENGER CARS—4 8½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 56 @ 58 Passengers.

To be had separately or together at a Bargain.

KASSON & CO.,
62 Broadway,
26tf **New York.**

FOR SALE
3 LOCOMOTIVES,
4-8 1-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
62 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6t28 THOMAS E. WALKER, Treasurer.

M. T. DAVIDSON & CO.,

Manufacturers and Dealers in

Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes, Chucks, Slide Rests, finished Shafting, Pullies and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

PECORA PAINT CO.,
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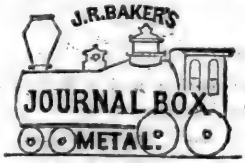
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Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from superior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

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Important to Railroad Companies, Steamboat and Steamship Proprietors, Engineers, Mill-Men, Machinists and all persons putting up new works.

The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

☞ Prices set at a low figure.

No. 1 Journal Box, cast in shape, 30, 35 and 40 cts. per pound.

Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

New Jersey National Metal Works,

J. R. BAKER & CO.,

179 Pavonia Avenue, Jersey City, N. J.

J. TAYLOR, Superintendent.

C. B. CROSSMANN,

40 Cortlandt street, N. Y., SUPPLY HOUSE.

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,

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Exclusive Manufacturers of

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BORING IMPLEMENTS;

Also, a complete assortment of

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Framing Chisels, Socket Firmer Chisels and Gouges, Socket Paring Chisels, Drawing Knives, Screwdrivers, Augers and Bits, Bung Borers, Boring Machines, Gimlets, Firmer Chisels and Gouges, Hollow Augers, Corkscrews, etc.

Warehouse, 70 Beekman Street, N. Y.

CHALLENGE!!

I will TEST my India Rubber Car Springs of any size, at any required pressure, with those of the New England Car Spring Co.'s, or any others, at the Convention of Car Masters to be held at Altoona, Pa., Sept. 18th, 1867.

Each Party to be at the expense of their own Testing Machinery, &c.

The Springs to be manufactured of the same material, weights and compound as now sold by both parties.

The above will set at rest the Unkind Reports of (the would be) Rubber Monopolizing Parties, that no spring can be manufactured of India Rubber equal to their own.

C. V. MEAD,
Hamilton Square Rubber Works.

P. O. Address, Trenton, N. J.

CAUTION.—Only Springs Stamped "C. V. MEAD," and fully warranted, are of his manufacture.

NOTICE TO THE CONSUMERS OF THE

GENUINE SWEDISH DANNEMORA IRON. (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade.

Leufsta, in Sweden, 29th April, 1867.

CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

VALUABLE SCIENTIFIC REPRINT.—The undersigned have the satisfaction to announce that on the 1st of July next they will begin the publication of an American reprint of

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While its importance to CHEMISTS, DRUGGISTS, APOTHECARIES, MANUFACTURERS, PHOTOGRAPHERS, ASSAYERS, and all other kindred scientific pursuits, is universally acknowledged, the high price of the original Journal has necessarily limited its circulation in America. The subscription to the London issue is TWELVE DOLLARS A YEAR, but the price of the American reprint, which will be printed in exact *fac simile* of the original, will be TWENTY-FIVE CENTS A MONTH. No interested class can now afford to be without this indispensable REPERTORY OF PRACTICAL SCIENCE. While the Reprint, in form, size, type and engravings, will be a literal copy of the original, a change will be made in the TIME of publication and it will be published in MONTHLY instead of WEEKLY, numbers. This desirable change is more convenient, and allows the yearly numbers to be included in one compact quarto volume of SIX HUNDRED AND FIFTY PAGES.

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ACROSS THE CONTINENT.

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FIRST MORTGAGE BONDS

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Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues its Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,250 per mile amounting to $44,306,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

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The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $261,783. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 359 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & Co., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 33 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

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American Railroad Journal.

New York, Saturday, July 20, 1867.

THE SAMPSON CAR WHEEL.

It is Tested by the New York Central Railroad Company, and found to be a decided success.

On the 12th inst., an excursion took place over the New York Central Railroad, that part of it running from Troy to Schenectady, for the purpose of testing the merits of a new and most important invention in the matter of car wheels, by Mr. Elnathan Sampson, of Lansingburgh, Rensselaer County, New York, and of which Mr. Sampson, Hon. Marcus P. Norton and Edwin Chamberlin, Esq., of Troy, are the owners. The new and improved wheels were attached to two cars, one a passenger and one a baggage car, both of which were filled by a large number of prominent railroad and other gentlemen interested in important inventions. Among these our reporter noticed Hon. John L. Flagg, Mayor of Troy; Hon. Uri Gilbert, ex-Mayor of Troy, and of the famed railroad car building firm at Troy, New York. Hon. Samuel Cheever, Waterford, N. Y.; Hon. George S. Deffendorf, Baltimore, Md.; Hon. Marcus P. Norton, Troy, N. Y.; Maj-Gen. Joseph B. Carr, Troy, N. Y.; Wm. Kemp, President Board of Education, Troy, N. Y.; Hon. Samuel Gleason, County Treasurer; Rev. J. N. Parker, Troy, N. Y.; Wm. D. Davis, Troy, N. Y.; Col. LeGrand Benedict, Asst. Adj. Gen. Troy, N. Y.; I. M. Gregory, Esq., Troy, N. Y.; J. G. Runkle, Esq., Troy, N. Y.; Hon. Thomas Symonds, Troy, N. Y.; James Morrison, Jr., Troy, N. Y.; Austin A. Yates, Schenectady *Star*, N. Y.; G. Y. Van Debogat, Esq., Schenectady, N. Y.; Capt. L. H. Tupper, Troy, N. Y., and formerly Superintendent of Rensselaer and Saratoga Railroad; Willis Humiston, Esq., Troy, N. Y.; His Honor, Mayor of Schenectady; the Rev. Laurens P. Hickock, D. D., LLD., President Union College; Willard O. Carpenter, Esq., Editor of the Waterford *Sentinel*; Charles D. Kellum, Esq.; J. F. File, Esq.; M. Burgess of the Rensselaer Institute, Dr. John Knowlson; Thomas Hurley, Esq., of the Troy *Whig*; Henry Stanley Esq.; Mr. R. H. Hyde; Samuel Ingalls, Esq.; William H. Young, Esq., the Book Publisher; Jonas S. Heartt, Esq., of the firm of Jonas S. Heartt & Co., manufacturers of railroad car wheels, and who have obtained license to manufacture this wheel; S. L. Wood, Master Mechanic N. Y. Central R. R.; Foster Church, Master Mechanic Troy and Boston R. R. Co.; B. Smith, Esq., of the New York Central R. R., and a large number of others. This invention which is destined to wholly revolutionize for the better the rotary power and character of railway rolling stock and incidental machinery, consists in the conical and lateral tread, combined with the flange of the wheel, the design of which is in passing the curve of the track the outer wheel shall pass over the outer rail in the same time that the inner wheel passes over the inner rail obviating any sliding of the outer wheel, thereby preventing the twisting of the axle, straining of the journal bearings and boxes of the axle, straining of the wheel and the usual wearing and tearing of the rail. In short this invention absolutely relieves all friction not incident to an air line track. Cars containing or moving upon this wheel will pass all curves in the road with as much ease and with the same friction as upon an air line track, so that no more power is required to move heavy freight or passenger trains upon and over railway curves than upon a straight or air line track. This being the case, there must of course be a great economy in fuel and oil, no less than in the general wear and tear of the locomotive engine and entire running gear or machinery. Prominent railway and practical men upon the excursion carefully estimated that quite or nearly one-third of the power was saved in moving heavy trains over or upon curves. Hence it is manifest that the railroad rails will wear a greater length of time (especially those which form the curve) than has hitherto been the case with the ordinary wheel now in use. Upon actual trial it is found that this wheel will adjust the truck of cars to the condition of the track at the time and over which it is passing.

Another great point of public interest in the invention is that by the use of the improved wheel there is far less liability of the cars being thrown from the track. Indeed there is great additional security against the cars being thrown from the track while passing rail joints, curves, or over any irregularities in the rails of the track. Then again there is much less lateral motion to the cars in passing over any portion of the track than by the ordinary wheel now in use. In the new wheel the lateral motion against the rail is scarcely perceptible, and is calculated to draw one-third more around a curve. The tread of the wheel is so constructed as to increase its diameter, thus adapting itself to the curves over which it passes. The late excursion train on its return trip ran a distance of twenty-two miles in twenty-seven minutes and thirty seconds, as gaged by L. H. Tupper, of Troy, and formerly Superintendent of the Rensselaer and Saratoga Railroad, and did not once touch the guiding flange in the whole distance of forty-six miles going and coming; and it is well known that the branch connection of the New York Central Railroad running between Troy and Schenectady is the most crooked piece of road to be found anywhere in the United States.

In every point the test trials of this wheel have been most eminently successful, and have elicited the highest encomiums of railroad men, who freely acknowledge that the improvement is a most substantial, practical, and useful one. It is admitted that this wheel overcomes two hitherto most important disiderata in the locomotion of trains—namely, immense saving of wear and tear

to gearing and machinery and track rails, as well as developing far greater security to life and limb, in virtue of the cone keeping the tread of the wheel more securely to the track. The invention is, we understand, to be immediately adopted by several leading railway corporations, and as the public become more and more familiar with its great usefulness, we cannot doubt it will find universal public acceptance and practical use.

Ogdensburgh & Lake Champlain Railroad.

The earnings of this road for the fiscal year ending March 31, 1867, were:

From freight		$680,075 48
" passengers		168,040 31
" U. S. mails		10,710 00
" express		4,916 67
" rents		7,139 84
" use of engines		1,102 40
		$871,984 70
Expenses, viz:		
Repairs of road	$103,379 65	
" structures	16,629 86	
" bridges	13,490 80	
" engines	30,546 74	
" cars	34,027 72	
" tools, etc	7,833 69	
" docks	3,712 68	
Renewal of iron rails	47,660 09	
Office expenses	6,488 82	
Agents and clerks	32,504 56	
Labor, handling freight	31,879 27	
Porters, watch and switchmen	21,087 51	
Wood and water station attendance	5,711 30	
Conductors, etc	32,202 56	
Enginemen and firemen	27,445 11	
Fuel	71,946 13	
Oil and waste	12,586 96	
Loss and damage	7,580 55	
General superintendence	6,093 40	
Contingencies	10,443 04	
Taxes, including internal revenue	44,406 37	
Insurance	2,555 74	
Incidental expenses	30,072 34	
		600,284 89
Net earnings		$271,699 81
Add balance on hand, April 1, 1866		102,445 22
		$374,145 08
From which has been paid:		
Interest on 1st mort. bonds	$96,708 50	
One dividend of 3 per cent. on common stock	89,400 00	
Do. of 4 per cent. on preferred stock	14,968 80	
		201,077 30
Balance on hand March 31, 1867		$173,067 73

The gross earnings for the year ending March 31, 1866, were $803,797 95; and the expenses, $625,842 11—leaving the net earnings $177,955 84. The earnings of the past year, therefore, shows an increase of $68,186 75; with a decrease in expenses of $25,557 22—making the increase in net earnings, $93,743 97. The report says:

A comparison with the business of previous years, shows a still more marked and decided improvement.

During the past year, there have been placed on the track 60,000 ties. Eleven and a half miles of new iron has been laid, and twenty-two miles of iron has been taken up and repaired in the blacksmith shops.

A new bridge has been built at Madrid, and extensive repairs have been made to other bridges on the line of the road; and in addition to these large outlays may be added sums paid for personal injuries, and damage of engines and cars, amounting to about ten thousand dollars, as the result of the collision at Rouse's Point in January last.

The rates for through traffic the past year have been higher than usual; and from the small amount of grain awaiting shipment at the West, and the present low rates for carrying, it may be expected that this item of earnings for the next few months (or until the next crop comes in) will be less than last year; but as an offset to this, we shall have a large increase of local traffic; this branch of our business is rapidly increasing; all along the line of the road new stations are being located, steam saw mills, iron foundries and manufactories are being erected, and the time is not far distant when our local business, alone, will furnish dividends to the stockholders.

From one of these new stations, which has given us no business whatever, we shall receive now from ten to twelve carloads per day, and our rolling stock the coming season will be taxed to its utmost capacity to do all of this business which will probably offer.

In reference to our future earnings it must be borne in mind that while the war and an inflated currency have added from fifty to one hundred per cent. to the prices of labor and material, the same causes have produced no such effect on the rates for railroad traffic, either passenger or freight, and while the resources of the road are developing, and its earnings increasing year by year, it is fair to expect that the time is coming when the expenses will be materially lessened, by a reduction in prices, both of labor and stock; and it is to this reduction of running expenses, with the steady increase of local traffic, in connection with a large and profitable business to interior points in New England, that we look for a regular and legitimate increase of our net earnings; for this we have no competition, and fair rates can always be maintained; while for the through business we have as competitors five powerful lines of railway, and the rates at which they are now carrying this freight is at an absolute loss.

The directors have adopted a policy to refuse all business that does not pay a profit—the only policy that will bring dividends to the stockholders, and enable them at the same time to keep the road and equipment in good condition.

Since the first of April, 1866, the directors have issued, of the preferred stock, 6,412 shares, amounting to $641,200; of this sum, there has been issued in exchange for first mortgage bonds, $237,800; and the balance, $403,400, has been appropriated to pay the expenses incurred in obtaining possession of the road, for new engines and cars, the new depot at Malone, and on the new elevator, now in process of erection at Ogdensburgh.

The facilities for receiving and storing grain from the West, at Ogdensburgh, have hitherto been entirely inadequate to the necessities of our business, and the directors in August last voted to erect an elevator capable of storing from five to six hundred thousand bushels of grain; the cost, about one hundred and fifty thousand dollars, to be taken from proceeds of the preferred stock.

Our present capacity for storing grain is about two hundred and fifty thousand bushels, which is raised by a floating elevator; the new elevator will store more than double this quantity of grain; and discharge three times the number of cargoes, daily.

The detention of vessels arriving at Ogdensburgh, on account of our inability to discharge them, has been a serious drawback upon our business; hereafter there will be no complaint from that source, and the port of Ogdensburgh will present as good attractions to shippers, as Buffalo, Oswego, or any of the Lake ports.

The new elevator will, therefore, be a profitable source of income in itself, and at the same time add materially to the business of the road, especially by the additional storage room afforded for freight, which consignees are glad to avail themselves of, thereby adding to the hitherto small earnings of the winter months.

The track is in good condition, and will require only the average renewal of rails the coming year.

The stockholders will expect some allusion to be made to the suit that has been instituted by certain parties claiming to be "The Northern Railroad Company"—a so-called corporation which has no legal existence. It is sufficient to say that the directors attach no importance whatever to this suit; our title to the road, franchise, and all the property appertaining to it, is clear, and beyond all question, and all apprehensions on this subject may be dismissed from the minds of every stockholder.

Great care and vigilance is exercised in keeping the bridges in a safe condition; four or five small bridges will have to be rebuilt, involving an expense of two thousand dollars; and the bridge at Rouse's Point will require an expenditure in the course of the next year of about four thousand dollars.

The bridge over Salmon River, at the village of Malone, is in an excellent state of preservation, and will require but trifling repairs; but it is nevertheless a source of great anxiety to the board from its contiguity to stables and other wooden buildings, rendering it very liable to destruction by fire—an occurrence which would interrupt our business from twenty to thirty days. The span of this bridge is 163 feet; and in case of its destruction, no temporary structure could be thrown across the river.

The directors have had surveys made and find that by an expenditure of three or four thousand dollars, two additional piers can be built, which would make its rebuilding comparatively easy, and an interruption to our business of not more than twenty-four hours the result of its destruction.

$237,800 of the 1st mortgage bonds have been exchanged for preferred stock, leaving $1,257,100 outstanding, which mature in July, 1869.

Of the 2d mortgage bonds, $2,979,500 have been converted into common stock, leaving outstanding $97,500.

The equipment of the road consists of 29 locomotives, 16 passenger, 8 baggage, and 480 freight cars.

TRIAL BALANCE, MARCH 31, 1867.

Cost of road		$4,571,900 00
Old iron rails		10,000 00
Fuel		39,054 37
Sundry accounts		9,754 25
Bills receivable		51,000 00
Old iron		3,794 85
Bridge materials		3,960 09
Disbursements of proceeds of preferred stock		424,148 52
Materials in repair shop		39,961 62
Oil and waste "		952 59
Cash		13,137 01
		$5,167,663 30
Capital stock, common		$2,979,500 00
Preferred stock issued for equipment, elevator, and other purposes		403,400 00
Preferred stock issued in exchange for 1st mortgage bonds		237,800 00
1st mortgage bonds		1,257,100 00
2d " "		97,500 00
Coupons past due		5,569 00
Bills payable		10,000 00
Sundry accounts		3,726 57
Net earnings		173,067 73
		$5,167,663 30

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunnewell, Thomas Upham, J. D. Farnsworth, E. T. Farrington, Arthur Williams, William C. Brown, Samuel M. Felton, Calvin T. Hulburd, and Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Superintendent.—DEWITT C. BROWN.

South Carolina Railroad.

The earnings and expense account of the South Carolina Railroad Company for the year ending December 31, 1866, gives the following results:

Income from passengers		$413,372 53
" from freight		877,416 79
" from mails		20,349 20
" from other sources		1,000 00
Total		$1,312,738 52
Salaries & contingencies	$15,919 28	
Transportation	387,866 73	
Machinery	152,271 48	
Roadway	123,399 46	
		679,456 95
Earnings less operating cost		$633,281 57
Interest—sterling	$126,006 81	
" —domestic	98,674 65	
	$224,681 46	
Damages	$16,818 56	
Stock killed	1,560 50	
Sundries	2,389 39	
	20,768 45	
		245,449 91
Balance to credit		$387,831 66

The rolling stock at the commencement and close of the year compare as follows:

	Dec. 31, 1865.	Condemned.	Added.	Dec. 31, 1866.
Locomotives	44	7	10	47
Passenger and mail cars	28	4	10	34
Freight cars	252	14	102	343

The distances run by engines with trains, was 304,122 miles; the number of passengers carried was 109,711.

As a matter of interest rather than importance, we give the following table, showing the course of business on the road for 1860-'66, a period covering the war, and the year before and after:

	Passengers Carried.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Dividends.
1860	164,200	$461,084	$968,673	$69,879	$1,499,636	7
1861	209,750	514,751	589,552	57.421	1,161,724	6
1862	351,095	986,758	807,833	45,623	1,840,214	8
1863	442,305	1,525,544	1,355,571	108,887	2,990.002	12
1864	416,850	2,445,062	3,578,806	73,265	6,097,123	16
1865	93,528	465,559	1,128,806	6,617	1,600,982	--
1866	109,711	413,972	877,417	21,349	1,312,738	--

The dividends were paid on $5,819,275 capital. It will be seen that the receipts of the road in 1866, were in the aggregate about an eighth less than in 1860. The real business transacted, however, was scarcely a third of its ordinary amount before the war. The following table giving the receipts of produce by the road at Charleston illustrates the latter assertion:

	Cotton. bales.	Flour. barrels.	Grain. bush.	Naval. stores, bbls.	Mdze. bales.	Live stock.
1860	314,619	23,216	36,179	54,439	12,853	15,213
1861	120,673	32,840	75,488	9,161	5,459	12,257
1862	24,884	49,710	259,328	1,149	1,606	8,475
1863	48,145	28,508	374,725	214	1,175	8,458
1864	10,315	26,965	287,204	----	1,244	6,201
1865	35,536	----	7,424	1,293	2,523	381
1866	94,097	2,495	20,293	10,923	5,150	4,103

The year 1865 was broken in February by Sherman's march through the State, nor was business resumed until June 19, when the road was given up by the military authorities.

With regard to the damages from military operations we said all that is necessary in our notice of the company's report for 1865. This will be found in the JOURNAL of April 21, p. 370. The total damage was estimated at $1,629,114 64. The amounts paid on restoration account were—in 1865, $335,781 18, and in 1866, $368,537 17, or a total of $704,318 35.

The total financial results of the operations of the company, as shown in the income account for 1866, were as follows:

Income from road		$1,312,738 52
Increase in balance of indebtedness		188,559 25
Total income		$1,501,297 77
Current expenses		$924,906 86
Restoration of property		368,537 17
Locomotives	$101,004 55	
Cars	71,530 21	
Tools	12,275 54	
		184,810 30
Materials	33,983 69	
Engines and cars condemned, ⅔ worthless	35,706 68	
	$69,690 37	
Less materials recovered	46,646 93	
		23,043 44
Total disbursements		$1,501,297 77

The property account of the company at the close of the years 1865 and 1866, compares as follows:

	1865.	1866.
Capital stock	$5,819,275 00	$5,819,275 00
Bonds—sterling	2,000,000 00	2,286,111 42
" —domestic	1,071,000 00	1,248,687 50
Certificates, notes, &c	1,791 00	19,571 00
Bills payable	44,822 30	269,273 96
Coupons—sterling	362,166 97	78,729 03
" —domestic	133,632 50	79,917 50
Pay rolls	1,399 70	17,148 84
Transient creditors	167,484 95	170,559 38
Net income from June 19, 1865	196,985 00	549,109 98
Total	$9,798,557 42	$10,538,383 61
Against which are charged the following, viz:		
Road, track, structures, &c	$6,450,388 91	$6,462,664 45
Lands	428,879 43	428,879 43
Cars	149,100 00	220,630 21
Locomotives	317,308 63	418,313 18
Machinery and tools	197,418 10	154,268 32
Supply of materials, &c	69,882 17	103,865 86
Commissary stores	1,425 73	1,397 77
Invoices to arrive	21,088 25	17,619 06
Restoration of property	335,781 18	704 318 35
Loss of property	1,316,018 84	1,316,018 84
Bonds and bills receivable	28,240 93	25,687 48
Cash	104,393 72	124,199 48
Agents	12,530 26	99,041 53
Open accounts	20,344 35	20,344 35
Stocks of other companies	279 062 50	279,062 50
Transient debtors	66,694 42	141,723 60
Post Office Dept.		20,349 20
Total	$9,798,557 42	$10,538,383 61

The funding of the matured debt and past due coupons has been arranged satisfactorily, and most of the liabilities of the company on these accounts have been converted into new bonds.

The sterling bond account reads as follows:

Bonds payable in London, Jan. 1, '66	£374,500 00
Four years interest on £234,000 to July 1, 1866	46,800 00
Four years and a half on £140,500 to July 1, 1866	31,612 10
Total London debt ($2,012,944 46)	£452,912 10
Bonds payable in Charleston, Jan. 1, 1866	£51,000 00
Interest to July 1, 1866	10,462 12
Total Charleston debt ($273,166 96)	£61,462 12
Total foreign and domestic ($2,286,-111 42)	£514,374 22

The interest on the renewed debt is to be at the same rate as it was upon the original debt, viz., 5 per cent. per annum, payable semi-annually (January and July,) in London and Charleston as above indicated. Payments on account of the principal of the debt are to be made semi-annually, commencing January 1, 1871, in the manner following—2 per cent. semi-annually for five years, and 4 per cent. semi-annually for ten years. At this rate the sterling debt will be entirely extinguished by July 1, 1885.

The domestic funded debt as it stood on the 31st December, 1865 and 1866, compares as follows:

	1865.	1866.
Past due bonds and interest	$234,000	$133,687
6 per cent. bonds due Jan., '68	101,000	101,000
" " " Oct., '68	86,000	86,000
7 per ct. bonds due April, '69	100,000	124,500
" " " " '70	100,000	110,500
" " " " '71	100,000	114,000
" " " " '72	100,000	114,000
6 per cent. bonds due Jan., '73	125,000	125,000
" " " " '74	125,000	159,500
7 per cent. bonds due April 1888-'91	.....	180,500
Total domestic funded debt	$1,071,000	$1,248,687

President.—W. J. MAGRATH.

Directors.—James Rose, Alfred Huger, C. M. Furman, W. C. Dukes, T. B. Clarkson, Henry Gourdin, G. A. Trenholm, W. J. Magrath, J. S. Preston, L. J. Patterson, B. H. Rice, C. T. Mitchell, A. Simonds, W. M. Shannon, John Hanckel.

Gen'l Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Erection of Steel Works.

The citizens of Schuylkill County, Penna., have under consideration the erection of steel works in that county, and a meeting in furtherance of the project was held in Schuylkill Haven on the 9th inst. It was stated that "$160,000 had already been subscribed, and that as soon as the required amount, $250,000, was subscribed, a meeting would be called, the company organized, a site selected, and the erection of the works commenced; that the Bessemer process of manufacturing steel was no longer an experiment, but a success, and those persons who early invested in the project would be liberally remunerated; that it had been proven by practical experiment, that by melting iron in a cupola depreciated its value; and by melting in a reverberatory furnace enhanced its value."

The *Miners' Journal* says there seems to be no doubt that all the money required for these works will be subscribed; and that "as steel must inevitably, take the place of iron rails, and the demand will rapidly increase for them, on the score of durability and economy, those who earliest enter the field of this new industrial branch of business, will realize the richest returns for their judicious investments."

Milford Branch Railroad.

The Milford correspondent of the Worcester *Spy* says: "The Branch Railroad will in a few days be commenced, the Hartford and Erie corporation having made a generous and acceptable offer to run the branch, giving the town and other stockholders ample and satisfactory terms. In a few months Milford will be connected with one of the best thoroughfares in the country—connecting us with Providence, New York and the great West."

New York Central Railroad.—The Athens Route.

The directors of the New York Central Railroad Company, at their late session, resolved to issue stock of the company to the holders of the stock of the Athens and Schenectady line, so as to absorb that line in the Central. This will add two millions to the capital stock of the Central Co.

The transaction was effected under an act passed by the last legislature of this State; which act is a literal transcript of the law passed in 1855 (chap. 303 of laws of that year), under which the Buffalo and Niagara Railroad Company was incorporated into the Central.

It provides, in general terms, that a railroad corporation, the lessee of another railroad corporation, may issue new stock of its own in exchange for the stock of the leased road; and such transfer shall make the directors of the one road ex-officio directors of the other; and the whole property, direction and franchise shall pass with the transfer of stock.

The bill was introduced in order to serve the necessities of the Rensselaer and Saratoga Railroad Company which sought to consolidate one of the leased branches. As first reported, the Central Company and the Erie, and one or two other roads were excluded by name from the benefits of the act; but the clause against the Central was stricken out before its passage.

We believe the Governor hesitated to sign it for a while, lest the Central should by the indirect effect of its provisions, raise its fare above the limited two cents per mile. The Central will undoubtedly have a right to charge three cents a mile on this Athens branch, but not elsewhere on its route.

The State Line Railroad Company has taken advantage of the same act to effect a consolidation with the roads through Erie, Penn., and northern Ohio.

One effect of the consolidation of the Athens route will be to identify its late stockholders with the general interests of the Central. They can have no longer any special interests in the Cut-off. If that branch is found to be productive to the general revenues of the road they will preserve it; if not, they will cut it off. Commodore Vanderbilt, who is an owner in the Athens line to the extent of half a million of dollars, is reported to favor the taking up of the rails and the abandonment of the route.

Central Pacific Railroad Exploring Expedition.

The San Francisco *Mining Press* notices the arrival there of the scientific corps composing the Central Railroad Exploring Expedition, set on foot by the order of Congress, and placed under the general direction of the Secretary of War. The party consists of the following gentlemen: Chief, Clarence R. King; Topographical Assistants, James Gardner, H. Custar, Frederick A. Clarke; Geological Assistants, James D. Hague, Arnold Hague, Samuel F. Emmons; Botanist, W. W. Bailey; Zoologist, Robert Ridgway; Photographer, T. H. O'Sullivan. Mr. King is a graduate of the Sheffield (Yale College) Scientific School, and is well known on the coast as having formerly been connected with the California State Geological Survey.

The party is composed of young and energetic men; but such as are well up in their respective departments, and their outfit is full in material and excellent in character. The military authorities on the coast are instructed to extend every needed assistance to the party and the enterprise. An escort of twenty or thirty cavalry will be detailed as a protection from hostile Indians in the desert regions to which they are going. The enterprise is one not altogether devoid of danger, and must be accompanied with the most incessant toil and exposure.

The section to be surveyed is the belt of country along which the Central Pacific Railroad will be constructed, from Virginia City to Denver—about 900 miles; the object being to ascertain its mineral and other resources. An accurate map of the country, embracing a strip of seventy-five or one hundred miles wide, will be prepared. Careful search will be made for coal, the discovery of which along the line of that road will be worth much more to the country than gold or silver. Water will also be looked after in the desert places. The agricultural character will be pretty thoroughly studied, and the flora and fuana of the country will come in for a reasonable share of attention. Three years are to be occupied in the survey, which will doubtless be extended to fully six, or until the steam horse courses, with uninterrupted track, from the Pacific to the Atlantic.

Morris and Essex Railroad.

The annual meeting of the stockholders of this company was held at Hoboken, N. J., on the 19th of June. The meeting was organized by the appointment of Hon. Jacob Vanatta as chairman, and the following gentlemen as Vice Presidents, viz: Rev. H. W. Hunt, Hon. P. Smith, and H. G. Darcy, Esq. Mr. Wm. Vanderpool was appointed Secretary. The minutes of the last annual meeting were read and approved, after which the Secretary proceeded to read the Annual Report of the Directors to the stockholders for the past year, as follows:

The Board of Directors beg leave to report, that during the past year, the main track of the Phillipsburg Branch has been completed, and is now in use at the permanent grade throughout its entire length, with a sufficient amount of siding to carry on the present operations of the company. A good deal of progress has also been made in taking off the slopes at the various excavations, and reducing the excavations themselves and making embankment preparatory to a second track.

Substantial passenger and freight depot buildings have been constructed at Phillipsburg. The engine house has been enlarged so as to be able to accommodate fourteen engines at a time, and other needed terminal arrangements have also been made at that point.

The connection with the Lehigh Valley Railroad by their bridge at Phillipsburg has been completed, and it is expected that similar connections will be made with other Pennsylvania roads which may issue from the Lehigh Valley.

Passenger and freight buildings have also been erected at Stewartsville, and the grading for an extensive siding at that place is nearly finished.

At Washington, a commodious passenger depot building has been erected at the intersection of the road with the Delaware, Lackawanna and Western Railroad, which is used in common by the two companies. The companies have also erected a freight depot in common, and a connecting road is being constructed at their joint expense, which will establish a complete connection with that railroad. The two roads, however, having different gauges, an additional rail will be necessary to enable the cars of the one to run on the track of the other. It is presumed that the necessities of the two companies will, not long hence, require this to be done.

On the old line of road between Hackettstown and Hoboken, many improvements have been made, or are still in progress—required by the anticipated and already commencing accession of traffic from coal, iron, iron ore and other business.

At Stanhope, a reduction is being made in the grade and curves of the road: and at Milburn, a similar improvement in the line is also being effected. The latter is almost ready for use.

The double track has been extended during the year from Roseville to Madison—a distance of sixteen miles. This improvement was imperatively demanded by the exigencies of the increasing business. A large amount of siding has also been added to other portions of the line.

At Chatham, a considerable tract of land has been procured for the purpose of arranging and dividing the coal trains, preparatory to the passage of the Summit, and the distribution of the coal to the various points of destination at Orange, Newark and Hoboken, or other places; and also as a depot for changing engines and supplying them with fuel and water. This arrangement will facilitate the business of the company, and save a large outlay for depot and siding room, which it would otherwise have required at Newark and Hoboken, where land is much more expensive, and movements of engines and long trains are much more inconvenient and difficult.

At Hoboken, the coal trestles with the approaches thereto have been completed and are now in use, and appear to answer most satisfactorily the purposes intended. Persons of practical knowledge, competent to give an intelligent opinion, pronounce the facilities afforded at Hoboken, for the delivery and shipment of coal, equal if not superior to anything of the kind in the vicinity of New York. Ships of the largest capacity can be loaded by *chutes* with coal from the same car which receives it at the mine in Pennsylvania.

The freight pier has been extended to its full length into the Hudson River, furnishing most ample and convenient accommodations for the delivery of heavy freight. Very large additions have also been made to the siding and track room at the Hoboken terminus.

That part of the Denville and Bloomfield Branch Railroad between Denville and Boonton, a distance of 4.75 miles, is being constructed.

The grading is ready for the superstructure, the iron is on the ground, and the road will be opened for business during the summer. It will accommodate an important section of country, and must add considerably to the revenues of the company.

The equipment of the road has also been largely increased by the purchase of sixteen new locomotives, eleven of which have cylinders eighteen by twenty-four inches, one of less power, and four tank engines used as pushers. These engines are all constructed for the use of anthracite coal, which is the cheapest and most convenient fuel.

The equipment of the road has also been increased by the addition of 12 first class passenger cars, 2 mail and baggage cars, and 214 freight cars.

In addition to these permanent improvements, the repairs of the road and equipments have been maintained in such manner that the entire property of the company may be regarded as in first rate condition.

The outlay of capital, which has been rendered necessary by the very extensive improvements that have thus been made, has of course been large.

In pursuance of the suggestions contained in the last annual report, a second mortgage for three millions of dollars was executed on the eighteenth day of July last, providing for the security of the one million and a half of convertible bonds then issued, or of such of them as should not be converted into stock, and of such additional bonds thereafter to be issued as would make the whole amount, to be secured by the mortgage, three millions of dollars. This mortgage was executed to Jacob D. Vermilye and Dudley B. Fuller, as Trustees.

The first million and a half, which had been issued, at the date of the last annual report, and which were made convertible on or before the first day of August, 1868, according to the circular appended to the said report, have all been disposed of.

The other million and a half, convertible during the same period, have been prepared, and are offered to the stockholders on the same terms as the first series. These can be procured upon application to the Treasurer of the company, within a reasonable time.

The company have yet on hand half a million of the first mortgage bonds, which, with a like amount under the second mortgage, the Directors desire to retain in the treasury to meet future wants of the company and any contingencies that may hereafter arise.

It is believed that the disposal of one million of the existing securities in hand will pay off all floating debt, and finish up the works and improvements now in progress.

In addition to the resources supplied by the first and second mortgage bonds, the Directors have availed themselves of the current earnings of the company, instead of dividing them amongst the stockholders, and have issued stock dividends instead. This has greatly relieved the treasury, and has enabled the directors to dispose of their securities to better advantage. By means of the arrangements thus detailed, the financial affairs of the company have been kept in an easy condition, free from any stringency or embarrassment.

A further supplement to the charter of the company was granted by the Legislature at its last session. By this supplement, the company is authorized to increase its capital stock to any amount, not exceeding in the whole ten millions of dollars. This supplement further authorizes the company to widen its road and change the line of the same, not departing at any point more than three miles from the present location; with liberty to retain or abandon the old line as may be deemed expedient. The act also removes all ambiguity with regard to the taxation to which the company is subject, confirming its original contract with the State to pay one-half of one per cent. on the cost of the road, in lieu of all other taxation.

These legislative provisions are equitable and just as well as valuable, both as regards the additional privileges granted, and as furnishing to the company security for the enjoyment of its previous franchises.

The entire line of the Morris and Essex Railroad, with its various branches and connections, constitutes a work of great magnitude and importance. It is clearly destined to be one of the great thoroughfares of communication between New York City and the West. It is also of vast importance to the internal improvements and local wealth of the State. To construct this great work and to stock it with the requisite equipment, has cost a large outlay of money. But the directors believe that they may confidently assert, that the money entrusted to their care has been judiciously and economically expended. The increase of prices in recent years, it is true, has much enhanced the amount. But even with this disadvantage, the cost of the work will be less than that of similar works which may be considered as competing for a portion of the business. Some of the stockholders may be disappointed, and perhaps feel disheartened, because the earnings have not kept full pace with the capital invested.

We beg leave to remind those who entertain these views, that it is really a new work which has been under construction, since the commencement of the Phillipsburg Branch; of a character entirely different from anything which was previously exhibited by the road of this company; requiring not only the construction of that branch, but almost an entire reconstruction of the old road, to adapt it to the new class of business, the transportation of coal, iron, iron ores and other products, which it was intended to introduce. Double track became necessary where it would not have been requisite before, grades had to be reduced, sidings extended, extra equipment and new accommodations of every kind provided; wharves at the Hudson, exchange accommodations at Chatham, room everywhere. And this great work, it must be remembered, has hardly begun to be put into operation. It cannot be expected, that the earnings should yet at all indicate the amount of traffic which the new Morris and Essex is to bear on its rails.

The Board feel no hesitation in expressing their confident belief, that the day is not distant when the stockholders will meet with adequate returns for the large investments which have been, and which are yet to be made.

A new work, especially one of such extensive character as this, requires time for development, and some degree of patience in those who are interested in its success. But, situated as this line is, between two such immense sources of traffic, as the metropolis of the Union at one terminus, and the outlet of vast productive regions at the other, and when to this is added its large and growing local traffic, a favorable result is sure to arrive.

When this road was a merely local one, terminating at Hackettstown, constructed for local purposes only, it represented a capital of about three millions of dollars, and regularly paid a fair interest on the capital so invested. But the extended arrangements that have had to be made, in order to make the line a great through line, as well as to provide for increased local traffic, has put the whole work on an entirely new footing, and has opened a new era to the operations and hopes of the company.

The receipts from passengers, freight, mails, rent, etc,, during the year ending December 31, 1866, were $1,020,077 84; and the expenses for repairs, maintenance of way, motive power and contingencies, $715,208 12—leaving a balance of $304,869 72. During the year two semi-annual dividends were paid—one in cash, and one in cash and certificates of indebtedness, payable in stock or otherwise—amounting to $245,000.

The equipment of the road, June 1, 1867, was as follows: 50 locomotives, 57 passenger, 2 baggage, 7 baggage and mail, 77 box freight, 16 stock, 149 platform, 38 gondola, 41 iron and ore, 11 caboose, 400 coal, 4 stock, 1 derrick, 1 wrecking, 1 locomotive truck, and 92 construction cars. Miles run by trains during the year 1866, 427,904. Number of passengers carried, 1,066,179, exclusive of commuters and those who ride free. The mileage of trains during the year ending May 31, 1867, was as follows: Passenger, 288,177; freight, 98,789; switching, 67,455; gravel, 34,337; coal, 90,126; construction, 5,380; fuel, 7,243—total, 591,507. Total cost per mile run, 39.46 cents.

The tonnage of freight during the first five months of 1867, (January to May inclusive,) was 155,712, against 48,498 tons during the corresponding period of the preceding year—an increase of 107,214 tons. The tonnage of coal during the first five months of 1867, was 71,589; of iron, 8,026; of iron ore, 14,938; of lumber, 5,405.

The receipts during the first five months of 1866 and 1867, were as follows:

	1866.	1867.
Passengers	$193,051 94	$217,366 56
Freight and sundries	175,553 12	254,637 39
Totals	$368,605 06	$472,003 95

The total miles of track laid June 1, 1867, was 134.11—of which 84.09 was single track, 25.72 double track, and 24.30 turnouts and sidings.

Since June 1, 1866, there have been received 3,803 tons of iron rails, and 25 tons of steel rails. Of the iron rails, 1,573 tons were used for double track, and 1,705 tons for repairs and sidings, etc., leaving on hand for Boonton Branch and Main Line, 525 tons. The steel rails were used on Newark grade.

The following statement will show the financial condition of the company on the 1st day of January, 1867:

Capital stock	$3,500,000	00
Funded debt	5,516,950	00
Floating debt	124,822	15
Certificates of indebtedness to stockholders for dividends payable in stock or otherwise	120,405	25
Suspense account	50,000	00
Profit and loss	313,252	24
	$9,625,429	64
Cost of road	$6,973,931	10
Equipment	2,181,110	94
Other property, fuel, material on hand, &c.	208,699	21
Cash and bills, and accounts receivable	261,688	39
	$9,625,429	64

President.—Theodore F. Randolph.

Directors.—Beach Vanderpool, Robert Hamilton, Edwin A. Stevens, Asa Packer, Theodore F. Randolph, Edward H. Wright, Aaron Robertson, Joseph P. Bradley, J. Couper Lord. Charles A. Lighthipe, George Opdyke, William W. Shippen, and Francis S. Lathrop.

Treasurer.—William H. Connett.

Gen'l Superintendent.—A. P. Berthoud.

Taunton Branch Railroad.

The annual meeting of this company was held in Boston on the 8th inst. The report of the Treasurer E. Pickering, Esq., for the year ending ending May 31, 1867, was presented, from which we learn that the total earnings of the year were $123,398, against $125,757 for the previous year. The expenses of the year were $93,243 against $96,509 for the previous year, and the net earnings of the year were $30,154 against $29,248 for the year preceding. The dividends declared during the year amounted to $21,052. Dividend per share, $8. The property of the corporation is valued at $294,488. A letter was read from William A. Crocker, President of the road, declining a re-election, and a vote of thanks was passed for Mr. Crocker's services in connection with the company since its first organization. The following gentlemen were then elected directors of the road for the coming year: W. Lovering, W. A. Crocker, N. H. Emmons, J. M. Beebe, T. B. Wales.

Pottsville Passenger Railway.

The project of building a passenger railway between Pottsville and St. Clair, *via* Palo Alto and Port Carbon, which was agitated about a year since, and which had progressed so far that a route had been surveyed, is again under consideration. The road will be about five miles in length, and it is thought can be built and equipped for $125,000 or less. A meeting in regard to this matter was held in Pottsville on the 9th inst., and a committee appointed to obtain subscriptions to the capital stock. The charter gives the company the privilege of using steam, of carrying freight as well as passengers, and of going six miles with their road in any direction from Pottsville. It is proposed to use dummy engines.

☞ The internal revenue collections in New York city, exclusive of income tax, for the fiscal year ending June 30, 1867, were $31,351,533, against $37,849,054 for the year ending June 30, 1866—a decrease of $6,497,521.

☞ The bridge of the Troy and Greenfield Railroad over Green river, which was begun in November, is completed. It is 273 feet in length and 80 feet above the water.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jan.'67 1½
Atlanta and West Point...100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	D'c.'66 2½
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000		
Buff., New York & Erie*..100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb. '67 5
Cambridge Horse (Boat'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb. '67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,800	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jul.'67 7½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	956,900		
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '67 5
" " pref..100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy .. 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta....100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen....100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth 100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,060		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '67
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N. '66 2½
Do. do. pref. 50	500,000	J. & J.	Ja. '67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Feb.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Great Western (Ca.).....	16,802,746		1½
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 5
Hannibal and St. Joseph..100	$1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 ..
Joliet and Chicago*.....100	1,500,000	J. A J&O	J'n'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley 50	10,734,100	J. A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'66 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Feb. '67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville..100	5,500,000	J. & J.	Jan. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jan. '67 5
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,886	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central.....100	2,030 261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell..... 100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,224,000	J. & J.	Jan. '67 3
New Jersey 100	5,000 000	F. & A.	Feb.'67 5
New London Northern.....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue..... 100	1,795,360		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	M'y '67 2
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Feb.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	5,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3.581,000		
Panama.....100	7,000,000	J.A J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg.100	1,366,800		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 100	999,200	J. & J.	Jan. '67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jan. '67 5
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,628		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin..... 100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 3
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	$500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific 100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston..100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke....100	844,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,460	F. & A.	F. .'67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 180		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650,000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rut'l*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,457,815		
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,233		
Winona and St. Peter 100			
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'67 5
Erie of Pennsylvania..... 50	64,000		
Illinois and Michigan 100			
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'67 5
Sault Ste Marie.....100			
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	MJS&D.	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000.000		Ju.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Jun.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000		Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA & N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp..100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	No.		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	----	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	----	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	----	----
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,580	200,000	50,000	50,032	164,742	5,253	—	----	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	----	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	----	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	----	----
30 Nov.'66	5.69	—	60	9	—	Quincy	141,283	71,600	58,400	55,000	34,256	2,535	—	----	----
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	----
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4.379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	----
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	----	----
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	----
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep.'65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	.....	65,155	501	—	----	----
30 Sep.'65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	----
30 Sep.'65	10.76	—	—	32	28	Broadway (Brooklyn	228,286	200,000	27,500	5,802	81,027	12,500	—	100	----
30 Sep.'65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	----
30 Sep.'65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28 068	8,282	—	100	----
30 Sep.'65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	----
30 Sep.'65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	.....	857,701	148,758	5½	10	----
30 Sep.'65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	----
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	----
30 Sep.'65	—	2.50	—	—	—	Brooklyn City & Rockaway	.....	7 500	35,000	.....	—	—	—	—	----
30 Sep.'65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,800	550,000	.....	528,090	74.053	—	100	----
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	----
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	----
30 Sep.'65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	—	100	----
30 Sep.'65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	----
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	----
30 Sep.'65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	.....	627,153	90,670	6	100	----
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,511	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	----
30 Sep.'65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	----
30 Sep.'65	—	19.00	—	—	—	Harlem & Tarrytown	.....	3,550	.....	.....	—	—	—	—	----
30 Sep.'65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	.....	74,514	loss.	—	100	----
30 Sep.'65	—	11.00	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	—	—	—	—	----
30 Sep.'65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	.....	80,028	29,616	—	100	----
30 Sep.'65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep.'65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	.....	139,604	482,224	loss.	—	100	116
30 Sep.'65	17.50	—	—	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	----
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	----
30 Sep.'65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	.....	operby	T. & L. R. R.		—	—	----
30 Sep.'65	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	—	—	—	—	----
30 Sep.'65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	.....	30,752	loss.	—	—	----
30 Sep.'65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	12,839	808	—	—	----
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	----
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	----
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	----
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	—	144	26	3 Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	----
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	----
31 Oct.'66	16.43	—	—	271	49	— Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct.'66	34.41	—	—	367	59	— Germantown	481,335	112,245	350,000	36,294	284,683	121,721	20	----	28½
31 Oct.'66	5.47	—	—	120	25	— Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct.'66	4.53	—	—	191	33	8 Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,934	18½	50	30½
31 Oct.'66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	----
31 Oct.'66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	13½
31 Oct.'66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct.'66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	—	----
31 Oct.'66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100.000	17,000	.....	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	----
31 Oct.'66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	----
31 Oct.'66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,938	20½	50	----
31 Oct.'66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	—	----
31 Oct.'66	19.38	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	70½
31 Oct.'66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	—	154	19	4 Spruce & Pine (Phil. & Gr'n F.)	250.253	250,157	—	—	101,996	38,491	8	50	27
31 Oct.'66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct.'66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18
31 Oct.'66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct.'66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	—	292.461	80,847	10	50	66
31 Oct.'66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	----
31 Oct.'66	1.03	—	—	9	4	— Williamsport	19,282	15,000	—	1,124	7,652	1,157	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	----	19
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	----
31 Dec.'62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	----
31 Dec.'62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	----
31 Dec 62	3.63	—	—	—	—	— Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway					
1st Mortgage	20,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg)					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1860	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	118,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	80,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	--	----	----	-
Maldan & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	180,000	--	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica City:					
1st Mortgage	100,000	7	----	----	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, June 1.					
Loan of Jan. 28, 1847 ..... registered	$6,610,100	6	Jan. & July.	1867	101½
Loan of March 31, 1848 ..... registered	8,715,542	6	" "	1868	105½
" " " " ..... coupon		6	" "	1868	108
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	" "	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	107
" " " ..... coupon		5	" "	1874	108
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	110½
Oregon War Loan of March, 1861 ..... coupon	1,016,000	6	" "	1881	105
" " " " ..... coupon		6	July.	1881	108½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	110½
" " " ..... coupon		6	" "	1881	110
Loan of July 17, & Aug. 5, 1861 ..... registered	264,315,350	6	" "	1881	104
" " " ..... coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s) ..... registered	514,789,500	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ..... registered	100,000,000	6	May & Nov.	1884	108½
" " " (5-20s) ..... coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) ..... registered	416,365,650	6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,409,350	5	Mar. & Sept.	1904	101½
" " " " ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds of (currency) ..... registered	13,722,000	6	Jan & July.	'95-'96	----
Treasury Notes of July 17, 1861 (7-30s)	167,350	---	Due.	1867	----
" June 20, '44 & Mar. 3, '65 1st series	511,939,525	7.3	Feb. & Aug.	1868	107½
" March 3, 1865 ..... 2d series		7.3	June & Dec.	1868	107½
" " 1865 ..... 3d series		7.2	Jan. & July.		107½
Matured Debt not presented	9,161,670	6	At maturity.		----
Gold Certificates of Deposit	17,325,980	---		3 y'rs	----
Compound Interest Notes of 1864	130,030,240	6	At maturity.		----
United States Notes (greenbacks)	373,209,727	---			----
Fractional currency	28 458,975	---			----
Navy Pension Fund	12,500,000	---			----
STATE SECURITIES.					
Alabama—Dollar Bonds ..... coupon	2,109,000	6	May & Nov.	1877	----
" —Sterling " ..... "	648,000	5	Jan. & July.	1876	----
" — " " ..... "	689,000	6	" "		----
" —Funded Interest Bonds	----	---		1868	----
Arkansas—State Bonds (issued to banks)	1,509,000	6	(in default.)	77-'80	----
California—Civil bonds of 1857 & '60 coupon	3,774,000	7	Jan. & July.	'83-'84	122
" —War bonds	1 548,000	7	" "	'72-'90	100½
Connecticut—State Bonds ..... coupon	10,400,000	6	Jan. & July.	1892	100½
" " — " " (free.) ..... "		6	" "	1880	----
Georgia—State bonds (sterling) ..... coupon	72,000	5	Jan. & July.	'68-'86	----
" — " " ..... "	2,271,750	6	" "	'72-'86	71
" — " " ..... "	434,000	7	" "	1877	----
Illinois—Canal Bonds ..... registered	1,288,887	6	Jan. & July.	1870	99½
" — " " ..... "	1,758,400	6	" "	1870	95
" —State Bonds of 1860-'79 ..... coupon	721,198	6	" "	'60-'79	99
" — " " 1862-'79 ..... "	436,000	6	" "	'62-'79	----
" — " " 1865-'79 ..... "	229 372	6	" "	'65-'79	----
" — " " 1870-'79 ..... "	2,371,725	6	" "	'70-'79	101
" — " ..... "	1,778,677	6	" "	1877	100
" — " " ..... "	241,000	6	" "	1879	----
" — " War Loan ..... "	1,157,700	6	" "	1879	97
Indiana—State Bonds ..... registered	236,009	5	Jan. & July.	1866	93
" — " " ..... "	2,058,173	2½	" "	1866	----
" — " War Loan ..... coupon	1,225,000	6	May & Nov.	1886	97
Iowa—State Certificates ..... registered	200,000	7	Jan. & July.	1886	----
—War Loan Bonds ..... coupon	300,000	7	" "	1877	----
Kansas—State Bonds ..... coupon	200,000	7	" "	'76-'78	----
Kentucky—State bonds ..... coupon	447,000	6	" "	'66-'73	----
" — " " ..... "	3,204,000	6	" "	'68-'72	98½
Louisiana—State Bonds ..... coupon	9,856,000	6	various.	'67-'90	82
" —Fu dei Coupons ..... "	----	6	----	----	----
Maine—State Certificates	532,000	6	Mar. & Sept.	1883	98
" —War Loan Bonds ..... coupon	4,*00,000	6	Jan. & July.	1883	99½
Maryland—State Bonds ..... coupon	2,171,902	5	quarterly.	var.	82
" — " " ..... "	1,727,000	6	"	1870	100½
" — " " ..... coupon	3,192,763	6	"	1890	100½
" — " " ..... inscribed		6	"	1890	----
" — " " (sterling) ..... coupon	6,401,000	5	"	var.	----
Massachusetts—State Scrip	53,000	5	June & Dec.	'68-'72	102½
" — " "	244,000	5	Jan. & July.	'70-'74	108½
" — " "	375,000	5	April & Oct.	'72-'74	108½
" — " "	220,000	5	May & Nov.	1880	99½
" — " War Loan	6,429,000	5	" "	1894	100½
" — " Scrip	297,000	6	June & Dec.	'68-'77	113
" — " "	150,000	6	April & Oct.	1868	131½
" — " "	1,024,000	6	Jan. & July.	'71-'75	109½
" — " "	2,080,000	6	" "	'76-'78	111½
" — " War Loan	1,088,000	6	" "	1883	----
Michigan—$2,000,000 Loan Bonds ..... coupon	250,000	7	Jan. & July.	1868	----
" — " " ..... "	1,750,000	6	" "	'73-'83	92
" —Canal Loan ..... "	100,000	6	" "	1873	----
" —Renewal Loan ..... "	216,000	6	" "	1878	92
" —War Loan Bonds ..... "	1,122,000	7	" "	1886	102
—Bounty Bonds ..... "	700,000	7	May & Nov.	1890	102
Minnesota—State Bonds ..... coupon	250,000	8	Jan. & July.	1867	102
" —Railroad Bonds ..... "	2,275,000	7	" "	1883	----
Missouri—State Bonds (railroad)	13,701,000	6	Jan. & July.	'71-'89	103
" — " (H. & St. R R.)- "	3,000,000	6	" "	'72-'86	79
" — " (Pac. R. R.) ..... "	7,000.000	6	" "	'72-'87	99½
" —New Sinking Fund Bonds	----	7	" "	1896	----
New Hampshire—State Bonds	535,000	6	Jan. & July.	'67-'74	98
" —War Fund Bonds ..... coupon	1,650 000	6	" "	'83-'86	99
" — " " Notes	2,306,000	8	var.	var.	----
New Jersey—State Stock ..... inscribed	95,000	6	Jan. & July.	var.	104
" —War Loan ..... coupon	731,000	6	" "	'71-'72	102½
New York—State Bonds ..... general fund	703,000	7	quarterly.	1870	103½
" " " ..... bounty fund	25,566,000	7	Jan. & July.	1877	105
" " " ..... general fund	1,189,780	6	quarterly.	pleas.	----
" " " ..... canal fund	702,000	6	"	1866	----
" " " ..... general fund	500,000	6	"	1868	100
" " " ..... canal fund	3,050,000	6	"	1871	100

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
New York—State Bonds ..... canal fund	6,000,000	6	Quarterly.	1872	100½
" " " " ..... "	2,250,000	6	"	1874	99½
" " " " ..... "	500,000	6	"	1875	100½
" " " " ..... "	900,000	6	"	1877	100
" " " " ..... general fund	800,000	6	"	1878	92½
" " " " ..... "	909,607	5	"	pleas.	----
" " " " ..... canal fund	192,585	5	"	1866	----
" " " " ..... "	1,163,000	5	"	1868	----
" " " " ..... general fund	442,960	5	"	1868	----
" " " " ..... canal fund	167,000	5	"	1871	----
" " " " ..... "	4,500,000	5	"	1874	93½
" " " " ..... general fund	900,000	5	"	1875	93
" " " " ..... "	800,000	5	"	1878	----
North Carolina—State bonds ..... coupon	9,385,500	6	Various.	'66-'91	62
" " " " (new) ..... "	3,500,000	6	Jan. & July.	'90-'92	58
Ohio—State Bonds ..... coupon	634,653	5	Jan. & July.	1865	----
" — " " ..... "	636,798	6	" "	1860	98
" — " " ..... "	379,866	6	" "	1868	----
" — " " ..... "	2,183,532	6	" "	1870	100
" — " " ..... "	1,600,000	6	" "	1875	102
" — " " ..... "	4,095,309	6	" "	1881	103
" — " " ..... "	2,400,000	6	" "	1886	102½
" —Domestic Bonds	681,038	6	May & Nov.	'68-'71	----
Pennsylvania—State Stock ..... registered	20,209,000	5	Various.	'66-'90	95
" " " " ..... coupon	6,168,000	5	"	'77-'82	93
" —Military Loan ..... "	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds ..... "	3,889,000	6	Jan. & July.	'71-'94	101
South Carolina—State Bonds (sterling) "	484,444	5	Jan. & July.	1868	----
" " " " ..... inscribed	1,708,000	6	" "	'68-'90	----
" — " " ..... coupon	1,499,000	6	" "	'77-'90	----
" — " " (new)	----	6	" "	----	----
Tennessee—State Bonds ..... coupon	1,949,440	5	April & Oct.	'76-'90	58½
" — " " ..... "	239,167	5½	" "	'72-'79	----
" — " " ..... "	1,706,000	6	" "	'82-'89	----
" —Railroad Loans ..... "	24,382,832	6	" "	long.	90
" —Funded Interest ..... "	873,813	6	" "	1892	66½
Vermont—State Bonds	175,000	6	Various.	'67-'83	----
" —War Loan ..... coupon	1,650,000	6	June & Dec.	'71-'78	100
Virginia—State Bonds ..... registered	21,888,398	6	Jan. & July.	'84-'95	70
" — " " ..... coupon	11,108,000	6	" "	'86-'95	----
" " (sterling) ..... "	1,865,000	5	" "	1872	----
" —Funded Interest ..... registered	----	6	" "	'76-'96	----
" — " " ..... coupon	----	6	" "	'76-'96	----
West Virginia—State Bonds ..... coupon	----	6	----	----	----
Wisconsin—State Bonds ..... coupon	200,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	641,800	6	Jan. & July.	'77-'88	----
" — " (") certificates	700,000	6	April & Oct.	'82-'98	----
CITY SECURITIES.					
Allegheny—Railroad Bonds (new) ..... coupon	600,000	4	Jan. & July.	1913	----
Baltimore—City Bonds		5	quarterly.	1870	----
" — " "		6	"	1870	99
" — " "		6	Jan. & July.	1873	97
" — " "	19,024,523	6	May & Nov.	1875	97½
" — " "		6	Jan. & July.	1886	97½
" — " "		6	quarterly.	1890	98½
" — " " ..... coupon		6	"	1890	----
Boston—Municipal Scrip	683,205	4	April & Oct.	'78-'79	----
" — " "		5	Various.	'66-'70	125½
" — " "		5	"	'71-'75	125
" — " "	7,846,026	5	"	'76-'80	99½
" — " "		5	"	'81-'86	102
" — " "		6	"	'67-'76	134½
" —Water Loan	668.000	5	May & Nov.	'70-'71	----
" — " "	305,000	5	Jan. & July.	'77-'78	100
" — " " (sterling)	1,949,711	4½	" "	'72-'73	----
Brooklyn—Municipal Bonds ..... coupon	3,036,200	6	Jan. & July.	'66-'71	89½
" —Public Park Loan ..... "		6	" "	'81-'97	90
" —Improvement Loans ..... "		6	" "	'66-'95	90
" —Water Loans ..... coupon	5,500,000	6	" "	'81-'97	90½
Chicago—Municipal Bonds (old)	371,000	7	Various	'67-'81	98½
" — " " (new)	956,000	6	Jan. & July.	1876	98½
" —Water Loan ..... coupon	1,464,000	6	" "	1888	98½
" —Sewerage Loan ..... "	1,184,000	7	" "	'79-'87	99
Jersey City—Water Loan ..... coupon	650,000	7	Jan. & July.	'79-'81	94
Milwaukee—Re-adjusted Bonds ..... coupon	925,000	4	June & Dec.	1894	----
New York City—Municipal Stock	3,478,900	6	F., M., A. & N.	'73-'75	----
" " " "	4,714,000	6	" " " "	'76-'78	----
" " " "	1,800,000	6	" " " "	1883	100
" " " "	5,149,271	6	" " " "	1887	101½
" " " "	275,000	6	" " " "	1893	----
" " —Fire Indemnity Stock	402,768	5	Feb. & Aug.	1868	----
" " —Municipal Stock	160,000	5	F., M., A. & O.	'67-'69	----
" " "	3,125,200	5	" "	1870	94½
" " "	319,000	5	" "	1873	----
" " "	1,000,000	6	" "	1874	----
" " "	334,700	5	" "	1875	----
" " "	2,016,000	6	" "	1876	----
" " "	2,375,000	5	" "	'79-'80	88
" " "	900,000	5	" "	1890	----
" " "	674,300	5	" "	1898	87
Philadelphia—City Bonds (old)	552,700	5	Jan. & July.	'67-'81	85
" " " (new)	739,222	5	" "	'67-'82	93
" " " (old)	2,232,800	6	" "	'66-'93	95½
" " " (new)	7,898,717	6	" "	'66-'99	99½
Pittsburg—Municipal Bonds ..... coupon	1,009,700	6	Jan. & July.	Var.	90
" —Railroad Bonds ..... "	1,800,000	6	" "	1913	----
Portland—Municipal Bonds	985,326	6	Various.	'66-'83	94½
" —Railroad Bonds ..... coupon	1,500 000	6	April & Oct.	'68-'71	96½
Sacramento City—Municipal Bonds	1,498,100	6	Jan. & July.	'88-'89	----
St. Louis—Improvement Bonds ..... coupon	2,643,000	6	Jan. & July.	'66-'90	80
" —Water Loan ..... "	484,000	6	" "	'71-'83	77
" —Sewerage Loan ..... "	425,000	6	" "	'79-'88	80
" —Railroad Loans ..... "	1,161,000	6	" "	'71-'77	88
San Francisco—City Bonds ..... coupon	1,352,000	10	May & Nov.	1871	133
" — " " ..... "	329,000	6	Jan. & July.	1875	----
" —City and County B'ds. "	1,133,500	6	" "	1888	----
— "	2,200.000	6	" "	'77-'84	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	422,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770.484
1865	280,503	275,283	299,087	268,480	322,278	355,270	235,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,462	283,921	338,691	343,471	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,281	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473.186	551.122	435.945	407 698	2,811,544
1864	278,876	317,839	390,355	421.363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6.117,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,598	946.707	921,886	749,191	546,609	7,956,980
1866	523,566	405,634	523,744	518,736	735.082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	696,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	893,357	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,783	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400.334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,236,615	1,438,689	1,522,472	1,424,765	15,434,775
1866	Including Buffalo Division.. 1,185,746	987,935	1,070.917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,901	1,041,116	14,596,413
1867	Including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	------	------	------	------	------	------	------
Illinois Central:													
1862	190.130	236.637	181,084	191,648	206.246	269.282	261,079	352 786	414.543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	457,679	424,531	4,571.028
1864	327,900	416.588	459,762	422,797	468.372	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6.329,447
1865	571,536	528,972	616,635	516,603	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7.181,206
1866	603,053	505,286	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38.203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168.218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,540
1864	256,600	304,445	338,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,994	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	486,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,870	328,870	4,520.550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,869	4.260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	126,970	99.662	86,482	164,710	221,638	198.135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,991
1866	131,707	123,401	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,957	223,242	268,176	302,596	332,460	278,006	346,243	275,950	3,311,070
1865	259,223	234,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,783,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,687
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,361.579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	445,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	640,144	678,504	857,583	738,866	637,186	646 935	564,523	712,495	795,938	858,501	712,863	580,964	8,489.062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654,926	757,441	679,935	655,222	7,467,217
1867	560,115	522,825	678,349	575,287	578,292	506,556	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.748	162,921	1,554.913
1864	100,872	147,485	180,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192.138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	214,227	177,364	2,250,142
1867	149,658	149,842	174,152	188,162	171,736	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,570	220,209	265,164	2,050,322
1865	144,084	139,171	155.753	144,901	158,738	194,525	271,799	374.024	377,941	375,534	361,910	247,023	2.924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,994,975
1867	237,674	200,793	270,630	317,052	329,076	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 285	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	23,830	699,383
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	76,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,585	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	97½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	95
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	87½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	94½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,300	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1892	
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	81
Equipment Bonds	270,483	7	May & Nov.	" "	1874	94
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	85
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,00	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1896	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	94
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1878	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96½
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	79½
Land Security	3,344.60	7	April & Oct.	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,525,000	6	" "	New York.	1875	113
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	200,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'80-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1893	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Sterling (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593.000	7	Feb. & Aug.	New York.	1893	83½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "			
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	659,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	1,500,000	7	" "	" "		88
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	105,000	6		"		
New Jersey:						
Company's (various)	885,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Debts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug	" "	1876	104
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6		" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6		" "	1883	
Bonds of Aug. 1859, Convertible	480,000	7	Feb. & Aug	" "	1876	113
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	90
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage	926,500	7	June & Dec.	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	2,875,920			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	70-'75	90½

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	800,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	81½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	114¾
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	90
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1868 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
" 1849, "	67,000	6	" "	"	1880	90½
1857. (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1 90	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1502	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	176,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	150
2d Mortgage	937,500	7	" "	"	1868	51½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1878	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steubenv'e and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	31
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1905	
Enlarged Mortgage	598,800	6	" "	" "	1894	
Salt Works Br. Mort. due '58-'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	60.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,955	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461.506	30,991	—	335.010	109,500	21,682	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,251.927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207.626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
31 Dec, '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189.562	—	3,615,400	7,961,831	1,591,391	17.922,359	482.5	8 mos	1,324.847	642.496	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644 104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
1 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,860	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345.798	66,483	8,256	306,900	100,000	—	.....	23.8	58,855	103,323	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.7 5	166,186	—	.....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3.129,047	3.000,000	927.000	—	3,927.000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	159 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295 000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N.Haven, N. London and Ston	1,454.040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	86.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379.606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,967	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353 283	122 500	1 370,783	100.0	228,845	332,570	58,064	8	80
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 00	1,079.5 0	256.046	8,272,133	117.4	787,826	2,068,260	704,016	10	119
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	866,149	750,678	290,528	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	196,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	.....	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 .00	36,500	22,721	1,296,541	86.7	.....	415.411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	—	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590.173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312.500	—	8,123,343	232.0	.....	1,159,188	528,043	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	228,241	404 618	212.676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774.244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386.634	52,374	—	1,275,901	10,200	160,621	1,473,140	71 6	.....	.....	.....	—	.....
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3.350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,563	228.8	284,524	856 846	343.802	—	.....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and owned by State.			—	138.0	.....	882 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,695,153	1,484,816	8	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	294,207	17,518,440	300 0	2,083,580	3,175,565	2,799,435	31	146
31 May, '65	242.0	688.0	.....	—	154	94	3,145	Chicago and Northwestern	37,323.791	*	2.356,660	26,155,641	12,020,483	825,398	39,680,4 2	930.0	.....	6,820,756	1,802,272	—	464
31 Mar. '67	181.8	181.8	42.1	—	92	46	1,800	Chicago, Rock Isl. and Pacific	15 313,822	*	2,192,940	9,100.000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,574,034	1 413,900	10	98
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	.....
31 Dec '66	464.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.523,328	23,415,780	12 144,000	—	41,478,2 80	708.3	3,603,862	6,546,741	2,175,447	10	124
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,939	1,600 00	121,658	5,260,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	5,700,000	—	10,700,000	200.0	.....	2,240,744	488,558	—	52
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	182 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	445.858	230,834	9	80
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	.....	391,539	771,763	307,892	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.549,518	*	278,331	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,746	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	68
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	150
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,119	7.717	3,451.713	75.5	125,325	466,745	181,517	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,150	3,662,123	960,000	655,958	5,429,205	156 5	319,880	805,371	237,861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,676	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,396	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,408	227,534	—	.....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	606,298	52,300	71,669	514,646	72,000	8,644	728.257	29.0	229,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319 519	20,447	1,675,258	65.1		389,171	108,903	5	55
30 Jun. '66	135.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4.254,217	551,218	1,315,464	4.093,425	1,730 600	2,504,766	8,628 793	80.0	105,960	414,741	200.220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184.172	1,386,374	—	4,697,437	3,581,000	281,157	12,089,632	206.0	.....	1,533,042	586,268	—	—
31 Aug '66	53.7	—	.....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	847,596	—	2,950.000	4,250.000	.....	9,008,369	188.0	.....	840,898	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 050.685	7,268,989	234,438	16,017,643	329.3	1,902 068	4,295,490	1,498,713	10	110
31 Mar. '67	246.0	277.5	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	19,625,531	2,669,517	1,745,795	10,601,240	9,135,340	738,951	20,473,991	523.8	2,586,153	4,673,183	1,609,387	—	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895.992	6,331,899	236,0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,689	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,336	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	67
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	.....
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
2 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,675,014	1,504,015	439,157	3.581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,788	1,300,000	1,280,000	2,600,000	—	5,000,000	127.0	.....	.....	.....	—	—
Sept. '64	88.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,062	160,029	—	1,971,242	3,501,000	40 858	5,862,100	90.1	265,139	389,291	2 48	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,000	51.3	161,056	450,422	236,787	6	100½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,758	14,689,986	16,151,962	9,420,580	1,022,960	39,633,113	286.8	3,493,376	8,577,692	5,307,183	10	114½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	328.0	1,739,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	3.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	129½
30 Nov. '66	47.0	7.0	43.0	—	30	53	240	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	135
30 Nov. '66	44.6	24.0	62.6	—	36	68	336	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	146½
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 50)	907,760	123,865	51,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	119
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	109½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	—
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,634	114,623	600,000	—	25,600	773,226	41.8	215,731	441,304	90,995	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	139.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6 666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	92½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,599	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Operated by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	256,000	—	—	285,695	11.7	50,279	243,676	62,826	8	—
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	189.5	10.5	30.5	—	33	74	651	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	561,650	—	3,584,321	77.3	158,121	436,985	140,643	3½	52½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,946,020	—	17 190,503	166.1	1,669,062	3,982,017	1,406,791	10	135
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	111
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	...
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,863	8	65½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	146,400	140,453	3,674,262	82.2	392,540	681,301	242,997	8	109
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	130½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,231,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,064.600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581.244	1,617,268	10	122
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	66
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,665	1,580,141	5,000,000	855.000	—	6,512,449	33.8	658,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,851	loss.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2 00,000	—	59,050	1,647,650	511 400	—	2,659,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	W-st Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,800	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.		233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	*	516,576	650,000	2,200,000	1,200,000	3,400,000	88.3	499,448	2,286,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54.287.874	784.0	7,109,139	14,596,413	2,238,704	4	71
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,462,380	904,648	8	113½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	106½
30 Sep. '65	130.8	2.1	45.0	—	43	63	857	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,725	422,348	—	105
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	57½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	432,400	311,500	19,876	979,810	36.7	57,202	240,637	89,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,760	—	1,278,750	175.0	303,705	797,055	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,923	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga			R. R		6	—
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"		"		6	—
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,968	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	33,548	135,486	73,540	5	—
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '66	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,564	235,291	8	—
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	528,741	976,881	279,068	—	.....
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	25
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759 000	773,160	6,197,557	202.0	.....	2,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	252	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	104
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359.222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	92½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,593	4,841,600	2,746,280	114,996	8,369,819	188.6	904,564	2,388,868	1,035,717	13	121½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,888,064	3,685 600	344,005	6,417,669	142.0	.....	853,363	249,512	—	—
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,635,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,087	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,560,77	—	1,578,999	12,667,666	3,688,386	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	496 400	391,902	3,382,163	1,218,972	109,813	4,972,746	205.9	346,071	894,529	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	120,800	—	—
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	705,801	23,113,900	250.0	.....	3,717,288	906,200	—	49½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,891	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9 2,900	1,156,819	60,721,124	507.0	2,041,771	4,833,4 6	1,476,03	—	----
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,05	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	1.44
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,684,740	36.0	199,412	446,078	237,034	—	----
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,436	160,700	25	----
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,66	235,153	—	----
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700.000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,69	2,972	—	----
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,482,140	—	2,188,498	59.7	194,282	250,90	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,876	265,01	—	----
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,2 8	1,477,000	—	12,994,222	1.8.5	1,078,411	3,718,680	2,260,027	20	58
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,255	67.5	345,588	902,215	382,500	—	37½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0 8 256	—	44,261,544	586.5	7,080,028	16,53.883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,340	247,44	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	28½
30 Nov. '66	147.0	—	256 4	—	267	71	8,043	Philadelphia and Reading	19.888,493	3,765,774	2,399,368	22,742,867	6,719,662	—	32 577,648	474 8	4,361,336	10,9 2,819	6,016 631	10	5 ½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,44	316,754	15	132½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450.000	—	10.469.300	197 0	880,936	2,470,958	1,057,687	10	64½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1.776.120	1,600,000	73,108	3,349,237	70.9	324,968	539,109	245,966	—	----
31 Dec. '66	468.5	—	188.1	—	189	121	2,429	Pitsb'g, Ft. Wayne & Chicago	24,253,741	*	2,673,792	9,940,988	12,5 8,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	102
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10.000	684,036	982,600	113,866	1,760,501	35.4	144,402	257,510	145,650	—	----
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,460	316.000	26,292	1,095,913	36.6	120,094	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	800,000	—	----------	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,000	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220.014	96,145	—	----
31 Dec. '66	136.0	108.0	----	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	----------	1,312,788	387,332	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,307	47.6	----------	29.967	19,187	—	----
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	----------	*	—	----------	2,141,970	----------	----------	140.0	10 mos.	451.029	154,081	—	----
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3 9,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,332	351,871	161,014	—	----
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,224	448,922	5,312,725	2,485 900	1,492,314	11,093 891	291.0	405,051	1,274,307	624,142	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,761,000	145,000	----------	----	----	----	----	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----	----	----	—	----
30 Sep. '66	99.2	—	----	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,089,600	962,0 9	3,01 ,107	99 2	----------	357,252	173,729	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----------	----------	169.0	----------	734.11	337,384	6	----
1859.	----	—	—	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	800,000	204.544	----------	45.8	57,950	127,963	87,245	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,560	----------	50.0	31,300	32.670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	252,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,003	3,081,460	105.0	172,500	480,57	175,993	—	----
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	----
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	----
3 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----------	8,500,000	184.5	1,030,304	1,477,782	384,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	----------	----------	2,250,000	ope	r. by Vt.	Central	180,000	8	96
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	793,200	----------	----------	23.6	----------	90,278	34,398	—	----
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	832,000	700,000	----------	----------	ope	r. b. Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	436,30	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '66	103.5	—	----	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	----------	606,703	127,035	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	----------	----------	—	2,063,655	2,923,000	380,780	----------	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365.600	1,831,900	124,931	8,566,187	133.4	----------	289.581	49 581	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,85	7½	----
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000.000	1,717,500	900,889	7,301,983	191.7	239,951	672,714	284,789	—	----
30 Sep. '66	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,825	----------	78.6	159,981	279.946	145.38	7	----
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	----
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,642	----------	----------	—	----
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032.947	80.0	168,037	391.577	220,526	—	----
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,82	804,785	6,245,888	196.0	----------	487,449	120,135	—	----
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,339,500	52 , 22	7,362,220	214.9	278,839	556,022	98,802	—	----
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	2 5 0	986 727	2,538,80	934,10	—	47
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	----------	28.0	----------	----------	----------	—	40
---- ----	—	—	----	----	----	----	----	Western Union	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236.798	67,652	—	14
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,4 2,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242.796	117,842	—	63
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	---,10.345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,856	—	----
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,935,760	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1	----
31 Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,990	768,959	5,678,939	96.1	402,670	467,266	191,133	—	----
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,70	—	—	----------	108 0	----------	148,239	55,777	—	----
July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	02,3 5	—	1,380.000	13,10	136,000	1,309,23	60	----	132 65	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 63	5.	—	—	—	11	22	120	Pan ma	2,000,000	*	—	6,01 ,11	9	—	10,763,73	48.	----	117,43	1,332,92	—	25

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7		20½
Catawissa (preferred)	1,150,000	7		28½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7		60
Chicago & Alton (preferred)	2,425,400	7	7	116
Chicago & Northwestern (pref.)	12,994,720	7	7	70½
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7		65
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6		----
Lackawanna & Bloomsburg (pref.)	500,000	7		----
Marietta & Cincinnati (1st pref.)	6,5'6,135	7	3	21
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7		62½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8		98
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	83
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	----	----
" " " (2d pref.)	908 425	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & .	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	74
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,589	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	89½
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,968,146	10	44½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	119
North Branch	100	----	——	----
Sault Ste Marie	100	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	20
" " (preferred)	50	2,888,988	——	31½
Susquehanna and Tide Water	50	2,043,260	——	16⅜
Union	----	----	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash) per ton	41 50	@ 45 —
Pig, American, No. 1		42 —	@ 44 —
Bar, Refined, English		85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)		92 50	@105 —
	(Store Prices.)		
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		100 —	@105 —
Bar, English & American, common		90 —	@ 95 —
Scroll, English		182 50	@180 —
Ovals and Half round		127 50	@137 50
Band, English		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, English		105 —	@165 —
Hoop, English		137 50	@192 50
Nail Rod	per lb.	9 @	— 10½
Sheet, "Russia"	per lb.	19 @	— 20
Sheet, English, Single, Double and Treble		5½@	— 8
Rails, English	(gold) per ton	53 —	@ 54 —
Rails, American		79 —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	18 @	— 23
English Spring	(1st & 2d qlty.)	10½@	— 12½
English Blister	(1st & 2d qlty.)	11½@	— 20
English Machinery		13½@	— 16
German		14 @	— 16
American, Blister		11½@	— 17
American, Cast, Hammered		19 @	— —
American, Cast, Rolled		— @	— —
American Spring		12 @	— 15
American Machinery		— @	— 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits) per lb.	— @	— 35
Sheathing, Yellow		— @	— 25
Pig, Chile		— @	— —
Bolts		— @	— 35
Braziers'		32½@	— 33
American Ingot	(cash)	23½@	— 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		6 50 @	6 62½
German Refined		6 50 @	6 62½
English		6 50 @	6 87½
Bar	per lb.	10 — @	— —
Pipe and Sheet		10 25 @	— —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold). per lb.	— @	— 26½
Straits	(gold)	24½@	— 24½
English	(gold)	23½@	— 24
	(Gold.)	(Currency.)	
Plates, I.C. Charcoal, p. box	9 — @	9 50	12 75 @ 13 50
Plates, I. C. Coke	7 37½@	8 —	10 50 @ 12 25
Plates, Coke Terne	6 75 @	— —	— @ 9 50
Plates, Charcoal Terne	8 75 @	9 —	12 50 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash) per 100 lb.	5 75 @	6 —
Clinch	(cash)	7 25 @	7 50
Copper		— @	— 42
Ausable Horse, Norway Iron, Forged		— @	— —
Zinc Nails	(6 mos.)	18 @	— —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½@	— 14
Refined, free L. S. to White	— 41½@	— 42
Refi'd, in bond, prime L. S. to White	— @	— 22
Refi'd, in bond, Standard White	— 23½@	— 24
Naptha, Refined (60@63 gravity)	— @	— 22

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th 11	F 12	Sat. 13.	M 15	Tu. 16	W. 17
Atlantic M. S. S. Co	109	110½	110½	111½	111½	111½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	122	----	----	----	----	----
Canton Co.	50	48½	48½	49½	48½	49
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	114	----	----	----	114	114
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	146	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	45½	45	46	46½	46⅜
" " pref.	69½	69	68½	69	70½	71
" " 1st M.	85	85x	----	86	----	88
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	80	----	----	82½	81
Chicago & Rock Isl.	98½	97½	97½	99	98½	98½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	104	----
Clev. and Pittsburg	93½	90½	91½	93½	92½	93½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	120½	120½	119½	120½	121	121½
" " S. F. 7 p.c	----	----	102	----	----	----
Cumberland Coal, pref	41½	40½	40	40½	39½	39⅝
Del. & Hudson Canal	156	----	148½	----	150	150
Del., Lack. & West	124½	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" "2M. 8p.c. '81	----	----	----	----	----	----
Erie	72	70⅞	70½	72½	72⅝	72½
" pref.	77	77½	----	77½	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	102½	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	110	110	109½	110	110½	113½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	103
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	124	----	124	124½	124½	124½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	20	21	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	11½	11½	11½	10½	10⅝	----
Michigan Central	111	110½	----	110	109⅝	110
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	80½	80½	81½	80⅝	80½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	90	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	48½	46	46½	47½	47	47
" " pref.	66	65	63½	64½	64	63½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	98	100	101½	106	103½	103
" iss. to H. & St. J. R.	----	80	----	79½	----	----
" " Pacific	98½	----	----	----	----	----
New York Central	106½	106½	106	106½	106⅝	107
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '78	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon. 58	59	59½	60	59	58	
" new	----	59	60	----	----	
Ohio & Miss. cer.	27½	27½	26⅝	26⅝	26½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	145½	144½	143½	144½	145	145
Panama	----	----	258	----	----	----
Phila. and Reading	106	104½	104	105	104½	104½
Pitts. Ft. W. & Chicago	103	102	101½	102½	104	104½
" 1M. 102	----	----	----	----	103	----
" 2M.	----	96	----	----	96	----
" " 3M. 84½	----	----	----	----	----	----
Quicksilver Mining Co.	36	34	33½	35½	34½	34½
St. L., Alton & T. H.	53	----	----	83½	52	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon. 66	67½	67	70	70½	69½	
" new	64½	65	66	68½	65	66½
Tol. Wab. & Western	51½	49	49	50½	50½	49⅝
" Pref.	----	64½	----	----	70½	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	80	----	80	80
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	51	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th 11.	F.12	Sat.13	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	116	----	----	----	116	----
U. S. 5s, 1871, coup.	----	----	110½	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	110	109	109	107½	108	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102⅝	102⅝	102⅝	102	102	101⅞
U. S 5s, 10-40s, reg.	102⅝	102½	102½	102⅝	102⅝	101⅝
U. S. 6s, 1881, reg.	110½	----	----	----	----	----
U. S. 6s, 1881, cou.	110⅝	110⅝	----	110½	----	110
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	112¼	111¾	111¾	112	----	111⅝
U. S. 6s, 5-20s, c. 1864.	109⅞	109⅝	----	109⅝	109½	109
U. S. 6s, 5-20s, c. 1865.	109⅝	109⅜	109⅝	----	109⅝	109½
U. S 6s, " reg.	109½	----	109½	109½	109	109
7.30 Notes, 1st series.	108⅜	108⅛	108	10 ⅛	----	----
" " 2d series.	108½	108⅜	107⅞	107⅝	107⅝	107⅜
" " 3d series.	108½	108	107½	107⅝	107⅛	107⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W.10	Th.11	F.12	Sat.13.	M.15.	Tu.16
Catawissa	----	----	----	----	----	----
" preferred	28½	----	----	----	----	----
Camden & Amboy	130¼	130¼	----	130½	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	86	----
" mort. 6s,'89	93¼	93½	----	----	----	94½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	92½	92½	----	----	----	----
Lehigh Navigation	----	----	46	----	45	44⅞
" " 6s,'84	----	----	----	----	----	8ø
Lehigh Valley R. R.	57¾	----	----	----	58	----
" " 6s	----	----	93	----	----	94
Little Schuylkill R. R.	----	----	31½	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	55	----	----	----	----
" " pref.	----	----	----	----	----	119
" " 6s '76	----	----	----	90	----	----
North Pennsylvania	36	----	36½	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	114¾	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	52⅞	52⅝	52⅞	52⅝	52⅞	52⅝
" 1st m.	----	91⅝	----	----	----	----
" 2d m.	94¼	94¼	----	----	94¾	----
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	107½	----	----
Philadelphia City, 6s	95½	95½	95⅝	95⅝	----	----
" " new 100	100	100	99⅝	99⅞	99⅞	----
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	64	----	----	----
Phila. & Reading	53	52½	52½	52	52⅝	52½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	95½	----	----
Philadelphia & Erie	28½	28⅝	28⅝	----	----	28½
" " 6s	92½	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	93	93	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	31½	31	30⅞	----	----	31½
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	65	----	65	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	22	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	12½	13½	13	13	----	13½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W 10	Th 11	F.12.	Sat.13.	M 15.	Tu.16
Baltimore City 6s, 1875.	97¼	97½	----	----	97	97½
" " 1886.	----	----	97¼	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98	98	----	98	98½	98½
Balt. and Ohio	----	----	----	----	114½	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	97½	----	----	----	----
Northern Central	----	43½	----	----	----	44
" " b'ds, 1885.	81½	81½	81½	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th. 11.	F.12	Sat.13.	M.15.	Tu.16.	W 17
Boston and Lowell	115	----	116	----	----	----
Boston and Maine	129½	129½	----	----	----	----
Boston and Providence	----	135	----	----	----	----
Boston and Worcest.	148½	148	148	146½	----	----
Cheshire, pref.	----	59	----	60	60	----
Concord	----	----	----	----	68½	----
Connecticut River	----	----	----	----	110	----
Eastern, Mass.	109½	109½	110	110	----	----
Eastern, N. H.	109½	----	----	----	----	----
Fitchburg	116	----	----	----	116½	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport	92½	92	92	92	92½	----
Ph., Wil. & Baltimore	54	----	----	54	54½	----
Portl'd, Saco & Ports.	100½	----	----	----	----	----
Vermont & Canada	95½	95	----	96	96	----
Vermont & Mass.	----	----	53½	52½	----	----
Western	----	135	135	135	135	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	88	88	----	----	----	----
Metropolitan "	----	54½	55	----	55½	----
Middlesex "	----	----	----	----	40	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22½	23	----	----	23½	----
Franklin "	17⅛	18	----	18½	18	----
Huron "	1½	----	50c	50c	50c	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	6½	6⅝	----	----	----	----
Pewabic "	----	----	----	----	12½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	21	----
Rockland	6½	----	----	6	6	----

London Stock Exchange.

The following were the closing prices for American Securities on the 21st and 28th of June.

	Closing Prices June 21.	June 28.
United States, 5-20s, 6 per cent 1882.	72½@ 73	72½@ 73
Do. do. 6 do. 1884.	70 @ 72	70 @ 72
Do. do. 6 do. 1885.	70⅝@ 71	70 @ 71
Do. do. 6 do. 1868.	87 @ 90	87 @ 90
Do. 5 per cent., 1874	70 @ 72	70 @ 72
Virginia State, 6 per cent	58 @ 62	43 @ 48
Do. 6 per cent	45 @ 47	30 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	50 @ 55	50 @ 55
Do. do., 2d mort., 1881	50 @ 55	50 @ 55
Do. Penn., 1st mort., 1877	50 @ 55	50 @ 55
Do. do., 2d mort., 1882	50 @ 55	50 @ 55
Do., consolid. mort. bonds, 1890	25 @ 26	25 @ 26
Erie shares, $100 (all paid) 8 p. c.	38½@ 39	41½@ 41⅝
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	74 @ 76	74 @ 76
Do., $100 shares (all paid)	78¾@ 79¼	78¾@ 79¼
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	66 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	78 @ 80	79 @ 80
Do. with option to be paid in Phil.	78 @ 80	79 @ 80

American Railroad Journal.

Saturday, July 20, 1867.

Stock Exchange and Money Market.

Money continues in very good supply, and call loans are easily negotiated by responsible parties at 4 per cent. on the public funds, and 5 per cent. on other prime stock collaterals. At these rates, the current offerings are largely in excess of the wants of the leading street houses, who alone are in favor with lenders. Balances are accumulating at bank and through private channels, through the inability of the owners to place them advantageously. The public securities have been less sought after, as an investment medium; but are again coming into favor, for this purpose, as we write. The discount houses are doing very little, save in strictly prime short-date commercial paper, of which the available offerings are light, and on which the rates are 6@6½ per cent. per annum. Government disbursements are on a reduced scale, especially through the local office. The public creditors do not seem to be in any hurry to collect their matured claims. Holders of the July, 1864, Compound Interest Notes have not all presented their boards for redemption, though the notes matured and ceased to bear interest on the 15th inst. The banks own a good many of them, and as they are a legal tender, and the banks are not able to employ all their other balances profitably, they seem inclined to allow the matured notes to remain in their vaults. The city banks, in their last week return, made a very strong exhibit, having during the past week, gained $6,347,751 in the deposit line, $1,862,233 in specie reserve, $1,279,751 in the legal tender hoard. They added $1,551,772 to their loans, and contracted their circulation $15,528. The specie reserve of the banks is now $12,715,404, against $12,451,684 same time last year. The city bank deposits are now $197,872,063, against $207,190,943 week ending July 14, 1866. The legal tender reserve amounts to $72,495,708, against $75,541,977 same time last year. The circulation now stands at $33,653,869, against $27,804,172 same time last year. The loans are now $247,913,069, against $259,133,434 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $86,893,264 a day, against a daily average of $82,346,998 the preceding week, and $82,324,059 the week ending with June 29. The current week's exchanges average $94,727,379 a day.

National Bank notes to the amount of $160,550 were issued last week, making the total issue to 1,671 banks thus far, $303,206,276, against $282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,425,962, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,770,314. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,618,500; and for the public deposits $38,878,450—making a total of $379,496,950. The Treasury Department last week redeemed and destroyed $349,000 of worn and mutilated fractional currency, and issued $465,955.

The Philadelphia Bank movement the past week shows an increase in loans, of $382,280; a decrease of $42,552 in specie; an increase in legal tenders of $212,239; an increase of $807,770 in deposits; and an increase of $1,569 in circulation. The Bank Clearings show an increase of $2,762,694, and the balances, an increase of $160,603.

Government revenues were less prolific in the excise line, last week, but were up to a full average in the form of customs. The excises, last week, yielded $4,875,294, against $8,351,822, the preceding week; customs at the port of New York $2,078,271, and at the outports, about $670,000 (in coin) more, making the grand total income for the week equal about $8,723,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been $16,000,000.

The U. S. Sub-Treasury receipts, week ending with July 13, were $28,533,967, including $2,078,-

271 from customs duties; payments, $28,444,856; balance at the close of the week, $130,581,603, against $130,492,492, at the close of the preceding week, showing an increase of $89,111. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $7,877,165 including $235,559 from customs, and payments, $9,073,462; on Tuesday, receipts, $2,332,021 including $446,258 from customs, payments, $1,094,716. The balance at the close of business on Tuesday stood at $130,632,-610, against $119,112,871 a week previous.

Gold has been in much more active speculative demand, and has advanced to 140⅝. The buoyancy was most marked on Tuesday of the current week, when the message of President Johnson, on the reconstruction theme, was used by the *bulls* as an element of inflation. The customs and export demand was moderate. Wednesday's business was less spirited, and the closing figures were 139⅞@140. Wednesday's exports of specie from this port amounted to $737,100; and from Boston to $192,-000. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,595,937. The customs demand for Gold last week, averaged $346,378 a day; thus far, this week, it has been equal to $340,908 a day, or equal to a weekly aggregate of $2,045,448. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $22,924, and from California, $700,112. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $64,118,511, against $72,858,498 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $14,793,540, against $20,541,141 same time last year, showing a decrease this year, of $5,747,601. The exports of specie from this port, last week, were $4,659,935. The total outflow of specie from the port, since Jan. 1, 1867, has been $31,213,658, against $49,-363,138 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,693,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $35,993,329, against $28,177,448 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to May 29, reached $14,863,783, against $15,035,553 same time last year, showing a decrease, in 1867, of $171,770.

An improved inquiry prevailed, early in the week, for prime bills on London, and rates stiffened a little. Toward the close, the market was less firm, under a diminished call, and an increasing supply. Bankers' 60 day bills on London closed steadily on Wednesday at 110@110¼, and on Paris to 5.16¼@5.12½; sight bills on London to 110⅜@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,325,599, making the total value of exports since Jan. 1, 1867, $104,178,867, against $113,255,966 same time in the preceding year.

Government securities have been less freely inquired for, and have been depressed in price. The worst sales were made on Wednesday forenoon, under a pressure to realize. During the afternoon of that day, the demand revived again, and prices exhibited an upward tendency. The compound interest notes of July, 1864, having matured, have ceased to be a quotable investment. We, therefore, drop them from our list. U. S. sixes of 1881 closed here on Wednesday at 109⅞@110⅛; U. S. Five-twenties of 1862, 111⅝@111⅞; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109⅛@109¼; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Five-twenties of 1867, 107⅞@108; U. S. Ten-forties at 101⅞@102, and U. S. Seven-thirties at 107⅜@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1864	119	August, 1865	115½
October, 1864	117⅞	September, 1865	115
December, 1864	117⅛	October, 1865	114½
May, 1865	116½		

Railway and miscellaneous stocks have been quite active, but variable in price; most of the earlier dealings of the week having been at reduced rates. Wednesday's business was on a more buoyant basis, and the temper of the market was decidedly *bullish*.

Produce and merchandise have been more freely offered, and have been in less request. Breadstuffs and provisions have favored buyers, especially toward the close. Cotton has been quiet, but steady, with a comparatively light offering of desirable grades. Middling grades left off here on Wednesday tamely at 26@27½ cents per lb. as extremes. The stock of cotton now here is estimated at about 78,000 bales. The receipts at the port this week, have averaged about 1,600 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 618,000 bales, against exports of 449,586 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,835,-000 bales, against 1,974,700 bales same time last year; exports, 1,498,000 bales, against 1,476,012 bales same time last year; estimated stock at latest dates, 167,000 bales, against 299,700 bales same time last year. At the Live Stock Market, this week, beeves have been in fair supply and moderate demand at from 14@17½; veal calves, 7½@12; sheep, 5@6½; lambs, 8½@10½, and swine 7½@8 cents per lb., all live weight. The week's receipts include 4,702 beeves, 1,809 calves, 21,236 sheep and lambs, and 17,119 swine. Foreign goods have been less active, and dry goods have been depressed. The total imports of foreign dry goods, last week, were $1,699,056, and the total amount marketed $1,077,055. The value of foreign merchandise imported last week, was $3,-713,520—making the grand total specie value of last week's imports of dry goods and merchandise, $5,412,576, and since Jan. 1, 1867, $137,949,424, against $165,157,867 same time in the preceding fiscal year. The ocean freight market has been comparatively quiet at drooping rates with 558 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 3½c.@4d. per bushel; cotton at $\frac{3}{16}$@¼d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 3.	July 10.	July 17.
Consols	94⅛	94¾	94¾
U. S. 5-20's of 1862	72¾	73	72⅝
U. S. 5-20's of 1865	70½	71	70⅜
Erie	43½	44¼	46¾
Ill. Central	79	80¼	76¾

The New York exports, exclusive of specie, for the week ending July 16, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,076,857	$3,325,599
Prev. reported	109,179,109	100,853,268
Since January 1	$113,255,966	$104,178,867

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,740,608	$1,699,056
Gen. merchandise	3,759,747	3,713,520
Total for the week	$6,500,355	$5,412,576
Previously reported	158,657,512	132,536,848
Since January 1	$165,157,867	$137,949,424

The balance in the Sub-Treasury on Wednesday was $130,998,670 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1874, 100½; do., 5s, 1874, 92½; do., 7s, Bounty Loan, coupon, 105; Virginia 6s, ex-coupon, 53; do., new, 51; Georgia 7s, new, 83½; do., 6s, 71; Ohio 6s, 1881, 102; Kentucky 6s, 100; Brooklyn 6s, W. L., 92¾; Troy, Salem and Rutland 1st mort., 97; Chicago, Rock Island and Pacific 7s, 90; Second Avenue R. R., 65; Hannibal and St. Joseph pref., 63; New York and New Haven, 119; New Jersey Central, 122; Chicago and Great Eastern, 10; Morris and Essex, 65; Adams' Exp., 72; Wells-Fargo, Exp., 66; Am. Exp., 69; Merchants' Union Express, 30 per cent. paid, 17½; U. S. Express, 70½; Western Union Telegraph, 47½; do., 7s, 81½; Butler Coal, 17; American Coal, 49; Central Coal, 49; Wilkesbarre Coal, 39½; Manhattan Gas, 150; Mariposa pref., 23½; Boston Water Power Co., 22⅞; Ocean Bank, 101; Fourth National Bank, 105½; Importers' and Traders' Bank, 115; Continental Bank, 105; Bank of Commerce, 117; Am. Exchange Bank, 118; Merchants' Bank, 116; Metropolitan Bank, 128½; St. Nicholas Bank, 108; Ninth National Bank, 107; Bank of North America, 105; Corn Exchange Bank, 122; Phœnix Bank, 105; Central National Bank, 106; Shoe and Leather Bank, 108½; American Flag, 0.75; Benton Gold, 1.00; Consol. Gregory, 6.50; Corydon, 1.65; Columbian G. & S., 0.80; Davidson Copper, 1.60; Gunnell, Gold, 2.50; Holman, 0.12; Kipp and Buell, 0.50; Knowlton Copper, 1.00; La Crosse Gold, 0.90; Liberty Gold, 0.05; Montana Gold, 0.22; Midas Silver, 1.80; New York Gold, 1.19; Nye Gold, 0.07; People's G. & S., 0.40; Quartz Hill Gold, 1.90; Rocky Mt. Gold, 1.30; Smith and Parmalee, 5.25; Sensenderfer, 10.60; Texas, 0.16; Walkill Lead, 0.56.

Philadelphia.—Allegheny County coupon 5s, 73½; Pennsylvania 6s, 1st series, 101⅝; Camden and Burlington Co. R. R. 6s, 85; Reading mort. 6s, 90; Junction 2d mort., 98; Sunbury and Erie 7s, 97½; Huntingdon and Broad Top 7s, 31; Morris Canal Boat Loan, 90; West Branch Canal, 30; do., bonds, 88; 13th and 15th streets R. R., 18; New Creek Coal, 0.31; Hazleton Coal,

54; St. Nicholas Coal, ½; Ocean Oil, 2¾; Mechanics' Bank, 31½; Commercial Bank, 56½; Union Bank, 63½; Farmers' and Mechanics' Bank, 140½; Penn National Bank, 60; Girard Bank, 57¼. The latest quotations are: City 6s, 95½@95⅝; do., free of tax, 99⅞@100; State 5s, reg., 1870,97@97¼; do., coupon, 94@95½; do., 6s, W. L., 103@103½; Reading, 52⅛@52¼; do., 6s, 1870, 95½@95⅝; do., bonds, 89¾@91; Camden and Amboy, 129¾@130; do., 6s, 1889 94@94½; do., 1883, 90@91; Penn. R. R., 52⅜@52½; do., 1st mort., 97½@98; do., 2d mort., 94¾@95½; Little Schuylkill R. R., 30@31⅜; Morris Canal, 54@56; do., pref., 118@119; do., bonds, 90@91; Wyoming Valley Canal, 45@45½; do., 6s, 84@85; Susquehanna Canal, 17⅜@17⅝; do., 6s, 64@65; Sch. Nav., 19@20; do., pref., 30½@31½; do., 6s, 1882, 73¾@74½; Union Canal bonds, 21@22½; Delaware Div. Canal, 56¾@57; do., bonds, 85@88; Elmira and Williamsport, 30@32; do., pref., 41@45; do., 7s, 1873, 91¾@93; do., 5s, 62@62¾; Lehigh Coal and Navigation, 43¾@44½; do., bonds, 1884, 89@89¼; North Pennsylvania, 35@36½; do., 6s, 87@88; Philadelphia and Erie, 28⅛@28¼; do., 6s, 92@94; Minehill, 56@57; Catawissa, 10@13; do., pref., 28½@29; Lehigh Valley, 58@58⅜; do., bonds, 92¼@95; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 68@—; West Philadelphia, 65@66; Spruce and Pine, 27⅛@27½; Green and Coates, 30@30¾; Chestnut and Walnut, 44½@45½; Thirteenth and Fifteenth, 17⅞@18; Girard College, 27@29; Tenth and Eleventh, 60@67; Union, 35@37; Hestonville, 13@13⅜.

Boston.—Boston, Hartford and Erie, 13¼; do., 7s, 53½; Vermont Central and Vermont and Canada 8s, 100½; Rutland and Burlington 1st mort., 150; Old Colony and Newport 6s, 1876, 95¼; Vermont and Massachusetts 6s, 92¾; New Bedford and Taunton 6s, 96½; Vermont Central 1st mort., 7s, consolidated, 60; Ogdensburg and Lake Champlain R. R., 57½; do., pref., 100; Indianapolis and Cincinnati, 40½; Union Railway, 88; Boston and Worcester R. R. Rights, 5; Western R. R. Rights, 10ths, 13⅝; Adams Express Co., 64; Boston Water Power Co., 23; Waverly Land Co., 1½; Essex Co., 103; Massachusetts 5s, 1893, gold, 100¾; Chicago 7s, municipal, 98½; do., sewerage, 99; do., W. L., 98¾; St. Louis Co. renewal 7s, 1877, 97½; Cambridge 6s, 98; Boston 6s, 1875, currency, 101¼; Salem 6s, 1877, W. L., 98¼; do., 10-50s, 97¼; Albany 6s, 1879, 94½; Merchants' National Bank, 109¾; Continental National Bank, 110⅛; Suffolk National Bank, 114¼; Eagle National Bank, 114¾; Columbian National Bank, 117; Allouez Mining Co., 6¼; Hecla, 15; Hancock, 7; Native, 1⅛.

Baltimore.—N. W. Va. 1st mort., 92½; do., 2d mort., 72; Marietta and Cincinnati 1st mort., 83¾; Virginia 6s, reg., old, 41⅞; do., 1866, 38¼; Santa Clara Mining Co., 3; Bank of Baltimore, 103; Franklin Bank, 13¼; Marine Bank, 32¾; Mechanics' Bank, 9⅜; Union Bank, 57½; National Exchange Bank, 97; Merchants' Bank, 103¼; Citizens' Bank, 14. The latest quotations are: Balt. and Ohio, 114½@—; do., 6s, 1875, 94@95½; do., 1880, 95@95½; do., 1885, 97½@98; Northern Central, 44@44¼; do., bonds, 1885, 81@81⅛; N. W. Va., 15@18; do., 1st mort., 1873, 92@93; do., 2d mort., —@90¼; do., 3d mort., —@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83@83¼; Central Ohio, 25@26; do., 1st mort., 85@88; Western Md. 6s, 70@72; do., 6s, guar., 90@96; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 97¾@98¼; do., 1873, 97@98; do., 1875, 97@97¼; do., 1886, 96¾@97¼; do., 1890, 98@98¼; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 18¾@19½; Canton Co., 48¼@—; Gardner, 0.45@0.75; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@66; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.30; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Improved Railroad Car Wheel.

We invite attention to the Advertisement, in another column, of "THE ELNATHAN SAMPSON IMPROVED RAILROAD CAR WHEEL," and also to the article on our first page, prepared on the occasion of the recent trial trip between Troy and Schenectady under the auspices of the New York Central Railroad Company. The improvement consists in so constructing the tread of the wheels as to enable the same to pass any curve in the track without undue strain upon the wheel, axle, truck frame, or rail. And a most excellent portion of the road was selected for the trial of its qualities in this respect; for, to use the words of the facetious reporter of one of the Troy journals, it "is a piece of the crookedest road to be found anywhere in the United States." It is claimed that by the use of this wheel there is less liability of the train being thrown from the track while passing rail joints, curves, or over any irregularities in the rails. There is also less lateral motion perceptible in the cars over these wheels, than those of the ordinary make. The opinion of the excursionists, among whom were a number of prominent railroad men, was unanimous that the invention was a perfect success. The manufacturers of this wheel are Messrs. JONAS S. HEARTT & Co., of Troy, N. Y.

To Railroad Contractors.

The Milford and Woonsocket R. R. Co., will receive proposals at their office in Milford, Worcester Co., Mass., until the 30th inst., for the grading and masonry of about 3¾ miles of road, in sections of 1 mile, 1¼ mile, and 1½ mile—the work to be completed by December 1, 1867. Also for the grading and masonry, furnishing and laying of the superstructures, and fencing the whole road, for a gross sum, and the supplying of all material, and labor, necessary to put the road in complete running order. The grading to be completed by January 1, and the whole to be completed by May 1, 1868. Address Geo. F. Draper, President, or Wm. F. Ellis, Engineer, Milford, Mass.

Lower California Company.

The Lower California Company has organized under a New York charter, electing Wm. G. Fargo, President; Wm. R. Travers, Treasurer, and George Wickes, Secretary. Commodore Garrison, August Belmont, General B. F. Butler, Leonard W. Jerome, Caleb Cushing, John A. Griswold and Richard Schell are the other Directors. General John A. Logan has accepted the position of Governor of the company and Superintendent of colonization, and will soon proceed to the Peninsula of Lower California.

Coal Tonnage of the Seven Competing Lines.

The *U. S. R. R. & Mining Register* gives the following statement of the number of tons of coal carried to market by the seven competing anthracite lines during the season of 1867, to July 6, (the Reading to July 11,) in comparison with the season, to corresponding date, in 1866:

	1867.	1866.
Phila. and Reading R. R.	1,887,294	2,143,897
Schuylkill Canal	453,735	629,565
Lehigh Valley R. R.	999,260	938,522
Lehigh Canal	325,804	379,928
Del., Lack. and W. R.R.	843,132	728,333
Del. and Hudson Canal	533,842	548,364
Pennsylvania Coal Co	387,433	108,767
Total tons	5,430,500	5,477,376

In 1865, the quantity carried to corresponding date, was 4,527,742 tons; and in 1864, 3,808,996 tons.

Central Pacific Railroad.

The Central Pacific Railroad of California, with 94 miles in operation, gives the following exhibit of earnings and expenses for the first six months of the current year, in gold:

	Gross Earnings.	Operating Expenses.	Net Earnings.
January	$38,149 22	$21,564 79	$16,604 43
February	51,831 38	23,867 79	27,963 59
March	60,029 14	20,115 16	39,913 98
April	81,156 31	21,242 76	59,913 55
May	95,828 59	23,184 44	72,644 15
June	122,018 56	21,963 20	100,055 36
Totals	$449,033 20	$131,938 14	$317,095 06

Belfast and Moosehead Lake Railroad.

Hon. Thomas Marshall, of Belfast, Me., has been elected president of the Belfast and Moosehead Lake Railroad Company. This company is making good progress in obtaining subscriptions, and the Belfast *Journal* says an offer has already been made to contract for building the railroad to Newport in Penobscot Co., a distance of 33 miles. The contractors offer to make a first class road, with sidings, fences, grading, rails, masonry, bridges, and everything complete except rolling stock, station houses and right of way, for one million dollars. The contractors will take $250,000 in preferred stock. They stipulate that the line shall be located by Col. Wildes, or some other competent engineer. The offer comes from a responsible source, and can be closed at once, if desired.

☞ John D. Hutchinson, Esq., of Troy, N. Y., has been awarded by the State contracting board the contract for building thirteen new iron bridges on the line of the Erie Canal. The entire work amounts to upwards of $60,000. Mr. H. is also building an iron bridge over the Hoosick River in the town of Petersburg, in this State.

☞ At the recent annual meeting of the Milwaukee and St. Paul Railroad Company, it was unanimously voted to proceed at once with the construction of the Ripon division of the road from Omro to Neenah and Menasha, *via* Winneconne. It is expected to be completed to Winneconne this fall, and to Neenah during the coming year. B. H. Edgerton, Esq., is Chief Engineer of the company.

☞ The city of Bath, Maine, has been selected as the Western terminus of the Knox and Lincoln Railroad.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the first week in July, 1867, were $74,160 00
Corresponding period previous year.. 76,211 00

Decrease..... $2,051 00

The earnings of the Chicago and Great Eastern Railway for 1st week in July, were... $22,094 50
Same period last year..... 20,419 13

Increase in 1867..... $1,675 37

The earnings of the Atlantic and Great Western Railroad for the first week in July, 1867, were..... $85,209 00
Corresponding week previous year... 96,110 00

Decrease..... $10,901 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in July, 1867... $23,603 00
Corresponding week previous year..... 21,394 00

Increase $2,209 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in July, 1867, were..... $69,500 00
Corresponding week of previous year.. 61,710 00

Increase..... $7,790 00

The earnings of the Michigan Central Railroad for the 1st week in July, 1867, were.. $60,761 00
Corresponding week of previous year.. 73,659 00

Decrease $12,898 00

The earnings of the Western Union Railroad for the 1st week in July, 1867. ..... $13,121 00
Corresponding week previous year..... 20,874 00

Decrease $7,753 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 11th, 1867, were $35,057 00
Corresponding week of 1866..... 31,143 00

Increase..... $3,914 00

The earnings of the Chicago and Northwestern Railroad for 2d week in July, 1867 ... $192,191 00
Corresponding week previous year .. 191,859 00

Increase..... $332 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in July, 1867, were..... $65,929 00
Corresponding week of 1866 ..... 85,474 00

Decrease $19,545 00

Journal of Railroad Law.

COMPANY NOT LIABLE FOR INJURIES CAUSED BY THE ACT OF AN UNKNOWN PERSON IN OBSTRUCTING THE TRACK.

The facts in the case of Deye *vs.* N. Y. Central Railroad were these: A train was running at a high rate of speed on a descending grade, but over a section of the road straight for several miles, the road well constructed and in good order, with engine and cars also in good condition, when at a point a few miles west of Syracuse, and at about midnight the train ran off the track, and the car in which the plaintiff was riding as a passenger was turned over and he was seriously injured. Two other trains had passed over the same point within two hours previous to the accident, one of them about thirty minutes before, when the track and rails where all in order. But, in the short intervening time, some evil and malicious person had drawn out spikes and pushed some of he rails from their bed, and by this means the engine and part of the cars were turned off the track. There were three passenger and a baggage car in the train. They stopped immediately, according to the testimony of the plaintiff, who is himself a railroad engineer. He was riding in the middle car, which was turned over on its side, but the car next in rear was entirely off the track. The witnesses were in conflict as to the speed of the train at the time of the accident—the engineer who was in charge swearing that he was positive he was not going much, if any, over thirty miles an hour; while, on the part of the plaintiff, evidence was tending to show that the rate was as high as fifty miles per hour.

CAMPBELL, J.—The facts that the cars were stopped so soon, almost immediately; that the couplings were not broken, that, with a small train of only four cars, the last car was not thrown entirely from the track, would tend to show that there was not at the time a high rate of speed. But as the plaintiff was non-suited, we must, perhaps take his evidence, and concede that the cars were running at a rate, say fifty miles an hour. The train, it was said, was a few minutes behind time; the road was in good order, the grade a little descending, and the line in front straight for several miles. A rate of fifty miles an hour is not common, but by no means unusual or extraordinary, on well constructed roads. There was a possibility of accident, as there is a possibility attending the movement of every train, whether the rate be twenty or fifty miles an hour. But there was no probability that such accident, or any accident would occur. As the train was turned from the track, by the ends of the rails moved from their bed, and ran down a bank. no Court or jury would be warranted in saying that the accident would not have occurred had the train been running at the rate of twenty instead of fifty miles an hour. I do not see under the circumstances, how negligence could be imputed to the defendant in consequence of the speed of the train, whether or not the accident would have otherwise occurred would be a matter of vague speculation. But was the defendant warned? would a very careful and prudent person have been led to fear and take precautions other than the defendant did, to guard against anticipated danger.

Wibert, who was assistant track master, and who had charge of a division of the road, of about twenty-nine miles in length, was examined in behalf of the plaintiff. On his division the accident took place. He testified that Miller, the track master, on the whole line from Syracuse to Rochester, had told him to be on his guard; but he could not tell whether it was before or after the accident, but he thought it was before. Two or three days before the accident Wibert also had a controversy with his laborers on the road, and he ordered them out of doors, one of them he took by the collar and shoved out, and they said they would have satisfaction. But against what Miller advised Wibert to be on his guard, and what kind of satisfaction the laborers intended to take, does not appear.

Whether he was to be on his guard to prevent injury to the road, or to protect himself against personal injury, we are not informed. The plaintiff on his own behalf, swore that Harrison, the engineer on the train the night of the accident, told him afterwards that threats had been thrown out against the road six weeks previous to such accident. This was positively denied by Harrison. It also appeared that some six weeks before the accident, a tie or ties had been put on the track, and Wibert, also that Chittenden the assistant superintendent, or Miller, the track master, which, he did not know, had told him there had been shortly before the accident, some obstructions placed upon the road not far from where the Oswego road came in, and not far from where the accident occurred. The information probable came from Miller, who had previously been examined as a witness, and who testified that he had heard that ties had been thrown on the track. Chittenden, the superintendent, testified that when danger was suspected from evil-disposed persons, watches were placed, that he was in daily consultation with the principal trackmaster; that he had heard nothing to put him on his guard, and had no reason to suspect anybody; that afterwards, and in consequence of the accident, he appointed special policemen to watch the road in that vicinity. It must be conceded, I think, that there was a question of fact growing out of conflicting testimony, as to the knowledge possessed by some of the subordinate officers of threats made against the road. But the evidence, to say the least of it, on this point was very unsatisfactory; and it is very evident that no such information had come to the person whose duty it was to take the necessary precautions and to appoint the special police watch, namely, Mr. Chittenden, the assistant superintendent, having in immediate charge this section of the defendants road. But conceding that, so far as the question affects the case of negligence, the superintendent was bound to know all his subordinates knew, or in other words, that their neglect was his neglect, and his neglect that of the defendants. What was required to be done under the circumstances? Wibert to whom the threats were made by the laborers, had under his immediate charge twenty-nine miles of the road. Under the circumstances of this case, suppose that a watch had been placed at the point where this accident occurred, and no accident had occurred there, but one had occurred of the same character at or near Wibert's place of residence, and near where the controversy arose between him and the laborers, it might then have well been argued that there was neglect. If the plaintiff is right in his theory of the liability of the defendant. But it may be seen, that, if not physically impossible, it was practically so to guard against such an accident as occurred in this case. The threats were vague, no place of attack was mentioned. It was not indicated what kind of injury would be done; whether bridges would be destroyed, burned or blown up, whether obstructions would be placed on the rails, or rails removed. In this case the place selected was an embankment, where bushes were growing thick alongside the road, a place of ready concealment. The night was dark, and rain was falling. If obstructions were to be placed on the road, it might be the work of a moment, on the very instant almost that the train reached the spot. If rails were to be removed, the spikes could be drawn from time to time and preparation made so that in a few minutes, perhaps seconds, the rails could be removed as the train approached. It cannot

be said that it would be impossible to guard in such cases against the motives and crimes of wicked men; but unless the very point where the injury was contemplated was known in advance, it would require for entire protection a very large number of recruits from the recent grand armies of the Union. On the whole case, I do not think there is good ground or any ground, for saying that this plaintiff suffered injury by reason of negligence of the defendant. I think the nonsuit was properly granted, and the judgment should be affirmed.

Liability of Telegraph Companies.

An important decision relating to Telegraph Companies has just been rendered in the Supreme Court of Michigan, in the case of the Western Union Telegraph Company *vs.* Carew, an appeal from the Wayne County Circuit Court. Carew telegraphed to Baltimore for forty cases of oysters. In the transmission an error occurred whereby he received four cases instead of forty. The message was written on one of the telegraph blanks, with the usual printed heading containing the conditions on which messages are taken for transmission. The Circuit Court held that the telegraph company were liable for the damage suffered by Carew, treating the company as common carriers, and Carew as not bound by the conditions, unless his attention was particularly called to them. The Supreme Court reverses this decision, holding that the telegraph company are not common carriers, and that they have a right to establish any reasonable rules governing their liability in the impartial transmission of messages by them; that where, by the heading of a message, plainly printed in conspicuous letters, it is stated to be sent on the annexed conditions, the sender, by signing the message, adopts the conditions, and is bound by them, whether he reads them or not. It is his own negligence if he fails to notice them.

Virginia and Ohio Railroad.

A convention to devise means for the construction of the Chesapeake and Ohio Railroad to the Ohio river, met at White Sulphur Springs, Va., on the 10th inst., and continued in session two days. Ohio, Kentucky, nine counties of Virginia and eleven counties of West Virginia were represented by 200 delegates. Gov. Pierpont presided. Several capitalists were present from New York and Philadelphia. The following resolutions were adopted:

Resolved, That this convention earnestly recommends that at least five millions of dollars be raised by a subscription of stock to enable the Virginia Central Railroad Company to fulfill the contract entered into conditionally with the commissioners of Virginia and West Virginia on the 24th of May, 1867. That at least two million five hundred thousand dollars be raised in Virginia, and two million five hundred thousand dollars in West Virginia.

Resolved, That the Legislature of Virginia and West Virginia be petioned by the Chesapeake and Ohio Railroad Company (in view of the influence its work will exert favorably to the increase of the revenue of the States) to pass acts exempting from taxation the entire property of the Chesapeake and Ohio Railroad Company and such lands as it may acquire in payment for subscription of stock during the period of ten years after the completion of the road to the Ohio river.

Resolved, That it be recommended to each county to pledge itself to settle all claims for land-damages in the construction of the road within the boundary of such county.

Resolved, That it be recommended to the counties of West Virginia to subscribe for not less than the following amounts of 8 per cent. preferred stock of the Chesapeake and Ohio Railroad Company, (if required by the counties,) convertible into preferred stock, the bonds to be received by the company at a discount of not more than ten per cent.: Mason county, $500,000; Putnam, $250,000; Jackson, $100,000; Roane, $50,000; Clay, $50,000; Kanawha, $500,000; Fayette, $115,000; Monroe, $200,000; Greenbrier, $250,000; Mercer, $50,000; Raleigh, $50,000; Wyoming, $25,000; Logan, $25,000; Wayne, $50,000; Cabell, $100,000; Lincoln, $25,000; Boone, $50,000; Nicholas, $50,000; Webster, $10,000; Pocahontas, $50,000.

Resolved, That it be recommended to Virginia to make her subscriptions in the same manner and upon the terms provided for in the resolution relating to subscriptions by counties in West Virginia.

Interest and Dividends.

The Delaware and Hudson Canal Company have declared a half yearly dividend of 8 per cent., free of tax, payable August 1.

The Second and Third street Passenger Railway Company have declared a dividend of five per cent., payable, free of tax, July 19.

The Girard College Passenger Railway Company, a dividend of $1 per share, payable on demand, clear of tax.

The West Philadelphia Passenger Railway Company, a semi-annual dividend of 5 per cent., free of tax, payable on the 19th instant.

The Baltimore City Passenger Railway Co., a dividend of three per cent., free of U. S. tax, payable August 1.

The Winnisimmet Horse Railroad Company have declared a semi-annual dividend of 2 per cent., payable 15th July.

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings of this road for the month of June, 1867, were $506,585 88; against $633,666 52 for the corresponding month of the previous year—showing a decrease of $127,080 64. The earnings and expenses from January 1, to June 30, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$3,619,114 89	$3,398,307 98
Expenses	2,657,220 34	2,467,382 50
Net earnings	$961,894 55	$930,925 48

This shows a decrease in gross earnings of $220,806 91; in expenses of $189,837 84; and in net earnings of $30,969 07.

☞ At a meeting of the Board of Directors of the Pennsylvania Canal Company, held on the 2d inst., General Isaac J. Wister was unanimously elected President. General Wister was also elected on the same day President of the West Branch and Susquehanna Canal Company, and as he was already President of the Union Canal Company, it will be seen that these several canal lines will be controlled by the same general policy.

☞ The directors of the Utica, Chenango and Susquehanna Valley Railroad Company have awarded the contract for building the road from Waterville to Sherburne, to John A. Folts & Son, of Herkimer, and Hon. George Graham, of Oriskany. It is understood that the road is to be ready for the cars as far as Hubbardsville (ten miles from Waterville,) by the first day of January next, and to Sherburne by one year from next September.

Monongahela Valley Railroad.

A meeting of the friends of this road, in favor of the route from Pittsburg to Monongahela City *via* the Saw Mill Run, was held in Pittsburgh on the 10th inst. Pittsburg, Birmingham, Lower St. Clair, Baldwin and Snowden townships, also Washington Co., were fully represented. Dr. Van Voorhees, chairman of the corporators, was present, and addressed the meeting at some length. He referred to the interest manifested among persons residing along the proposed route in the enterprise, and said the only thing necessary to bring the road to a successful completion, was a united effort. He had been over the route, and was much eucouraged with the prospects.

On motion, a committee of ten was appointed, with Dr. Oldshue of Pittsburg, as chairman, to solicit subscriptions, conditioned on the road being constructed on the shortest route; and with power to employ a corps of competent engineers to make a survey of the route from Pittsburg to Monongahela City, *via* Saw Mill Run, as they may select.

The Hoosac Tunnel.

The progress on all parts of the Hoosac Tunnel was good during the month of June. At the east end, by machine drills, 102 feet of head, 17 feet wide by 8 feet high, was excavated in 23 working days in very hard rock. This amount is eleven feet more than ever before made any full month of 27 working days, and more than 40 feet above the average for the past year, and done, too, at a great reduction in amount of labor and cost of material. The returns from the work for July up to this date, show a still greater progress, and had the work continued in the hands of the state a few months longer under the present administration of its affairs, it it believed that the progress would have largely advanced from its present limit, while the expenses would have decreased still more. Messrs. Dull & Gowan, well known as the successful Chicago tunnel contractors, are soon expected to have the east end, and central shaft, by contract, and as the dollars all lay behind cubic yards of rock removed from the tunnel, we shall probably see this great enterprise moving rapidly on to completion.—*North Adams Transcript.*

☞ A meeting of the directors of the Wilmington and Birdsboro' Railroad Co. was held at Coatesville, Chester Co., Pa., on the 10th inst. With the exception of that portion in Wilmington, and its immediate vicinity, the greater part of the road has been definitely located. No contracts for construction will be made until the whole road is located. The next meeting will be held on the 7th of August. J. Dutton Steel, Esq., is Chief Engineer.

☞ The consolidation of the Indianapolis and Columbus, the Union and Logansport, and the Logansport, Peoria and Burlington Railroads is announced. The roads so consolidated are to be known as the Columbus and Indianapolis Central railway. They contain three hundred and sixty-three miles of road, and under the new arrangement, will afford unbroken communication from Columbus to Indianapolis, and from Columbus to the Iowa line.

☞ Work upon the Tomah and St. Croix Railroad has been commenced, and the contractors have advertised for 500 men immediately, intending to push on the work as rapidly as possible. They say they will have the cars running to Black River Falls within a year.

St. Petersburgh and Moscow Railway.

A cable telegram, dated London, July 15th, says the Russian Government has sold the St. Petersburgh and Moscow Railway to Messrs. Baring Brothers and Hotinguer. In anticipation of this sale, the London *Mining Journal*, of June 15th said:

It is the intention of the Russian Government to sell the St. Petersburg and Moscow Railway. The capital expended upon the line, including the amount paid for rolling stock, is about £12,000,000, but the return realized upon this outlay has been at the rate of nearly 8 per cent. per annum; and as the traffic is expected to increase upon the completion of other lines now in progress, it is believed that the sale of the undertaking will produce £16,000,000 to the Russian treasury. During the last six years the assistance afforded by the Russian Government to the construction of railways in the territories under its control has been about £18,000,000.

Iowa Railroads.

The city of Burlington, Iowa, is alive to railroad enterprises. It is thought the Burlington and Cedar Rapids Railroad will be finished by fall. Men are at work from Burlington to Carthage, and expect to have the line open by the close of navigation.

Another enterprise is on foot, to connect Burlington with Macomb, Illinois, by rail, and thence, *via* Rushville, Beardstown and Whitehall, Illinois, to St. Louis.

The road from Nebraska City, on the Missouri River, to Farmington, on the Des Moines River, in Iowa, and thence to Fort Madison and Burlington, to cross the Burlington bridge, to be completed by the end of the year, is also moving silently onward.

These projected roads, together with the B. & M., completed 150 miles westward, and the Chicago, Burlington and Quincy, and the Burlington and Quincy, and the Burlington, Peoria, Logansport, Fort Wayne and Toledo road, will make Burlington a considerable railroad centre.—*Burlington Hawkeye.*

☞ The track of the Troy and Greenfield Railroad will be laid to Shelburne Falls in two months and to Charlemont village by the first of the year, but the road will not be opened for business to the Falls until the middle of November. A small freight engine for gravel and work trains crossed Green river bridge for the first time on Monday. In a few days it will be run regularly over six miles of road extending from Greenfield.

☞ The Bath *Times* says that T. Haskins De Puy, the engineer selected to make an examination and estimates for a railroad bridge across the river at that place, has completed the work and has reported that a bridge, with stone piers and wooden superstructure, can be completed for $275,000.

☞ Efforts are being made to effect the consolidation of the Warren and Franklin Railroad with the Philadelphia and Erie Railroad. The stock of the former company, at par value, is $1,300,000; the company has also bonds outstanding to the amount of $1,400,000.

☞ S. H. Scranton, of Madison, has been re-elected President and Superintendent of the Shore Line Railroad; S. B. Chittenden, of New York, Vice-President; and Wm. J. Bartlett, of New York, Secretary and Treasurer. The earnings last year were $10,000 in advance of any previous year; the receipts being $294,678, and the expenditures $234,814.

Rutland and Burlington Railroad.

The Boston *Journal* says that the new corporation established in Vermont to operate the Rutland and Burlington Railroad was organized at Rutland on the 9th inst. John B. Page, E. A. Birchard, Peter Butler, George M. Barnard, George B. Chase, James H. Williams, and John Howe were elected Directors. John B. Page was subsequently elected President, and Joel M. Haven, Treasurer. An arrangement has been made with some of the largest holders of the first mortgage bonds, by which all the holders of such bonds are entitled to preferred stock for the principal and interest of their debts. The preferred stock is to pay 7 per cent., free of the Government tax, from August, 1867, and the interest of the preferred dividends must be paid in full before the common stock can receive any dividends. If this arrangement shall be carried out, the preferred stockholders will control the corporation.

Missouri State Debt.

Missouri has resumed payment of the interest on her debt. A return to solvency will, we hope, give new strength to all Missouri enterprises, new impetus to capital, and hasten recuperation in every department of business. We are glad to know, therefore, that through the indefatigable exertions of Gen. Gray and Gov. Fletcher, and with the important aid of Secretary Stanton, another large instalment of the claim against the General Goverment has been passed and will soon be paid. It amounts, we believe, to $1,600,000, which, with the $600,000 already paid, covers more than one-third of the whole claim, and that portion of it about which dispute and difficulty were most anticipated.—*St. Louis Democrat, June 29.*

☞ A meeting of those friendly to the Dutchess and Columbia, and Boston, Hartford and Erie Railroads was held at Fishkill on the 9th inst., and all but $50,000 of the Dutchess and Columbia Railroad stock was announced as having been subscribed.

☞ The wheat crop of California for 1866, it is ascertained, amounted to twelve millions of bushels. Two hundred and fifty thousand tons of wheat have been exported during the past harvest year, valued at $9,600,000.

☞ The survey of the Williamsburg and North Adams Railroad has been begun by a corps of engineer at both ends, and will be pushed rapidly forward.

☞ The sum of $132,000 has been subscribed in Buffalo towards the construction of the Buffalo and Washington Railroad. But $68,000 more is required.

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PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
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AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

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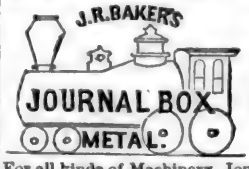
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American Railroad Journal.

New York, Saturday, July 27, 1867.

The New Post Office Building.

As we are not aware that any decision has yet been made by the Commissioners appointed to examine and determine upon the plans submitted for the new Post Office and District and Circuit Court Rooms to be erected at the lower end of the City Hall Park, in this city, we shall venture some remarks which were suggested to us when, about a month since, we examined the plans then on exhibition at No. 156 Broadway, and which our engagement since have not permitted us to publish.

We discovered, during that examination, that the style of architecture selected by most of the exhibitors, was of that rich and gorgeous style which originated, or was brought into France in the 16th century, for the erection of the Royal Palaces, etc., and among them those of the Louvre and Tuilleries.

Not having had the advantage of a personal inspection of these palaces, we are obliged to rely solely upon the numerous descriptions we have read, and those we have had recounted to us by eye-witnesses, together with the illustrations we have seen of the same. These have inspired in us not only the warmest desire to see these wonders, but also the conviction that we possess a pretty good idea of the same, and from our data and recollections we will proceed to give a description which, although incomplete, may interest some of our readers, and will show what an undertaking it will be for us, if our commissioners take the notion to make a Louvre of our Post Office.

Francis the 1st upon designs of Peter Lescot began in 1528 the actual palace of the old Louvre upon the site of the castle built in 1200, of the same name. Henry II and Henry III carried on the work, but Henry IV gave to it a great impulse, and also pushed with much vigor the construction of the Tuilleries begun in 1563 by Mary de Medici, and to that of the galleries intended to connect this palace to the Louvre.

In 1803 Napoleon I, engaged Percier and Fontaine to continue the works with the old Louvre which were not finished until 1812.

Louis XIV finished the palace of the Tuilleries begun upon the designs of Philibert De Lorme. The palace extends from the River Seine to the Rue Rivoli a distance of 1,000 feet, and is made of nine pavillions, of which the main ones are the pavillions of Flore near to the river, that of Horloge in the centre, and the one Marsan joining to the Rue Rivoli.

Napoleon III decided the construction of the new Louvre, and its connection with the Tuilleries by Galeries, of which the southern one is more than 1,500 feet long. The designs of Visconti were accepted, and the first stone was laid in 1852, the works were pushed forward and finished in 1857.

The old Louvre forms nearly a square 576×538 feet. John Goujon sculptured the magnificent caryatids of the western front. The front and colonnade facing the old monastery of St. Germain l'Auxerrois is the glory and masterpiece of Perrault. It consists of 28 coupled columns of the Corynthian style. And the front on the river is the work of Gabriel.

Two large wings beginning at the Louvre and connecting with the main building, making a square angle on the Place Caroussel adorned with porticos covered with statues and sculptured frontals and a transversal edifice, ended by two pavillions, which divides in two parts each of the two yards surrounded by these buildings, constitute what is called the new Louvre.

The old Louvre, the new Louvre and the Tuilleries making now an immense suit of palaces, and perhaps the most remarkable and the richest block of ornamental architecture existing in Europe, cover and surround with their constructions an area of nearly sixty acres, and justly stands as one of the most attractive curiosities for the strangers visiting Paris.

The exterior of these palaces consists not in the mere assemblage of straight walls with regular and symmetrical gates, windows, cornices and mouldings, but it represents the harmonious and splendid blending of the richest architectural, sculptural and ornamental conceptions, which the greatest artists in those arts, who have lived in France during the space of nearly 350 years could conceive and produce.

To convey to the mind an idea of this, it will be necessary to state, that among the numerous pavillions which decorate these palaces, there are not two alike, being constructed at different times and by different architects; among the most prominent of these are: the pavillions of Horloge, Marsan, Flore, Henry IV, Daru, Central, Lesdignieres, Bibliotheque, Turgot, Sully, Rohan, Richelieu, Denon, Mollien, Colbert, &c., &c., each one as already stated, built with its own peculiarities and originalities, each one bearing the stamp of its epoch, and the scutcheon of its sovereign.

Were we to describe all the masterpieces of sculpture which decorate these palaces, we should go far beyond the limits allowed to our article; we will, however, in order to give an idea of it, exhibit some gleanings among them.

Upon the entablature of the pavillion Rohan, stand the full size statues of Generals Hoche, Massena, Desaix, Kleber, Lannes, Marceaux, Soult and Ney.

The front views of the Louvre, facing the inner yards are made of different orders of architecture, surmounted with caryatids, entablatures, frontals, balconies, railings, statues and groups, representing allegories in mythology, and national attributes.

The buildings surrounding the central yard on the ground floor, are preceded by a portico made of arched arcades of the Corynthian style, and with its frieze richly decorated. A little behind the cornice on the surbase of the columns are located eighty colossal statues, representing illustrious Frenchmen in the arts, sciences, literature and politics. And above them on the entablature of the attic, are represented on pedestals, sixty-three fine allegorical groups, showing the attributes of commerce, agriculture, arts and sciences.

Among the architects who have designed and built the Louvre and Tuilleries, we find the names of Peter Lescot, Claude Perrault, Philibert De Lorme, Puban, D'Orbay, Ducereeau, Levau, Dupeyrac, Metezeau, Lemercier, Fontaine, Percier, Visconti, Lefuel, &c., &c. And among the sculptors who have contributed to illustrate these edifices with their works, we find the names of Duban, Barthelemi Prieur, Cavelier, Lemot, Cartelier P. Sarazin, Fr's l'Henreux, P. Ponce, Chaudet, Rolland, Jean Goujon, Couston Jr., Lesueur, Ramey the father, Guillaume, Bosto, Duret, Pollet, Barye, Gruyere, Robt. Brian, Jacquat, Villain, Jouffroy, Lequesne, Simart, Othen, &c., &c. Such names bear their signification.

We have made thus far allusion but to the external appearances and features of these monuments, and we shall not attempt to describe their interior, every particular of which being finished in such a sumptuous style and with such richness of decoration in painting, moulding, sculpturing, carving, gilding, marble and glass, that it is entirely beyond our competency to do it justice. It would appear that all the resources of science and skill have been put in requisition for the conception and the execution of the internal arrangements and their ornamentation, making the whole structure the largest, the finest, and the most remarkable piece of fine arts in Europe. The River Seine and the quays of the Tuilleries parallel to each other are the southern boundaries of these palaces; to the west are the garden of the Tuilleries and the Champs Elysees, the renowned Rue Rivoli is their northern boundary, and the Place St. Germain l'Auxerrois stands to the east, making in its whole the frame worthy of the picture, and *vice versa*.

From what we have said it is easy to guess that we entertain the most illimited admiration for the fine arts allied with taste, harmony and judgment, and we shall always give our cheerful support to any improvement made in that direction in our city. We are happy to state that some of our prominent citizens have already set the example by erecting elegant and tasteful constructions. But, before adapting the style alluded to for the post office, we have to be reminded that this edifice shall be a National one; and if we furthermore consider the size of the ground allotted to it, one and a half acre, its triangular shape, the narrow surroundings of the spot, the object of the edifice which do not call for the rich internal ornamentation which belongs to the style; if we consider the short space of time during which this construction must be completed, and also the present financial condition of the nation, and that our Secretary cannot dispose at his will of the National Treasury, as did the Kings and Emperors of France, who constructed the Louvre and the Tuilleries, which was to them a necessary condition to bring to completion such costly structures. This considered, we should look upon as nonsense all attempts to make our post office an imitation! Indeed, to say nothing else, what Louvre can be built on that small triangular corner of the City Park, in area the 1-40th part of the original, but a microscopic one, ridiculous to ourselves and to the strangers visiting the city. It would be just as well to undertake to bring the Niagara Falls into Central Park.

All that we want for our post office and court rooms is plenty of space for the public and public servants, plenty of air, light, ventilation, heat in winter, the access to and throughout easy, and all other accommodations, among which we will name, a shed for the mail carts, which has been forgotten by most of the architects.

We have no objection to see that edifice monumental without pretention, and bearing the stamp of its modest object. Before all, we wish not to have our patience put to too long a stand to see its completion, nor the National Treasury subjected to a too hard drain. If we wish some day to imitate the Renaissanse style of architecture, let us wait until we have plenty of money and time to spare, and then let us erect a National edifice that we shall be proud to behold and to exhibit to strangers.

Michigan Central Railroad.

The earnings and expenses of this road for the years ending May 31, 1866 and 1867 have been as follows:

Earnings:	1866.	1867.
From passengers	$2,061,335 05	$1,824,225 75
" freight	2,208,591 82	2,285,521 69
" miscellaneous	176,563 64	215,743 07
	$4,446,490 51	$4,325,490 51
Expenses, viz:		
Repairs of road	$625,056 84	$723,842 58
" buildings	229,212 91	178,423 31
" locomotives	256,225 26	304,799 90
" cars	299,900 79	305,672 03
Locomotive service	114,529 88	120,315 34
Train "	91,101 94	106,647 27
Station "	479,027 13	489,407 96
Fuel	300,111 71	328,781 55
Oil and waste	67,962 66	55,106 38
Stationery	39,781 37	29,025 08
Telegraph	24,961 76	22,938 90
Local taxes	97,059 60	99,710 43
Miscellaneous	183,444 07	62,106 48
	$2,808,375 92	$2,826,777 21
Net earnings	$1,638,114 59	$1,498,713 30

Compared with the previous year the gross earnings of 1866–'67 show a decrease of $121,000; with an increase in expenses of $18,401 29—making the decrease in net earnings $139,401 29.

The decrease in the earnings of the past from those of the previous year is equal to 2.72 per cent. The increase in expenses (less taxes) 0.73 per cent.

The earnings from passengers show a decrease of $237,109 30, or 11.50 per cent. from those of last year. The earnings from freight show an increase of $76,929 87, or 3.48 per cent. over those of last year. The increase in earnings from miscellaneous sources, was $39,179 43, or 22.19 per cent.

The expenses of operating the road (not including taxes) were $2,721,686 78; or 63 per cent. of the gross earnings. In 1866 they were 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7. The superintendent, in his report, says:

The falling off in the passenger earnings has been among all classes of traffic, through and local, in both directions, with the exception of emigrants, which shows an increase of $14,055 29. This decrease in the passenger earnings, as compared with the previous year, is not peculiar to this road, as it will be noticed by referring to the reports of other East and West lines like results are shown, ours comparing quite favorably with the average.

The freight earnings, as compared with last year, are as follows:

Decrease in local East	$70,102 97
Increase in local West	39,911 93
Increase in through East	106,124 02
Increase in through West	996 89
Total increase in freight earnings	76,929 87

The increased tonnage of freight moved shows 8½ per cent.

Increased earnings upon freight shows but 3½ per cent., which is accounted for from the fact of through rates having ruled lower than during the previous year.

The freight earnings of the last five months of the year, as compared with the previous year, shows a gain of $70,892 61. This gain is mainly attributed to the opening of the through freight line *via* Great Western Railway, consequent upon their completion of the laying down of the third rail, which went into use at the commencement of the new year, thus enabling the narrow gauge cars to go directly through without breaking bulk at Detroit. The laying down of the third rail by the Great Western Railway makes a uniform gauge of track from all points upon the Atlantic seaboard to the remotest points at the West, even to California, upon the completion of the lines to that State.

The organization of the "Blue Freight Line" was completed upon the opening of the third rail for use, and at the present time the "Blue Line" cars, of uniform construction, owned by the different companies participating in its working, are loaded in New York, Boston, and other Eastern cities, and consigned, without breaking bulk, *direct* to Chicago, St. Louis, Cairo, and all the principal points at the West, and return freights are taken in like manner to Eastern cities. Good reasons exist for anticipating very satisfactory results from this new feature in the working of the increasing through business.

The Blue Line in one respect is quite unlike, in its organization, the many other freight express lines; namely, that of enriching individuals at the cost of the companies they represent, as no person is pecuniarily interested in its success. Each company on whose line it works being a partner as a company, and the cost of maintenance of a General Office for the proper keeping of accounts is more than compensated for in the mere saving of clerical labor at points of transhipment, to say nothing of the large expense saved in handling, and damage to packages under the old system.

Stockholders in all the roads interested in the Blue Line have an interest in its support, and its success, as a line, upon the principles of its organization, cannot be doubted.

The iron steamer, constructed by the Great Western Railway for carrying cars across the river, has worked with perfect success from the start, and has the capacity for handling sixteen ordinary sized freight cars at a time. The new freight depot, at Detroit, and general offices attached, are fully completed and in use. The dock, ferry-slip, and tracks fitted for use of cars of both gauges are completed, and property transported by the Great Western Railway, in its own cars, going to local points upon our line, is handled by the Michigan Central at Detroit, under an arrangement made upon the completion of the third rail.

The extension of the Jackson, Lansing and Saginaw Road to Owosso, during the year, has had a beneficial effect upon our business. This line now taps the Milwaukee Road at an impor-

tant point about seventy miles east of Grand Rapids, bringing, *via* the Lansing Road, to us, large consignments of lumber, staves, stock, plaster and produce, and then crossing northward towards the Saginaw Valley, to which point we hope it will be opened this fall, thus making the shortest and most direct rail connection with Chicago. This will, we believe, during the fall and winter, be a most important feeder to our line in passenger and freight business.

No material changes have been found necessary for the accommodation of passengers, and the same number of trains, both for passengers and freight, are being run as have been in operation the past four years, the number of freight trains varying, of course, to suit the business requirements. An important feature, however, worthy of notice, is that with the use of the uniform gauge through Canada, one passenger train each way is now running between Chicago and Suspension Bridge daily, the ferry-boat having the capacity for handling promptly and with perfect safety a full passenger train. The Great Western Railway Company is changing some of its passenger and baggage cars from broad to narrow gauge tracks with a view to the interchange of passenger cars, as well as freight, to enable all trains, if thought advisable, to run without change between Chicago and Niagara Falls, or even to Albany, New York and Boston.

During the past few weeks a Palace Hotel car has run once a week between Chicago and Albany, and it is not improbable that a daily line may be established at no distant period, that will enable a passenger to go from Chicago to the Atlantic seaboard without being compelled to leave the cars.

Another new feature has been developed since the opening of the through freight line direct for the East, that of placing a line of refrigerator cars on the route between Chicago and the Eastern cities, for transporting fresh meats and other perishable articles with perfect safety in warm weather; and it is believed that a large traffic of this kind will be the result, at remunerative rates, as soon as the line becomes well known, as the merits of such a mode of conveyance cannot but be appreciated.

The contract for working the passenger trains of the Louisville, New Albany and Chicago Railway between Michigan City and Lafayette has been cancelled, and a new joint arrangement has been made, embracing the Northern division of the Louisville, New Albany and Chicago, the Lafayette and Indianapolis, the Indianapolis and Cincinnati and the Jeffersonville Roads, for doing a business of all kinds between Chicago, Lafayette, Indianapolis, Cincinnati, Jeffersonville and Louisville, each road furnishing its *pro rata* of cars of all kinds needed for the efficient working of the line as a through route between Chicago, Cincinnati and Louisville. The contract is one that is believed will work to the mutual advantage of all.

The prospect for abundant crops upon our line, as well as upon tributary lines, was never more flattering than at present, and we may look forward with much confidence for a successful fall and winter business.

Large expenditures have been made upon the tracks by putting down about seventy-five miles of re-rolled and repaired rails, and the purchase of ties for about ninety miles of road (about four times the ordinary yearly supply,) a large per centage of which are yet to go in. When the new ties are all in place the track will be much improved, although at the present time it is in good general condition as a whole. The difficulty of procuring a sufficient quantity of ties during the war worked somewhat to our disadvantage, but with a liberal supply the coming winter, our wants in that way will be light for some years, and much improvement in expenses of maintaining the track is hoped for even in the next twelve months.

The total number of tons of freight moved has been 578,177. Average number of tons carried per train per mile, 119.35. Average distance freight is carried, 159.04 miles. Freight earnings per ton per mile, 2.49 cents. Tons carried one mile eastward, 58,072,430; do., westward, 33,877,988—total tons carried one mile, 91,950,418. Proportion of tonnage carried eastward, 63.16 per cent.; do., westward, 36.84 per cent. Tons carried one mile per mile of road, 323,769. Earnings of freight trains per mile, $2.97.

The total number of passengers carried was 823,474, of which 687,273 were local, 117,483 through, and 18,717 emigrant. Of the local passengers 338,884 went east, and 348,389 west; of the through passengers 54,245 went east, and 63,237 west. Average number of passengers per train per mile, 85.02. Average number of miles travelled by each passenger, 82.48. Passenger earnings per passenger per mile 2.69 cents. Passengers carried one mile, 67,924,766. Passengers carried one mile per mile of road, 239,172. Earnings of passenger trains per mile run, $2.28.

Income Account.

Balance from previous year		$460,802 67
Receipts from pass.	$1,823,318 75	
" freight	2,296,091 84	
" miscel'us	214,294 24	
		4,333,704 83
Total		$4,794,507 50
Expenses, (including local taxes)		$4,826,777 21
Payments toward sinking fund		84,500 00
Interest and exchange		628,081 55
Dividend 5 per cent. in cash, payable July 3, 1866		349,135 00
Dividend 5 per cent. in cash, payable January 1, 1867		375,135 00
Government tax on dividends		26,925 80
" " receipts		60,502 72
Balance to new account		443,450 22
Total		$4,794,507 50

Construction account has been increased $614,391 21 during the past year.

The bonded debt has been decreased by the conversion of $194,500 of convertible bonds into stock, and the capital stock has been increased by that amount, and also by the issue of $893,300 of new stock.

The funded debt now amounts to $7,268,988 89; capital stock, $8,070,666—total, $15,339,654 89.

The equipment of the road consists of 97 locomotives, 60 first-class passenger, 5 first-class sleeping, 18 first-class military, 12 baggage and mail, 30 accommodation, 398 stock, 768 merchandise, 226 platform, 125 hand and 160 rubble cars.

The number of miles run by locomotives with passenger trains, was 798,857; with freight trains, 770,455; with working trains, 143,599; switching trains, 189,187—total miles run, 1,902,098.

General Account.

Construction	$14,930,813 86
Cash on hand, and loaned on call	333,660 30
Materials on hand	209,886 83
Assets in hands of General Receiver	39,618 24
" " " Sup't	112,492 09
Joliet and Northern Indiana R. R. stock	168,225 00
Chicago Land account	97,625 00
Jackson "	24,411 31
Sundry accounts	92,753 30
Jackson, Lansing and Saginaw Bond account	8,055 00
	$16,017,542 93
Capital stock	$8,070,666 00
Bond acc't, (see Bond List p. 711).	7,268,988 89
U. S. government tax on coupons	3 60
Unpaid dividends	965 00
Jackson, Lansing and Saginaw R. R. Co	233,469 22
Income account, bal. of this account	443,450 22
	$16,017,542 93

President.—James F. Joy.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, J. M. Forbes, George F. Talman, Moses Taylor, Sidney Bartlett and Edward Jones.

Vice President.—Nathaniel Thayer.

Treasurer.—Isaac Livermore.

Superintendent.—R. N. Rice.

Auditor.—William Boott.

The "Blue Line."

A circular from the office of the "Blue Line," gives the half-yearly statement of the earnings and general business as follows:

Freight moved East, 40,050 tons, 1,879 lbs.; net earnings	$701,064 81
Freight moved West, 26,281 tons, 514 lbs.; net earnings	491,688 44
Total, 66,332 tons, 393 lbs.; amount	$1,192,753 25
Total number of miles run	8 800,856
Total number of tons moved one mile	62,534,422
Freight earnings per ton per mile	1 92
Per centage of freight East	61.46
" " West	38.54

The expense of operating the Central Office, furnishing books, stationery, receipts, bills of lading, &c., for all terminal and transfer points, (allowing what we have on hand to be equal to the cost of the first appropriation,) is 1 28 100 per cent. of the earnings.

The division of earnings are as follows:

Boston and Worcester, and Western, and others east of Albany	$106,925 29
Hudson River R. R	80,828 11
New York Central R. R	383,930 05
Great Western Railway	289,317 39
Michigan Central R. R	305,616 47
Chicago, Burlington and Quincy R.R.	4,129 89
Chicago and Alton R. R	20,300 01
Illinois Central R. R	1,706 04
Total	$1,192,753 25

The line opened January 1, 1867. So great was the difference between the East and West bound freight for January, that a comparison of earnings for the entire month will show that the cars made nearly two miles run for one mile of earnings, the earnings East, being $237,400 55, against $27,299 82 on West bound.

March showed an excess of earnings on West bound freight. The month of April, however, brought a much greater difference, showing the earnings on West bound to be $145,981 58, against $58,106 30 on East bound. The West bound, for the last four months of the half-year, has continued to exceed the East bound earnings.

The number of regular "Blue Cars," now in the line are 402.

There is every prospect that the business of the approaching fall and winter will require from 1,500 to 2,000 cars to accommodate the traffic. No time should be lost in providing this additional stock, either from the ordinary stock, or by extending the number of regular "Blue Cars."

The third rail over the G. W. R. and the iron ferry boat have proved a perfect success; so that, in entering upon the second half-year, no experiments have to be tried or doubts solved. The troubles, trials and difficulties that attend the openings of all new undertakings of such magnitude have been overcome, and with the continued hearty co-operation of the general officers and employees of the line, its future success is fully guaranteed.

St. Louis Horse Railroads.

The following is a statement of the gross earnings of the several street railroads in St. Louis for the year 1866, taken from the United States Assessor's books:

Citizens (Franklin avenue)	$118,343
Missouri (Olive street)	116,088
People's (Fourth street) 11 months	100,574
St. Louis (Fifth street)	238,178
Tower Grove (Third street)	2,495
Union (Locust street	71,191
Bellefontaine, 2 months	4,441

Virginia and Tennessee Railroad.

The Virginia and Tennessee Railroad is one of the most important railroads of the country south of the Potomac, and from its geographical position constitutes a large section of the continuous line between Norfolk on the Atlantic Seaboard and Memphis on the Mississippi, now to all intents and purposes a consolidated through line of transportation. The report of the company owning the road closes with June, 1866, and its antiquity would exclude any notice of it on the pages of the JOURNAL, were it not for the importance of its contents and the desire we naturally have to put on record the doings it publishes. Indeed it is seldom possible to procure southern reports until somewhat aged, nor is it probable that we shall hear again from this company for at least another six months. The annual meeting is not held before the middle of October, and it takes some time to set the type for the voluminous report usually issued by the officials.

This road extends from Lynchburg to the Tennessee line 204½ miles, and has a branch to the Salt Works in Washington County of 9 miles. The operations of the road for 1865–'66, were not commenced in full till late in July, 1865, and virtually the year's earnings were the product of eleven months. The following compares the operations and results of the years ending June 30, 1860 and 1866:

	1859–'60.	1865–'66.
Miles in operation	213½	213½
Tonnage per mile of road	318½	217
Passengers " "	512	286
Receipts " "	$3,468 00	$2,604 32
Expenses " "	1,838 00	2,164 82
Net gain " "	1,630 00	439 50
Rate per cent. of expenses	53	83
Miles run by trains	480,093	278,839
Average receipts per mile, cts.	1.69	1.99
" expenses " "	0.89	1.59¾
" net gain " "	0.80	0.39¼

The operating account for 1865–'66, shows the following results:

Passenger earnings	$254,372 55
Freight "	283,730 20
Express "	48,858 92
U. S. mail "	15,374 99
Telegraph "	2,677 10
Sundries	1,508 31
Total earnings	$556,022 07
Conducting transportat'n. $258,004 80	
Maintenance of way 361,116 41	
" of machin'y 143,306 69	
General expenses 25,401 87	
Total expenses $787,829 77	
Of which were extraordinary 325,689 56	
	462,190 21
Earnings less ordinary expenses.	$93,831 86

The number of passengers carried one mile, was 4,232,339, and the number of tons moved one mile, 4,263,934.

The business of the road since its first opening in January 1852, is thus given:

	Miles of road.	Passengers. Number.	Passengers. Mileage.	Freight. Tons.	Freight. Mileage.
1852..	32	.....	.....	3,999	.....
1853..	58	29,208	.....	19,241	.....
1854..	85	54,435	.....	25,316	.....
1855..	130	64,003	2,627,000	27,511	2,125,894
1856..	162	67,851	2,886,850	32,875	2,680,206
1857..	213½	45,510	2,314,662	32,453	3,133,719
1858..	213½	72,194	4,461,589	51,800	.....
1859..	213½	98,554	9,259,016	59,154	7,133,719
1860..	213½	110,489	10,392,309	68,062	7,193,499
1861..	213½	129,789	15,377,836	60,590	6,550,577
1862..	213½	197,106	25,253,789	67,339	8,263,421
1863..	213½	311,974	27,662,857	144,921	9,378,888
1864..	213½	300,864	26,780,823	135,860	7,801,870
1865..	213½	125,762	19,534,677	63,662	8,796,028
1866..	213½	58,344	4,232,339	46,247	4,263,934

The receipts and expenses for the same years were as follows:

Year end'g June 30.	Receipts.—Frt. Trains.	Pass. Trains.	Total.	Expenses of operating.
14½ years	$6,350,991 26	$6,962,442 46	$13,313,433 72	$8,475,870 89
1852(6 mos)	$9,196 57	$14,304 86	$23,500 48	$15,663 14
1853.....	63,147 65	46,031 96	109,179 61	66,531 26
1854.....	96,758 87	67,188 55	163,947 42	100,792 19
1855.....	149,915 62	106,004 63	255,920 25	129,590 85
1856.....	188,349 15	133,699 45	322,048 60	156,972 50
1857.....	190,176 10	108,302 28	298,478 38	160,127 86
1858.....	270,082 29	198,105 46	468,187 75	244,950 79
1859.....	323,990 24	349,008 06	672,998 30	394,135 44
1860.....	336,942 67	402,883 84	739,826 51	391,529 89
1861.....	284,592 48	504,152 14	788,744 62	399,414 66
1862.....	403,599 83	647,761 48	1,051,361 31	462,429 81
1863.....	719,557 76	1,062,134 80	1,781,692 54	722,486 22
1864.....	1,236,622 67	1,553,095 87	2,789,618 54	1,777,551 32
1865.....	1,844,480 18	1,447,477 21	3,291,907 37	2,990,504 76
1866.....	238,780 20	321,291 87	556,022 07	462,190 21

Mail, express, extra baggage and other earnings are included in passenger train receipts, of which they generally amount to one-eighth the total.

Regarding the financial and material condition of the company, the President in his report says —"comparing the present condition of your road with that of 1860, you will find as follows:

Your funded debt June 30, 1860	$3,175,000 00
" " June 30, 1866	2,201,660 00
Decrease	$973,340 00
Floating debt less cash resources, June 30, 1860, was	$331,428 71
Floating debt less cash resources, June 30, 1866, was	349,121 55
Increase	$17,693 89

Since 1860 your financial condition has improved nearly $1,000,000. Your road bed is in as good condition, your machinery and rolling stock are about equal, and with the exception of the depot houses and a few remaining bridges, your whole road is in as good condition as in 1860. Your business is daily improving, and the earnings of the last month (Sept., 1866,) were greater than those for any month previous to the war. Your business is growing rapidly; the earnings for the present year will probably be $850,000, and allowing 55 per cent. for running expenses, you will have $382,500 net revenue with which to pay interest, and have a balance of $200,000 for other purposes."

The following is an abstract from the general balance sheet:

Capital stock, by State.	$1,800,000 00	
Capital stock, by individuals	1,141,790 70	
		2,941,790 70
Preferred stock ($500,000) by State		555,500 00
6 p. c. bonds, int. Jan. and July:		
1st mort., Dec. 31, 1872.	$494,000 00	
2d mort., " 1878.	23,500 00	
3d mort., June 30, 1884.	998,000 00	
Income, Dec. 31, 1865.	314,500 00	
Salt Works Branch b'ds (part due)	9,500 00	
		1,839,500 00
Balance of road earnings since opening		1,504,636 41
Liabilities	$649,173 90	
Due in Conf. money	128,351 38	
		520,822 52
Net total		$7,362,249 63
Against which are charged as follows:		
Road and equipment		$7,190,549 66
Resources	$1,232,742 12	
Due in Conf. and uncurrent money	1,083,875 58	
		148,866 64
Cash in hand		22,833 33
Net total		$7,362,249 63

A general history of this company will be found in the JOURNAL of August 17, 1861.

President.—R. L. OWEN.

Directors.—R. L. Owen, John R. McDaniel, and David Graham.

Treasurer.—M. C. JAMES.

Gen'l Sup't.—J. W. GOODWIN.

Interest and Dividends.

The Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies have declared a dividend of five per cent., on the full stock, and in like proportion on the part paid stock, free of United States tax, payable August 1, at their offices in New York and Philadelphia.

The New Jersey R. R. and Transp. Co. have declared a semi-annual dividend of five per cent., on the full stock, and $2 per share on the scrip stock, payable, free of U. S. tax, on the 1st of August.

The Philadelphia and Trenton R. R. Co. have declared a semi-annual dividend of five per cent., payable August 1, clear of tax.

The Cleveland, Columbus and Cincinnati R. R. Co. have declared a dividend of four per cent., payable, free of U. S. tax, August 1, at the office of the U. S. Trust Co., N. Y.

The Hazleton R. R. Co. have declared a dividend of $1.50 per share, (three per cent.,) payable, free of U. S. tax, at their office in Philadelphia, on the 5th of August.

The Connecticut and Passumpsic Rivers Railroad Co. have declared a semi-annual dividend of three per cent., payable July 22.

The Buffalo and Erie R. R. Co. have declared a dividend of five per cent., payable, free of U. S. tax, on the 1st of August, at the office of the Farmers' Loan and Trust Co., N. Y.

The directors of the Ogdensburg and Lake Champlain Railroad Company have voted to pass the August dividend.

Delaware, Lackawanna and Western R.R.

This road is 113 miles in length, extending from Great Bend to the Delaware River. The length of double track is 30 miles; and of sidings, (including tracks to and at mines,) 40 miles. The weight of rail per yard is 65 lbs. The company have 85 locomotives, 27 passenger, 5 baggage, mail and express, 252 house, 445 flat and 5,038 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$235,380 71	$244,170 57
" freight	1,485,832 27	2,466,797 36
" mails	8,528 24	9,238 93
" use of freight cars	1,158 04	.....
" interest	.....	15,237 20
" miscellaneous	2,420 72	3,052 14
	$1,733,319 98	$2,738,496 20
Expenses, viz:		
Maintenance of way and buildings	$482,016 53	$516,253 03
Taxes	11,882 20	12,547 06
Repairs of engines	242,222 18	261,715 53
" cars	334,854 91	365,555 57
" tools, etc	.....	8,000 00
Incidental expenses	.....	11,100 25
Office expenses	52,537 10	8,533 50
Agents and clerks	21,202 23	24,443 51
Labor, handl'g freight	4,743 66	6,156 26
Porters, watchmen & switch tenders	3,637 99	4,669 11
Wood and water station attendance	10,797 68	9,024 29
Conductors, etc	111,362 11	154,808 63
Engine and firemen	105,210 76	154,722 84
Fuel and preparing	210,834 02	369,422 18
Oil and waste	69,799 11	88,410 70
Loss and damage	11,606 64	16,468 70
General superintendence	4,833 31	3,083 32
Contingencies	17,108 19	8,758 16
	$1,694,648 62	$2,023,672 64
Earnings less exp	$38,671 36	$714,823 56

Summary of Payments.

	1865.	1866.
For construction and equipment	$631,433 91	$2,348,025 03
Maintaining and operating the road	1,694,648 62	2,023,671 64
Dividends	1,537,057 50	2,152,315 00
Interest	376,850 85	385,401 39
State tax on capital stock and tonnage	76,563 91	205,121 95
United State tax	83,603 83	204,819 37
Totals	$4,400,158 62	$7,319,354 38

Cost of Road and Equipment.

	1865.	1866.
Construction	$7,583,706 06	$9,687,427 66
Equipment	2,668,113 49	2,912,416 92
Totals	$10,251,819 55	$12,599,844 58

Stock and Debts.

	1865.	1866.
Capital stock	$10,247,050 00	$11,288,600 00
Funded debt	3,491,500 00	3,370,500 00
Floating debt	742,585 48	717,221 83
Totals	$14,481,135 48	$15,876,321 83

The dividends declared have been as follows: November 14, 1864, 10 per cent.; January 20, 1865, 5 per cent.; January 20, 1866, 10 per cent. on $10,247,050. January 22, 1866, 5 per cent.; July 10, 1866, 5 per cent., on $11,288,600.

	1865.	1866.
Miles run by passenger trains	120,762	172,407
" freight "	234,043	202,166
" coal "	1,082,548	1,535,202
Totals	1,437,353	1,909,775
Number of passengers carried	199,755	200,486
Tons of freight	1,200,097	1,920,874

President.—John Brisbin.

Directors.—William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Henry Young, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, Samuel Wetmore, Samuel Sloan, George Bliss, Percy R. Pyne, Edward Minturn, and William Walter Phelps.

Secretary and Treasurer.—A. J. Odell.

Cleveland, Painesville and Ashtabula R.R.

This road is 95½ miles in length, extending from Cleveland, Ohio, to Erie, Penn. The length of double track is 16½ miles, and of sidings 26. The weight of rail per yard is 57 lbs. Branch roads owned by the company, one, partly graded. Roads worked or leased by the company, viz: Jamestown and Franklin Railroad, partly constructed. The company have 37 engines, 24 1st class passenger, 8 2d class passenger, 10 baggage, mail and express, 890 freight, and 117 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$1,069,323 88	$954,538 08
" freight	1,125,502 72	1,468,445 99
" mails	21,600 00	21,600 00
" use of freight cars	19,610 01	20,526 59
" interest	25,715 75	12,686 70
" miscellaneous	97,470 50	91,037 49
	$2,359,222 86	$2,568,834 83
Expenses, viz:		
Maintenance of way and buildings	$378,166 49	$687,243 26
Taxes	146,034 84	152,571 35
Repairs of engines	61,908 81	69,367 18
" cars	79,670 02	186,414 74
Office expenses	40,728 35	38,946 51
Agents and clerks	34,820 42	41,278 48
Labor, handling freight	55,532 78	48,653 16
Porters, watchmen and switch tenders	18,892 26	17,965 23
Wood and water station attendance	11,875 00	12,750 00
Conductors, etc	50,275 00	52,375 00
Engineers and firemen	25,300 00	26,000 00
Fuel and preparing	120,098 04	146,146 27
Oil and waste	21,801 79	23,672 08
Loss and damage	20,514 96	20,706 91
General superintend'ce	6,000 00	6,500 00
Contingencies	139,034 05	86,002 28
	$1,310,661 80	$1,616,793 45
Earnings less exp	$1,048,561 06	$952,041 38

Summary of Payments.

	1865.	1866.
For construction and equipment	$35,375 59	$79,306 01
Maintaining and operating road	1,064,626 96	1,464,222 10
Dividends	400,000 00	499,730 00
Interest	105,000 00	105,000 00
Surplus funds	608,185 47	155,305 37
State tax on capital stock and tonnage	46,246 15	62,138 30
United States tax	99,788 69	90,433 05
Miscellaneous	.....	112,700 00
Totals	$2,359,222 86	$2,568,834 83

Cost of Road and Equipment.

	1865.	1866.
Construction	$3,802,784 63	$3,882,389 64
Equipment	986,337 49	986,337 49
Totals	$4,789,121 12	$4,868,427 13

Stock and Debts.

	1865.	1866.
Capital stock	$5,000,000 00	$5,000,000 00
Funded debt	1,500,000 00	1,500,000 00
Totals	$6,500,000 00	$6,500,000 00

The dividends declared have been as follows: January 1, 1865, 5 per cent.; July 1, 1865, 5 per cent. in cash, and 25 per cent. in stock, on $1,000,000. January, 1866, 5 per cent.; July, 1866, 5 per cent., on $5,000,000.

	1865.	1866.
Miles run by passenger trains	257,312	261,928
" freight "	301,149	298,124
" coal "	13,955	23,010
Totals	572,916	583,062
Number of passengers carried	501,092	593,748
Tons of freight	597,306	589,210

President.—A. Stone, Jr.

Directors.—A. Stone, Jr., S. Witt, H. B. Payne, T. M. Kelley, W. Collins, J. H. Wade, G. B. Ely, H. E. Parsons, James Miles, J. W. Wetmore, W. Gibson, E. M. Gilbert and C. P. Wood.

Secretary and Treasurer.—George B. Ely.

Superintendent.—H. Nottingham.

Grain Trade of San Francisco.

The receipts and shipments of flour and grain at San Francisco, of California product, during the year ending June 30, 1867, were:

	Receipts.	Exports.
Wheat, 100 lb. sacks	5,214,196	3,643,505
Barley "	767,937	166,212
Oats "	326,119	88,414
Flour, bbls	301,449	485,493

The following is a comparative statement of the receipts and exports at the close of each harvest year, June 30, from 1861 to 1867:

Receipts.

	Wheat, 100 lb. Sacks.	Barley, 100 lb. Sacks.	Oats, 100 lb. Sacks.	Flour. Bbls.
1861	2,164,320	671,414	305,218	122,809
1862	1,451,465	612,014	343,808	111,269
1863	1,890,777	435 945	172,896	149,825
1864	1,843,820	623,266	304,564	99,298
1865	509,163	415,944	255,839	61,670
1866	2 138,442	984,208	323,528	167,316
1867	5,214,196	767,937	326,119	301,449

Exports.

	Wheat, 100 lb. Sacks.	Barley, 100 lb. Sacks.	Oats, 100 lb. Sacks.	Flour. Bbls.
1861	1,528,226	316,795	102,541	179,652
1862	775,573	132,805	149,822	82,601
1863	1,159,748	30,424	39,511	141,488
1864	284,941	42,292	85,951	158,225
1865	29,818	3,104	3,511	52,424
1866	1,044,826	338,106	115,818	249,857
1867	3,643,505	166,212	88,414	485,493

New Orleans, Opelousas and Gt. Western Railway.

In accordance with resolutions of the Board of Directors, dated respectively March 1st and June 6th, 1867, the Treasurer is now prepared to issue the second mortgage bonds of the company for the coupons past due on the first mortgage bonds. We hope that our capitalists will promptly come forward, and by taking these bonds, render a necessary assistance to one of our greatest public interests, as we believe that this road is destined to be the stepping stone to the future prosperity of New Orleans, and that it is the duty of all to foster and assist it by every legitimate means.—*N. O. Com.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100	$1,604,145		
Allegheny Valley	50	1,498,400		
Alton and St. Louis	100	125,000	J. A. J & O	Jan.'67 1½
Atlanta and West Point	100	1,232,200		
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	11,522,150		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '67 2
Augusta and Savannah	100	735,700	J. & J	Jul '67 3½
Baltimore and Ohio	100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br.	100	2,880,000	A. & O.	Apr.'67 5
Baltimore City Passenger		670,000	F. & A.	Aug.'67 3
Boston and Chelsea	100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line	100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware	100	997,112		
Berkshire*	100	600,000	J. A J & O	Jul.'67 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec.'66 2½
Boston, Concord & Mont.	100	459,400		
Do., do. pref.	100	1,340,400	J. & D	Jun. 67 3
Boston and Lowell	100	163,000	J. & D.	Jun. '67 4
Boston and Maine	100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence	100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester	100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston)	100	325,000		
Broad'y & 7th Av. (N. Y.)	100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City	10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n	100	366,000		
Buff., New York & Erie*	100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line	100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)	100	727,800	A. & O.	A. '67 4½
Camden and Amboy	100	6,842,200	F. & A.	Aug. 67 5
Camden and Atlantic, pref.	50	600,000		
Cape Cod Branch	60	721,926	J. & J.	Jul. 67 3½
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna*	50	589,110		Jul.'67 4½
Central of Georgia	100	4,666,300	J & J	Jul. '67 5
Central of New Jersey	100	13,000,000	J. A. J & O	Jul.'67 2½
Central Ohio, pref.	100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River	100	955,900		
Charlotte & S Carolina	100	1,201,000		
Chemung*	100	380,000	J. A. J & O	Jul. '67 2
Cheshire, preferred	100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton	100	3,886,643	M. & S.	Mar. '67 5
" " pref.	100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy	50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern	100	4,390,000		
Chicago, Iowa & Nebras*	100	1,000,000		Jul. '67 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	13,180,927		
" " pref.	100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton	100	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago	100	350,000		
Cin. & Indianap. Junction	100	1,600,000		
Cincinnati and Zanesville	50	1,500,250		
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati	100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*	50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg	50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo	50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen	100	4,000,000	J. A. J & O	A. '67 2½
Columbus and Xenia*	50	1,786,200	J. & J.	Jan. '67 5
Concord	50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth	100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100			
Do. do. pref.	100	1,673,300	J. & J.	Jul. '67 3
Connecticut River	100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley	50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk	100	306,900		
Dayton and Michigan*	100	2,384,941		
Delaware	50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western	50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley	100	1,550,050		
Detroit & Milwaukee	100	454,359		
" " pref.	100	1,500,000		
D. Dock, R. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,641		
Do. do. pref.	100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.)	100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.)	100	492,500	J. & J.	Jul. '67 4
East Pennsylvania	50	604,400		
East Tenn. and Georgia	100			
East Tenn. and Virginia	100			
Eighth Avenue (N. Y.)	100	1,000,000	J. A. J & O	Jan. '67
Elm., Jeffers. & Canand*	100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport	50	500,000	M. & N.	N. '66 2½
Do. do. pref.	50	500,000	J. & J.	Ja. '67 3½
Erie Railway	100	16,570,100	F. & A.	Feb.'66 4
Do. pref.	100	8,536,700	Annual	Jan. '67 7
Erie & North East*	100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.	100	1,142,834		
Fitchburg	100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester	100	247,800	J. & J.	Jan. '67 3
Flint and Holly			M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100	750,000		
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jul. '67 3
Georgia	100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)	50	112,245	J. & J.	Jan. '67 3
Gerard College (Phila.)	50	100,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)		15,123,480		
Great Western (Ca.)		16,802,748		
Green and Coates St. (Ph.)	50	150,000	J. @ J.	Jan. '67 3
Hartford and New Haven	100	3,000,000	J. A. J & O	Jul. '67 3
Hannibal and St. Joseph	100	$2,900,000		
Do. do. pref.	100	5,253,850		
Hanover Branch	50	116,850	M. & N.	M'y '67 5
Housatonic	100	820,000		
" pref	100	1,180,000	M. & N.	M'y '67 4
Hudson River	100	6,967,971	A. & O.	Apr.'67 4
Hazleton	50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,755	J. & J.	Jan. '67 2
Illinois Central	100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati	100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '67
Joliet and Chicago*	100	1,500,000	J. A J & O	J'n'67 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '67 4
Lackawanna & Bloomsb	50	1 325,000		
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	5,104,050	M. & N.	Nov.'66 5
Lehigh Valley	50	10,734,100	J. A. J & O	Jul.'67 2½
Lexington & Frankfort	100	514,846	M. & N.	Nov.'66 3
Little Miami	50	3,572,400	J. & D.	Dec.'66 4
Little Schuylkill*	50	2,646,100	J. & J.	Jan. '67 2
Lomb. and South St (Ph.)	25	90,090		
Long Island	50	3,000,000	F. M. A N.	Feb. '67 2
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '67 3
Louisville and Nashville	100	5,500,000	J. & J.	Jan. '67 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200 000	J. & J.	Jan. '67 3
Macon and Western	100	1,500,000	M. & N.	M'y '67 4
McGregor Western*	100			
Mahanoy & B'd Mount'n*	50	921,615		
Maine Central	100	1,600,880		
Manchester & Lawrence	100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati	50	2,029,778		
" " 1st pref.	50	6,586,138	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jul. '67 5
Michigan Central	100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind.	100	9,811,300	F. & A.	F. 65 3½
" " guaranteed	100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston)	100	400,000		
Milw. & Prairie du Chien	100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	100	3,082,000	Annual.	Feb.'67 5
" " " 2d pref.	100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul	100	3,627,000	J. & J.	
" " " pref.	100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven	50	2,775,600	J. & J.	Jul. '67 4
Mississippi Central	100	2,030 261		
Mobile and Ohio	100	3,588,300		
Montgomery & W. Point	100	1,419,769		
Morris and Essex	50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell	100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga	100	2,056,544		
Naugatuck	100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton	100	500,000	J. & J.	Jul. '67 4
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,224,100	J. & J.	Jan. '67 3
New Jersey	100	6,000 000	F. & A.	Aug.'67 5
New London Northern	100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N	100	4,697,457		
N. O., Opel. & Gt. West'n	100	4,093,425		
New York Central	100	26,530,000	F. & A.	Feb.'67 3
New York and Harlem	50	6,285,050	J. & J.	Jul. '67 4
" " pref.	50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven	100	6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston	100	1,755,281	J. & J.	Jan. '67 3
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '67 3
Ninth Avenue	100	705,360		
North Carolina	100	4,000,000		
Northern Central	50	4,518,900	F. M. A. N	M'y '67 2
Northern of N. Hampsh.	100	3,06 .400	J. & D.	Jun.'67 4
Northern of N. Jersey	100	158,800		
North Missouri	100	2,369,307		
North Pennsylvania	50	3,150,150		
Norwich & Worcester	100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.	100	2,979,000	F. & A.	Feb.'67 3
" " pref.	100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi	100	20,222,647		
" " pref.	100	5,607,197	Annual.	Jan. '67 7
Old Colony & Newport	100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri	100	3,581,000		
Panama	100	7,000,000	J. A. J & O.	Jul. '67 6
Paterson and Ramapo	100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv	100	630,000	J. & J.	Jul. '67 4
Pennsylvania	50	20,000,000	M. & N.	M'y '67 5
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct. '66 6
Petersburg & Lynchburg	100	1,365,600		
Philadelphia and Erie*	50	5,069,450		
Philadelphia and Reading	50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred.	50	1,551,900	J. & J.	Jul. '67 5
Phil., Germ'n'n & Nor'n	50	1,507,350	A. & O.	Apr.'67 5
Phila. and Trenton*	100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt.	50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City	50	100,000	J. & J.	Jan. '67 5
Philadelphia and Darby	50	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50	2,791,623		
Pittsb., Ft. W. & Chicago	100	9,940,987	J. A. J & O	Jul. 67 2½
Pittsb. Col. and Cin.	100			
Pittsfield and N. Adams	100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec	100	1,000,000		Aug.'67 3
Portl., Saco & Portsm'th*	100	1,500,000	J. & D.	Dec.'66 3
Providence & Worcester	100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia	50	665,019		
Rensselaer and Saratoga	100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,000		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb.	100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington	100	2,233,376		
St. L., Alt. and T. Haute	100	2,800 000		
" " " pref.	100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o	100	1,469,429		
St. Paul and Pacific	100			
Sandusky and Cincinnati	100	2,082,000		
" " pref.	100	398,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark	100	900,000		
Saratoga and Hudson R.	100	1 0.0 000		
Saratoga and Whitehall*	100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a.	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley*	50	576,050	J. & J.	J'n.'67 2½
Seaboard and Roanoke	100	844,200		
Second Avenue (N. Y.)	100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.)	100	750,000	J. A. J & O	
South Carolina	100	2,819,275		
South Shore	100	259,685		
South Western, Georgia	100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi	100	1,000,000		
Springfield and Columbus	100			
Staten Island	100	628,560	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.	100	1,200 1.0		
Taunton Branch	100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw	100	1,660 000		
" " " 1st pref.	100	1,700,000		
" " " 2d pref.	100	908,176		
Tol., Wabash and West	50	5,400 000		
" " pref.	50	1,000,000	M. & N.	M. '67 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	D. '66 3½
Troy, Salem and Rutl'd*	100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)	100	200,000		
Union Pacific	100			
Union Pacific (E. D.)	100			
Union Pacific (Cent. Br.)	100			
Union (Phila.)	50	291,475	J. @ J.	Jan.'67 3
Utica and Black River	100	834,400	J. & J.	Jan. '67 4
Vermont and Canada*	100	2,250,000	J. & D.	Jun.'67 4
Vermont Central	100	8,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley	100	516,134		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,454,815		
Western (Mass.)	100	6,710,800	J. & J.	Jul. '67 5
Western Union	100	2,087,237		
West Jersey	100	731,050	M. & N.	M'y '67 4
West Philadelphia	50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester	100	1,130,470		
Wilm. and Weldon	100	1,340,233		
Winona and St. Peter	100			
Worcester and Nashua	75	1,141,000	J. & J.	Jul.'67 $4
CANALS.				
Chesapeake and Delaware	50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,633,350	F. & A.	Feb.'67 3
Delaware and Hudson	100	10 000,000	F. & A.	Aug.'67 5
Delaware and Raritan	100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	100			
Lehigh Coal and Navigat.	50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '67 5
Morris (consolidated)	100	1,025,000	F. & A.	Feb.'67 3
" (preferred)	100	1 175,000	F. & A.	Feb.'67 5
Schuyl. Navigation (coms.)	50	1,808,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,052,083		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	M. J. S & D.	Sep. '66 4
MISCELLANEOUS.				
Atlantic Mail Steamship	100	4 000.000		Ju. '67 2½
Pacific Mail Steamsh p	100	20,000,000	M. J. S & D.	Jun.'67 3
Union Navigation	100	4,000,000	M. J. S & D.	Dec.'66 5
West'n Union Telegraph	100	28,450,000	J. & J.	Jul. '67 2
American Coal	25	1,500,000	M. & S.	M. '67 3½
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	800 000		Jul. '67 4
Central Coal	100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal	50	3,200,000	F. M. A & N	Feb.'67 6
Spring Mountain Coal	50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000 000	M. & N.	Nov.'66
Adams Express	100	10,000,000	F. M. A & N	Nov.'66
American Express	500	9,000.000	F. M. A & N	Nov.'66 3
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	M. J. S & D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

Von Jeinsen's Patent Self-Detaching Car Coupling.

We give below the results of a series of experiments which were made with this Coupling at Elizabethport, N. J., on the 12th inst., under the auspices of the Central Railroad Company of New Jersey. The following is an illustrated description of this invention:

Fig. 1 is a side-view of the coupling, as it appears when ready for use; Fig. 2 shows the coupling detached, and one of the cars off the track; Fig. 3 is a longitudinal section of half the coupling, showing the construction of the interior parts. A A represents parts of two adjoining cars, coupled together by the shackle-bar B. This shackle-bar is made in the ordinary form or shape, and it catches over the coupling pins, C, C, which are pivoted to turn on the rod, D. This rod slides back and forth in suitable guides, E, E, secured to the under surface of the platform of the car, and to its outer end is attached the head, F, which may take the place of a buffer.

The guides, E, E, are provided each with two rigid bearings, *p*, *p*, and with one movable bearing, *q*, through which the rod, D, slides freely. The movable bearing, *q*, is fitted into a segmental slot, *r*, so as to allow the bearing, together the rod, D, and coupling pins, C, C, to traverse a short distance in a horizontal plane, or in a plane parallel to the surface of the guides, E, E. The bearing, *q*, is provided with a slot or recess at *a*, *a*, to receive the rib or shoulder, *b*, *b*, which projects from the coupling-pin, so as to prevent the same from turning on the rod until the same arc is drawn out far enough to bring the end of the rib, *b*, *b*, clear of the recess, *a*, *a*. The position of the rod,

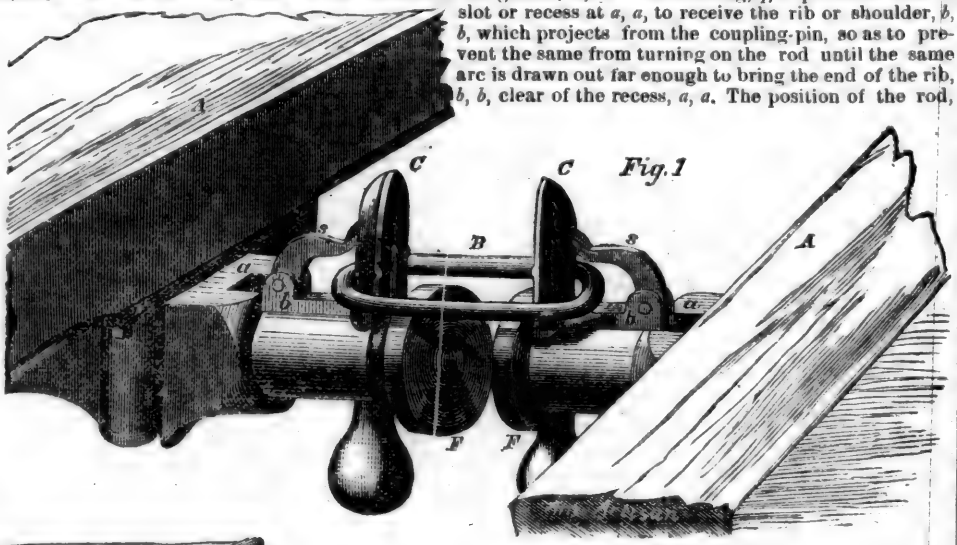


Fig. 1

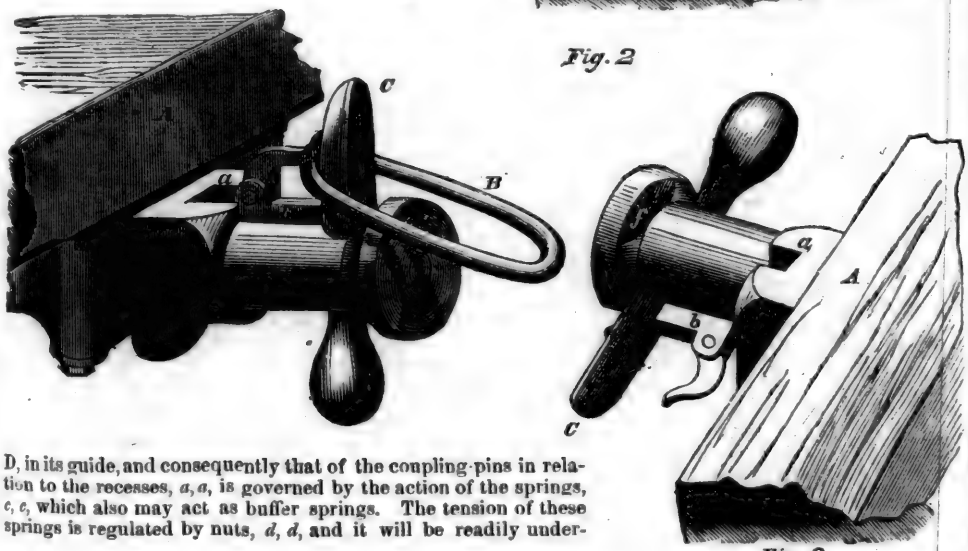


Fig. 2

D, in its guide, and consequently that of the coupling-pins in relation to the recesses, *a*, *a*, is governed by the action of the springs, *c*, *c*, which also may act as buffer springs. The tension of these springs is regulated by nuts, *d*, *d*, and it will be readily understood that by screwing up and unscrewing the nuts *d*, *d*, the power which retains the shoulders of the coupling-pin in the recess, *a*, *a*, is increased, and *vice versa*; and by these means the power required to lift the coupling-pins over and release the shackle-bar can be regulated at pleasure. As long as both cars remain on the track, the coupling-pins are retained in an upright position either by the recesses, *a*, *a*, or by the strain of the shackle-bar itself and the cars are not liable to become uncoupled by any slight casualty. By giving to the bearing, *q*, a traverse motion, the cars are free to move on a curve without getting uncoupled. But if one of the cars runs off from the track, the coupling-pins, C, C, are exposed to a lateral strain, whereby one or the other, or both, become disengaged from the recesses *a*, *a*, so as to turn on the rod, D, and consequently the shackle-bar is released and the cars are uncoupled. The shackle-bar is retained on the coupling-pins by guards, *s*, hinged to the hubs of said pins, the tail ends of the spring-catches, which secure these guards, being retained by recesses, *f*, in the head of the rod, D. The edges of the recess are rounded off or cam-shaped, and if one of the coupling-pins turns on its rod the tail end of the spring-catch slides up on the rounded edge of the recess, so that the spring-catch is made to release the point of the guard, allowing the same to open and to set the shackle-bar free. The guard is intended to be made heavy enough and of such a shape that it will reassume its original position as the coupling-pin is righted up, and thereby the point of the guard will be brought in position to be caught by the spring-catch when the tail of the spring-catch drops back into the recess, *f*.

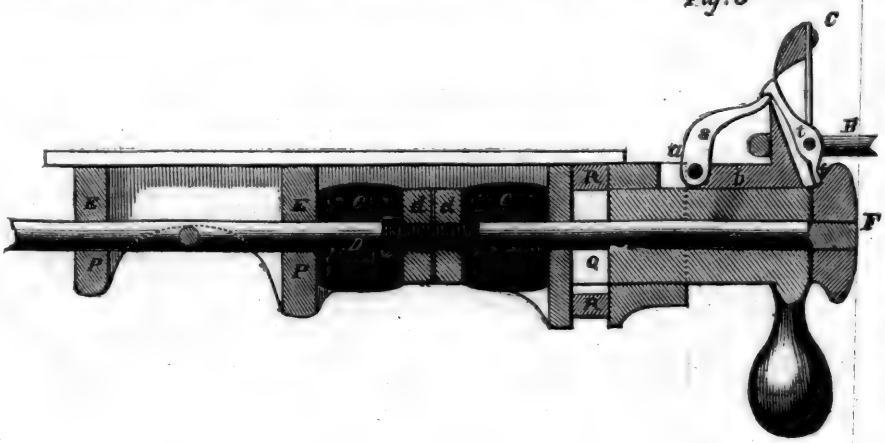


Fig. 3

This coupling was patented by Ernst Von Jeinsen, on the 19th of February, 1867, and in the recent experiments with it on the Central Railroad of New Jersey, at Elizabeth, a train of coal-wagons, two or three of which were coupled with the contrivance described, was made to run at a high speed, and an obstruction on the rails was placed in such a manner that it would throw one of the wagons having the patent coupling off the track. This was done by having an inner wooden lagging put on the inside of the wheels of the wagon with the patent coupling, which when it struck the obstruction threw the wagon off the track. When the wagon had run off some few feet, in which it had assumed an angle with the forward and rear cars, it was thrown out altogther from the train and the rear cars moved on without any impediment. This test was severely made three different times, and in each case the wagon was uncoupled and unconnected from the train, and this while the latter was at high speed. The same result is anticipated if the locomotive and tender should meet with an obstruction; the engine would be thrown from the track, when the patent coupling would immediately act, and prevent the cars from following it. The advantages of such a coupling are self-evident in the preservation of life and property and in the prevention of those accidents which are too often disastrous to travelers and railroad companies. The present method of coupling cars is attended with danger and many deaths have occurred among the employees on railroads occasioned by their being crushed between the cars when in the act of coupling. The arrangement here described allows the brakesman or employee to couple or uncouple cars while standing on the platform, where he is in no danger.

Any further information respecting this coupling can be obtained from Messrs. Frank & Gans, No. 14 Wall Street, New York Cit

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	15,325,642	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	108
" " " ..... coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	----
" " " ..... coupon		5	" "	1871	----
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110¼
" " " ..... coupon		6	" "	1881	110¾
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,295,350	6	Jan & July.	1881	110¼
" " " ..... coupon		6	" "	1881	110¾
Loan of Feb. 25, 1862 (5-20s) ... registered	1,092,640,000	6	May & Nov.	1882	----
" " " (5-20s) ..... coupon		6	" "	1882	111¼
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	109¼
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	109¼
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5.20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	----
Loan of March 3, 1864, (10-40s) ... registered	171,409,350	5	Mar. & Sept.	1904	102
" " " (10-40s) ..... coupon		5	" "	1904	102¼
Pacific R. R. Bonds ..... (currency)	13,722,000	6	Jan. & July.	'96-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	511,939,525	7.3	Feb. & Aug.	1867	108
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented	9,320,020	---	presentation.	----	----
Gold Certificates of Deposit	17,325,980	---	presentation.	----	----
Coupon Interest Notes 1864 '65	130,039,210	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	373,209,127	---	----	----	----
Fractional currency	28,468,975	---	----	----	----
Navy Pension Fund	12,500,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —" " " (State Bank). "	610,000	6	Jan & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	122
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	----
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	85
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	71
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	----
" — " " ..... registered	1,229,857	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'80-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds ..... "	945,200	6	" "	1879	----
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945	6	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	7	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	686,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174 000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	----
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O Can.) sterl.	1,405,707	5	" "	1889	----
" — " " (R R. various) "	120 000	5	" "	1889	----
" — " " (") cur'cy.	159,974	6	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	" "	1870	----
" — " " (Balt. & S.sq R.R.)	1,000,000	6	" "	1870	----
" — " " (Bounty)	501,000	6	" "	ab'.74	----
" — " " (Ches & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,688	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	113
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	----
" —Lun Hosp. (W. Mass)	50,000	6	June & Dec.	1877	----
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,560	5	May & Nov.	1894	----
" — " " " sterling.	3,998,000	5	" "	1894	113
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	100½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	----
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	105½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	479½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	202½
" —*Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	----
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ...	699,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	----
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	----
" —Bounty Fund Bonds ..... coupon	2,589,000	7	Jan. & July.	1877	----
" " " " ..... registered	27,726,500	7	" "	1877	105¼
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	----
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	92
North Carolina—State Bonds	366,000	6	Various.	'69-'78	59½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	59½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,483,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	95
" — " " ..... registered	5,053,052	5	"	'68-'70	97
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	----
" — " " 3d series	9,270,017	6	" "	1892	----
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	----
" — " " " 1863	269,000	6	April & Oct.	1883	----
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	----
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	----
" — " endorsement	14,006,000	6	Jan. & July	30 y'rs	68½
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	67½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	----
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	----
" — " " ..... registered	466,250	5	" "	long.	----
" — " " ..... "	108,000	6	" "	long.	----
" — " " ..... coupon	21,769 398	6	" "	long.	41½
" — " " (new) ..... registered	10,900,000	6	" "	long.	----
" — " " (") ..... coupon	1,379,500	6	" "	1876	51
" — " " (") ..... "	489,300	6	" "	1886	38½
Wisconsin—State Bonds	39,600	6	" "	1890	36
	405,100	6	Jan. & July.	'77-'79	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,841	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,501	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,612	128,798	144,995	170,937	139,142	160,306	210,729	216,030	198,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241 395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,489	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,805	729,759	716 378	563,400	6,114,566
1865	541,005	482.164	499,296	468,358	585,623	747,944	702,691	767,508	946.707	921,886	749,101	546,609	7,958,980
1866	523,586	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	894,357	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,512	59,182	58,178	53,518	88,458	87,037	97,876	94,843	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110.079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,583	87,784	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,889	1,522,472	1,429,765	15,434,775
1866 ....Including Buffalo Division...	1,185,746	987,936	1,070 917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....Including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,487	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567.679	480,620	578,253	571,348	661,971	588,219	504,066	6,646,741
1867	660,438	554,201	417,352	420,365	477,607	496,516	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,400	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,803	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,618	264.935	241,236	189,145	238,012	308.106	375.567	332,360	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,665	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,162	358,601	304,232	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	468,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,560
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46.474	64,903	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	108,269	203,018	237,562	251,906	241,370	300,841	395,579	346,747	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,622	244,378	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,456	1,079,551	1,041,522	1,045,401	1,157,816	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,605	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	223,242	268,176	302,698	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	547,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	483,873	466,557	454,826	4,088,837
1863	335,685	361,834	398,771	429,929	505,517	464,809	451,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,935	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,961	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,319
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,924
1864	290.676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	600,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	664,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,686	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,894	2,240,744
1866	178,120	155,893	192,135	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,370	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,838	139,626	244,114	241,840	221,570	220,209	265,154	2,050,822
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	254,830	284,741	3,994,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45.102	35,005	39,301	43,332	86,913	102,918	85,276	60,608	84,462	100,313	75,248	54,468	814,086
1867	39,078	27,667	36,892	40,710	57 852	60,568	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1873	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,862,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	628,500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	95½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1885	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	87½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'87–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1893	101
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	96,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	90

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1886	90
Funded Coupon Bonds	758,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	84
Equipment Bonds	270,483	7	May & Nov.	" "	1874	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,660	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	74
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	90
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	605,700	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589 000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1889	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7			1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	79½
Land Security	3,344.60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,525,000	6	" "	New York.	1875	113
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,666,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,2-4,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	103
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	90½
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	85½
2d Mortgage	1,560,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,750,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	1 7
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	115
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	101
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	126,400	7	Jan. & July.	" "	1891	87
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		90½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	99
New York and New Haven:						97½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	75-77	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	81½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	9⅝
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	95
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1856, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1848, "	101,000	6	" "	"	1880	90
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1896	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1876	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	148
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1883	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	275,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	
" " Income (series E)	1,700,000	7	" "	"	1894	78
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,930,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£809,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	160,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,961,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644 104	1,130,700	288,781	3,063,886	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345.798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.7 5	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	631,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	160 848	2,787,594	124.0	192,989	478,095	66,463	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	355.283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000 000	1,079,5 0	258,046	8,272,133	117.4	787,826	2,068,200	704,016	10	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,525	10	95
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	----	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102 5	226,241	404 618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,276,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,563	228.6	264,528	856 846	343,802	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,008	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	2,983,000	498,049	12,980,904	280 0	1,934,176	3,695,153	1,484,616	8	114
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,77 552	2,670,210	2,070,679	10,193,010	5,754,406	204.207	17,518,440	400.0	2,083 580	3,175,558	2,799,435	31	146
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2 356,660	26,155,641	12,020,483	825,398	39,680.4 2	930.0	.....	6,820,750	1,802,272	—	47
31 Mar. '67	181.8	181.5	----	42 7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,148,524	635,486	18 06,763	409 3	1,021,307	3,574,334	1,41 ,993	10	105
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,997	377,476	—	----
31 Dec '66	454.8	262.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.533.928	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	119
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,939	1,600 000	121,658	5,289,683	111.0	288,534	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	485 588	—	53
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	3,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	579,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,0 0	1,254,500	15,900	2,102,761	109.0	.....	442.396	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448.858	230,831	9	80
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,765	307,872	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,963	288,150	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianap lis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	159
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7.717	3.451.713	75.5	125,325	466,74..	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1 0	3,862,123	960.000	653,0.8	5,420,203	156 5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mos.	458,821	21,386	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,146,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,997	111.8	.....	426,408	227,554	—	----
30 Jun. '66	29.0	—	3.1	—	14	13	225	} Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.287	29.0	239,62	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				} Louisville and Frankfort	1,405,910	126,735	142,613	1,109,.94	319,519	20,447	1,675,258	65.1		389 171	108,903	5	95
30 Jun. '66	185.0	149.0	26.9	42.5	65	42	679	Louisville and Nashville	10,082,764	*	2,691,582	5,499,105	3,125,491	453,051	12,764,34.	334 0	959,947	3,143,189	1,59 ,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4.254,217	551,218	1,315,484	4.093,425	1,780 000	1,504,762	8,628 78.	90.0	105,990	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	2	25	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,561,000	28,157	12,089,63.	206.0	.....	1,533,04.	586,268	—	----
31 Aug '66	53.7	—	----	136.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,256,015	248,000	108.434	1,710,819	53	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,823	647,596	—	2,950,000	1,250,000	.....	9,008,38.	188.0	.....	.....	240,89.	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930.814	*	1,086,729	8 0 0 645	7,28 .9.0	234.438	16,017,5 3	329.3	1,902,08.	4,225,49.	1,198,71.	10	112
31 Mar, '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625.551	2, 69,517	1,745,795	10,001,2 0	9,15 ,.40	736,9.1	20,473,9.1	523.8	2,386,15.	4,673,1.3	1,609,387	—	84
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,650,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,864,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,483	—	----
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,017	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	296.8	579,324	1,047,56.	420,026	—	57
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,5.3	815,043	266,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,088	267,804	—	----
Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
31 Feb. '68	283.0	—	14.4	—	18	31	645	*Pacific*	13,685,014	1,504,015	439,157	8.581,5.0	9,200 000	1 150,743	15,628.18	283.0	831,433	1,794,356	409,826	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,0 0	—	6,000,000	127.0	.....	.....	.....	—	----
28 Sept. '64	86.5	5.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2.2	3,501,000	40 558	6,.32.10.	90.1	286,18.	399,291	329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	2,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	100.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '66	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,699,906	16,151,962	9,420,580	1,022,969	39,668,113	236.8	3,493,876	8,577,692	5,307,183	10	115
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '66	188.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,977,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183.345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480.176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446.557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	130
30 Nov. '66	47.0	7.0	48.0	—	30	53	2 0	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	138
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,418	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	125,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	206	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	113
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,454,999	506,090	467,611	3 578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	109½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	98.5	477,106	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	276.012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	29	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,323	600,000	—	25,600	773,226	41.5	215,731	441,304	90,965	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6 066,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,552	1,332,307	509,790	7	92
30 Nov. '66	18.6	—	7 0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	60,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	304,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,190	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op	er. by B. & L. Co.)	17,500	1	110½	
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	286,695	11.7	50,279	243,676	62,826	8	.....
30 Nov. '66	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,349	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	89	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,946,020	—	17 190,503	156.1	1,660,082	3,932,017	1,408,791	10	135½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025.000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085.925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671.775	121.4	527,354	867,907	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	116
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '67	99.2	13.0	12.5	—	24	15	402	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	110
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	346,140	3,587,787	77.5	.....	536,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,602	1,444,706	15	125½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034 776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	55	52	1,071	Central of New Jersey	7,708,080	1,964.600	5,250.728	13,000,0 0	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 1 1	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	—	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000 000	855.000	—	6,512.449	38.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,051	loss.	—	55
31 Dec '66	18 2	—	.....	.....	.....	.....	.....	Warren	2 00,000	.....	59,050	1 547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	88.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	283,100	13½	168½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	271	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429.920	5,035,864	54,287,874	786.0	7,109,139	14,596,413	2,238,704	4	74½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762.840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	130
30 Sep. '65	94.0	13.0	10.6	—	17	43	146	Long Island	2,587,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,349	New York Central	27,612,534	6,521,377	9,986,992	26,530,000	12.366,804	815,170	44,119,904	892.2	8,007,261	14,496,786	3 201,112	6	110½
30 Sep. '65	130.8	2.1	45.0	—	43	83	857	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	103
30 Sep. '65	118.0	4.0	18.0	—	28	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	61
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	*	—	206,800	222,000	157,080	585,880	—	.....	.....	.....	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,580	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watertn & Ogdensb'g.	2,096,542	368,304	—	1 991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	98
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	366,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341.327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,108	23,735	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	228.0	—	.....	—	25	17	172	North Carolina	4,941,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469.458	219,688	—	.....
30 Sep. '60	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	236,251	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,679,608	922,670	106,133	1,628,856	3,678,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	25
31 Mar. '67	60.3	—	.....	—	34	30	485	Cin., Hamilton and Dayton	3,930,423	991,1 8	1,275,919	3,260,800	1,759,000	773,160	6,197,557	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	252	Cincinnati and Zanesville	2,855,112	—	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,0 0	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,900	8	100
31 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,3 5	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359.222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,408,911	3,880,848	83,292	9,674,307	208.5	1,429,741	2,696,377	736,794	5	93½
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,76	828,593	4,841,600	2,746,280	114,496	8,369,819	188.6	994,564	2,388,868	1,035,717	15	122½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,719	2,143,240	ope	r. w. Lit.	Miami.	291.148	10	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685 600	344,005	6,417,669	142.0	—	853,263	209,512	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,446.391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,554	595 400	391,992	3,382,163	1,218,972	109,913	4,272,748	205.9	340,271	694,220	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,256	2,041,600	28,223	2,970,059	125.0	240,785	420,453	124,800	—	—
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	———	3,717,386	906,200	—	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	160	136	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,408	29,9 9,900	1,156,819	60,721,124	507.0	2,041,771	4,853,4 0	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	283	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,062	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,216,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	126
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	674,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,551	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	420,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,929	554,628	225,000	664,300	1,248,704	435,296	2,622,548	96.6	313,902	618,566	225,155	—	.....
31 Oct. '66	36 0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	85,052	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59 7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2 0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	5,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	59
31 Oct. '66	28.8	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,508,065	2,606,100	586,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	135.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,060	3,150,150	3,124,737	—	6,887,2 5	67.5	345,588	902,21	882,500	—	50½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,842,634	3,371,216	15,338,686	20,000,000	18,0 8 2 6	—	44,251,544	566.5	7,080,026	16 583,883	5,967,520	9	53½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norriset'n	1,139,079	288,459	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	600,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,969,733	—	—	5,483 760	13,000,000	600	18,084,360	287.6	1,424,110	2,541 052	454,077	—	25
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,968	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10.9 2 819	6,016 531	10	54½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,225	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	132½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,0 0	—	10,469,300	197 0	880,836	2,470,958	1,057,687	10	54½
31 Oct. '64	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,125	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,343	23,927,540	468.5	4,945,413	7,467,217	2,319,531	10	106½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,128	150,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,885	1,760,501	35.4	144,402	357,540	146,450	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	125,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	165,523	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	—	47.4	4	3	21 Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,906	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	285,263	151,536	6	.....
1 Jan. '59	148.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,2 25	102.0	.....	220,014	96,145	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,821,1 75	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,307	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3 9,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 900	1,462,314	11,093 39	291.0	408,051	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,0 9	3,01 ,107	99.2	.....	337,252	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,399	.....	47.4	44,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	535,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,965	67,248	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,676	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*	—	455,000	975,000	369,000	.....	70.0	102,200	252,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	606,700	136,005	3,081,460	105.0	172,500	480,577	175,993	—	.....
Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,189	—	.....
Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	980,000	256,685	—	1,097,000	.....	.....	1,206,688	62.5	136,761	185,474	67,755	—	.....
3 May '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,396	1,477,782	331,326	—	1
31 May '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	8	97
Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,279	51,558	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost	53,85	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36.188	88,131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,08	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	84,121	16,53	—	.....
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	686,703	127,9 5	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923, 00	380,780	.....	167.7	6 mos.	300,101	102,6 1	—	1.½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,566,131	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	50 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,85	7½	.....
30 Sep. '66	140.5	2.7	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,600	2,000 000	1,717,500	900,8 9	7,301,983	191.7	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,58	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	314,000	44,524	1,210,624	43.5	67,98	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,260	2,032 947	80.0	168,037	391 577	230,520	—	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	240,9 6	3,358,679	1,799,82	804,785	6,245,8 8	195.0	.....	887,449	120,15	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,5 0	52 , 22	7,362,2 0	214.9	27 ,8 9	65 ,022	97,8 2	—	.....
								WISCONSIN.													
31 Dec. '66	190.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,892	10,98 ,980	3,229,000	—	18,508,374	2 5 0	986,727	2,538,809	964,193	—	134
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	.....	4,144,696	390,500	.....	23 0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,988,000	*	—	11,750.000	188.000	—	11,938 000	16.10	.....	236 798	67,65	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462 56	*	15,811	1,631,130	911,029	22,984	2,663,376	49.0	.....	242 798	117,842	—	66
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	20,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154 85	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,261,435	.....	26,084,180	357.0	.....	3,011,86	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678 939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,70	—	—	—	108 0	—	1 8,239	15,777	—	.....
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,	—	1,350.000	13,100	135.000	1,79 ,23.	60	.....	132 55	36,0 0	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	15	160	Nova Scotia	4,278,401	*	—	4,278,401	—	—	4 273,281	92.0	158,416	389,107	37,184	—	—
								NEW GRANADA.													
Dec '62	5.		—	—	11	22	120	Pan ma	9,000,000	*	—	3 111,1 4	9	—	10 05, 45	49.	.....	17,458	1,328,954	—	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	29¾
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	117
Chicago & Northwestern (pref.)	12,994,720	7	7	73¾
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	77½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182.100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	21
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	68¼
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5¼	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	84
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	903 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,667,343	6	J. & J		1886	91½
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	------		18--	30
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	86
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb RR.	----------	---	----------		-------	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,980	6	"		1868	----
Lehigh Navigation:						
1st Mortgage	414,158	6	Qrtrly.		1870	----
Six per cent. Loan	5,434,351	6	"		1884	89½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	90
2d Mortgage	302,750	6	----------		-------	89
Boat Loan	232,807	6	----------		-------	90
North Branch:						
1st Mortgage	890,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	92½
2d Mortgage	3,980,870	6	J. & J.		1882	74
Improvement	1,601,670	6	M. & N.		1876	74
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	65
Preferred Interest b'ds.	227,569	6	"	"	1878	21½
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	22
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	83
Wyoming Valley.						
1st Mortgage	600,000	6	J. & J.		1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,228,595	---	----
Delaware Division	100	1,633,350	---	89½
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	44
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	118½
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	20
" " (preferred)	50	2,888,988	---	30½
Susquehanna and Tide Water	50	2,048,260	---	17¾
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	41 50 @	45 —
Pig, American, No. 1		42 — @	44 —
Bar, Refined, English		85 — @	90 —
Bar, Swedes, assorted sizes (in gold)		92 50 @	105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		155 — @	— —
Bar, English & American, Refined		100 — @	105 —
Bar, English & American, common		90 — @	95 —
Scroll, English		182 50 @	180 —
Ovals and Half round		127 50 @	137 50
Band, English		132 50 @	— —
Horse Shoe		127 50 @	— —
Rods, English		105 — @	105 —
Hoop English,		137 50 @	192 50
Nail rod	per lb.	9 @	10½
Sheet, "Canada	per lb.	19½ @	20
Sheet, English, Single, Double and Treble		5½ @	8 —
Rails, English (gold)	per ton	52 50 @	53 —
Rails, American		79 — @	82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @	23
English Spring (1st & 2d qlty.)	— 10½ @	12½
English Blister (1st & 2d qlty.)	— 11½ @	20
English Machinery	— 13½ @	16
German	— 14 @	16
American, Blister	— 11½ @	17
American, Cast, Hammered	— 19 @	— —
American, Cast, Rolled	— — @	— —
American Spring	— 12 @	15
American Machinery	— — @	14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— — @	35
Sheathing, Yellow	— — @	25
Pig, Chile	— — @	— —
Bolts	— 34 @	35
Braziers'	— 32½ @	33
American Ingot (cash)	— 23½ @	24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @	— —
Spanish	6 50 @	6 62½
German Refined	6 50 @	6 62½
English	6 50 @	6 87½
Bar per lb.	10 — @	— —
Pipe and Sheet	10 25 @	— —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— — @	26½
Straits (gold)	24½ @	25
English (gold)	23½ @	23½
	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box	9 — @ 9 50	12 75 @ 13 50
Plates, I. C. Coke	7 87½ @ 8 —	10 50 @ 12 50
Plates, Coke Terne	6 75 @ — —	— — @ 9 50
Plates, Charcoal Terne	8 75 @ 9 —	12 50 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 160 lb.	5 75 @	— —
Clinch (cash)	7 25 @	7 50
Copper	— — @	42
Ausable Horse, Norway Iron, Forged	— — @	— —
Zinc Nails (6 mos.)	18 @	— —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	13½ @	14
Refined, free L. S. to White	41½ @	42
Refi'd, in bond, prime L. S. to White	— @	22
Refi'd, in bond, Standard White	23½ @	24
Naptha, Refined (60@63 gravity)	— — @	22

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th 18	F. 19	Sat. 20.	M 22	Tu. 23	W 24
Atlantic M. S. S. Co.	103½	---	112	112½	113½	113½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	48¼	48¼	48¼	49½	49½	49½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	114	114	----	----	114	----
" " pref.	----	----	117	----	----	117
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	112
Ohio. & Northwest'n.	45½	45¾	45	46¾	47¼	47½
" " pref.	70½	70¾	70¾	71¾	72¼	72¼
" " 1st M.	----	89	----	90	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	97	----	----	----	----
" " Consol.	----	82½	----	----	----	----
Chicago & Rock Isl.	98½	99	100	102	103	102¾
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	100	----	----
Clev. and Pittsburg	92½	92	90½	92	92½	93½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	90	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	120½	121	121	121	122	122½
" " S. F. 7 p.c.	----	----	----	103	----	----
Cumberland Coal, pref	38½	38½	38¼	39½	38¼	38¾
Del. & Hudson Canal	----	----	161	----	----	162
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	71	71	71	72½	72¾	73¼
" pref.	----	----	----	77¼	----	77½
" 1 M. 7 p.c. '67	103	103½	104½	104½	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	101	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	114½	115	115¾	121	120	119½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	102½	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	119	119	119
Illinois Central	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	21	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10½	----	10¾	10½	10¾	10
Michigan Central	110	110	110¾	111½	110¾	111
" S F. 8 p.c. '82	113	113	----	----	----	112½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	79¾	79¼	81	81½	82¼
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	97	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	47	46¼	47¼	48¼	49	51
" " pref.	62¾	63	63	64	65	66¼
" " 1st mort.	----	85¼	----	----	----	85
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	102¾	102	104	103¾	104	
" iss. to H. & St. J. R.	79	79¼	----	----	----	
" " Pacific	102¼	----	----	----	----	
New York Central	106¾	106¾	108¼	110	110	
" Real Estate	----	----	----	----	----	
" " 7s, S. F. '76	----	107	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	----	94¼	95	96¼	96	
" " 6s, S. F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	111	----	----	----	----	
" " 1M. 7 p.c. '78	----	----	----	----	----	
" " 2M. 7 p.c. '64	----	----	----	----	----	
" " 3M. 7 p.c. '67	----	----	----	----	----	
North Carolina 6s	----	----	----	----	----	
" ex-coupon.	57	56½	56¼	56	58	
" new	58	----	56	----	58	58
Ohio & Miss. cer.	26½	26½	26¼	26¾	26¾	27¼
" " pref.	64	----	65	----	65	
Pacific Mail S. S. Co.	144¼	144¼	145¼	147½	148	149
Panama	----	----	260	----	----	
Phila. and Reading	101¾	104¾	104¾	105¼	107	107½
Pitts. Ft. W. & Chicago	102	102	102¼	103	10 ¼	107
" " 1M.	----	----	----	----	----	
" " 2M.	97	----	----	----	----	
" " 3M.	85	----	----	86	----	
Quicksilver Mining Co.	35¾	----	34	35	35½	34¾
St. L., Alton & T. H.	----	----	----	----	53	56
" " pref.	83	83	83	----	----	84
" " 1M.	----	----	----	----	----	
" " 2M. pref.	81¼	----	----	----	83¼	
" " Inc. b'ds.	78	----	----	----	----	
Tennessee 6s, 1890	----	----	----	----	----	
" ex-coupon.	69	68¾	68	68¾	68½	69
" new	66¾	66¼	66¾	66¾	67½	66¾
Tol. Wab. & Western.	49½	----	49	50¾	50½	52
" Pref.	----	----	----	----	----	71
" 1M. ex.	----	----	----	----	----	
" 2M.	80½	----	----	----	----	
" Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th.18.	F.19	Sat.20	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	108	----	----	----
U. S. 5s, 1874, coup.	109	----	110	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102	102	102⅛	102⅜	102⅛	102⅛
U. S. 5s, 10-40s, reg.	101	----	----	----	----	----
U. S. 6s, 1881, reg.	110¼	----	110¼	----	----	110¼
U. S. 6s, 1881, cou.	110¼	----	110⅜	110¼	----	110⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	111¼	111⅜	----	111⅛	----	111⅛
U. S. 6s, 5-20s, c. 1864.	108⅞	109	----	109⅜	109¼	109¼
U. S. 6s, 5-20s, c. 1865.	----	109¼	----	109¼	109⅜	109⅛
U. S 6s, " reg.	----	109¼	----	109¼	----	109
7.30 Notes, 1st series.	107¼	----	108	----	108⅛	108
" " 2d series.	107⅜	107⅜	107⅜	107⅜	107⅜	107⅜
" " 3d series.	----	----	----	----	107⅜	107⅜
American Gold	140	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 23.

	W.17	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	----	----	----	----	----	----
" preferred	28¼	----	28¼	----	----	28⅜
Camden & Amboy	----	----	----	----	130½	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	92	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	94⅛	----	----	----	95	----
Ches. & Del. Canal 6s '86	----	----	91⅛	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	44	44⅛	44⅜	----	44	44
" " 6s, '84	89	----	----	----	----	89½
Lehigh Valley R. R.	58⅛	----	----	58⅛	59	59
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	56⅜
Morris Canal	----	----	----	----	----	----
" " pref.	118⅛	----	----	118⅛	118⅛	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" 6s	87⅜	----	----	----	----	----
" 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	52⅜	52⅜	52⅛	52⅛	52⅜	53
" 1st m.	----	----	----	----	----	99
" 2d m.	95	----	95½	----	----	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	95	----	95⅛	96	----
" " 6s, W. L.	----	----	----	----	----	103⅛
Philadelphia City, 6s	95⅛	----	----	----	----	95⅜
" " new	100	100	99⅜	100	100	----
" " muni	----	----	100	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52⅜	52⅛	52⅛	52⅛	52⅜	53⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	96	----	96⅞	----	----
Philadelphia & Erie	----	28	----	28	28	----
" 6s	----	----	----	94⅛	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" 6s '82	----	----	----	72⅛	73⅛	74
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	91⅛	----	----	----
Susq. Canal	17⅛	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	13⅛	----	----	----	----	----
Chestnut & Wal. "	45	45	----	----	45	----
Green & Coates, "	----	30⅛	30⅛	----	----	30⅛
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	27½	----	----	----	----	28⅜

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 23.

	W.17	Th.18.	F.19.	Sat.20	M.22	Tu.23
Baltimore City 6s, 1875	----	----	97	----	----	97⅛
" " 1886	----	----	----	----	97⅛	----
" " 1870	----	----	----	----	----	----
" " 1890	----	98	98⅛	98⅛	----	98⅛
Balt. and Ohio	----	----	115	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	95⅛	----	----	----
" " " '80	----	----	96	----	----	----
" " " '85	----	----	98⅛	----	----	----
Northern Central	----	44	44	----	----	----
" " b'ds, 1885.	81⅛	81⅛	81⅛	81⅛	----	----
" " " 1900.	81⅛	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th. 18.	F.19	Sat.20.	M.22	Tu.23.	W24
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	130	----	----	----	----	----
Boston and Providence	136½	----	136½	----	----	138
Boston and Worcest.	----	----	146	----	----	144
Cheshire, pref.	60	60	----	60	61	61½
Concord	67	----	----	----	----	----
Connecticut River	113	----	----	----	----	----
Eastern, Mass.	110	109⅞	109⅞	109⅜	109⅜	109⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	118	----	----	----	----	118½
Manchester & Lawr'ce.	113	----	115½	----	----	116
Michigan Central	----	----	----	----	----	----
Northern, N. H.	110	110	----	----	----	----
Old Colony & Newport	92	92½	92	92	92	92
Ph., Wil. & Baltimore	54½	54½	54½	54½	54½	----
Portl'd, Saco & Ports.	101	----	----	----	101	----
Vermont & Canada	96	----	----	----	----	97
Vermont & Mass.	----	----	53⅜	54	----	55
Western	135	135½	135½	135½	135½	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90½	----	----	----
Metropolitan "	55½	----	----	56	----	56
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24	23½	23½	23½	23⅜	23⅜
Franklin "	----	----	18	17⅜	17½	----
Huron "	----	----	----	----	60c	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	6¾	----	----
Pewabic "	----	----	12⅜	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	6½	6

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of June and 5th of July.

	Closing Prices. July 5.	June 28.
United States, 5-20s, 6 per cent 1882.	72⅜@ 72⅝	72⅜@ 73
Do. do. 6 do. 1884.	69 @ 71	70 @ 72
Do. do. 6 do. 1885.	70⅜@ 70⅝	70 @ 71
Do. do. 6 do. 1868.	87 @ 90c	87 @ 90
Do. 5 per cent., 1874.	68 @ 70c	70 @ 72
Virginia State, 5 per cent	45 @ 50c	43 @ 48
Do. 6 per cent	32 @ 36c	30 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	48 @ 52	50 @ 55
Do. do., 2d mort., 1881	48 @ 52	50 @ 55
Do. Penn., 1st mort., 1877	48 @ 52	50 @ 55
Do. do, 2d mort., 1882	48 @ 52	50 @ 55
Do., consolid. mort. bonds, 1890	24¼@ 25½	25 @ 26
Erie shares, $100 (all paid) 8 p. c.	44 @ 44½	41¼@ 41⅝
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c	69 @ 71	69 @ 71
Illinois Central, 8 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	75 @ 80	74 @ 76
Do., $100 shares (all paid)	79 @ 79½	78¾@ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	79 @ 80	79 @ 80
Do. with option to be paid in Phil.	79 @ 80	79 @ 80

American Railroad Journal.

Saturday, July 27, 1867.

Stock Exchange and Money Market.

A steady accumulation of money has been reported from day to day at this point, through the continuance of the domestic exchanges in favor of the metropolis, the activity of the Government in making disbursements, and the want of regular employment for capital, because of the comparative inactivity in general business. The main demand for accommodation has been from the dealers at the Stock Boards, where speculation has been quite active. To such borrowers, money has been freely offered at 5, and to some extent as low as 4 per cent., on railway and miscellaneous stock collaterals. The Government houses were not required to pay over 4 per cent., and for some days past, the leading borrowers, in this line, have been getting aid as liberally as they were in want of it at 3@3½ per cent., chiefly through private channels, the banks being unwilling to yield a point, even to court custom. Discounts have been quite dull. Choice to prime short date paper has been scarce and in request at 6@6½ per cent. per annum, as the ruling figures. Other grades have not been inquired for, to any considerable extent, though some business has been transacted in good to fair names, at from 7@8½ per cent. per annum. The banks are not partial to business paper at present, and their current-discount work is unusually light. They find their best customers among the stock houses, to whom they are more than ordinarily liberal of accommodation. Government has an unusually large cash reserve available to meet its maturing obligations. The department has decided to pay off in "current funds" the matured or maturing compound interest notes. This movement will increase the supply of money available in the open market for speculative purposes, and will serve to protect the market from any abrupt change, because of any probable call for currency from the interior, to be employed in forwarding the harvest products to market. It is not at all improbable that Government will also pay off in currency any of the August Seven-thirties that may be outstanding on the 15th proximo, as on these the department will regard the privilege of conversion as having been waived by the holders. The city banks, last week, gained $1,568,889 in their deposits, and $945,598 in their legal tender reserve, while they lost $1,517,704 of specie. Their loans were extended $1,667,246, and the circulation was reduced $78,921. The specie reserve of the banks is now $11,197,710, against $10,880,147 same time last year. The city bank deposits are now $199,435,952, against $213,049,079 week ending July 21, 1866. The legal tender reserve amounts to $73,441,301, against $80,524,992 same time last year. The circulation now stands at $33,574,948, against $27,579,020 same time last year. The loans are now $249,580,255, against $255,965,018 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $81,971,825 a day, against a daily average of $86,893,264 the preceding week, and $82,346,998 the week ending with July 6. The current week's exchanges average $79,437,647 a day.

National Bank notes to the amount of $46,350 were issued last week, making the total issue to 1,671 banks thus far, $303,252,626, against $282,555,440 at the close of the fiscal ending year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,465,062, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,787,564. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,631,500; and for the public deposits, $38,897,950—making a total of $379,529,450. The Treasury Department last week redeemed and destroyed $385,400 of worn and mutilated fractional currency, and issued $475,090.

The U. S. Sub-Treasury receipts, week ending with July 20, were $17,060,498, including $1,901,280 from customs duties; payments, $17,330,480; balance at the close of the week, $130,311,621, against $130,581,603, at the close of the preceding week, showing a decrease of $269,982. The

business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,811,010 including $468,648 from customs, and payments, $7,812,546; on Tuesday, receipts, $1,757,895 including $599,130 from customs, payments, $839,990. The balance at the close of business on Tuesday stood at $132,227,990, against $130,632,610 a week previous.

The Philadelphia Bank movement the past week shows an increase in loans, of $348,017; an increase of $22,345 in specie; an increase in legal tenders of $373,946; an increase of $285,192 in deposits; and a decrease of $4,119 in circulation. The Bank Clearings show a decrease of $1,795,914, and the balances, an increase of $75,228.

Government revenues were on a moderate scale, through the past week. In the line of customs, the income is increasing this week quite encouraging, being at the port of New York alone, over half a million in coin a day. The excises, last week, yielded $3,230,376, against $4,875,294, the preceding week; customs at the port of New York $1,901,280, and at the outports, about $630,000 (in coin) more, making the grand total income for the week equal about $6,774,168 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been $19,500,000.

The Government deposits in the National Banks in the Atlantic cities, on July 1, were reduced to the following sums:

New York City and State	$5,005,090
Philadelphia	1,644,962
Boston	2,218,219
Total	$6,863,271

Or less than 2 per cent. of the aggregate gross deposits and country bank balances reported by the foregoing banks—$367,491,988.

Gold has been decidedly more abundant in the open market, since our last, and the price has been less firm. The demand has been moderate on speculative account, though fair for custom house and export purposes. It is believed in the street that Government has been selling gold to some extent, probably to the amount of the daily income from customs. This circumstance has tended to dampen the ardor of the operators for a rise, many of whom are pretty heavily laden with speculative ventures, which, despite the ease in money, cost seriously to protect. The price has receded from 140⅜@139⅜, and closes heavily. The *Scotia* from this port on Wednesday, for Liverpool took out $1,765,151 in specie. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,597,057. The customs demand for Gold last week, averaged $316,879 a day; thus far, this week, it has been equal to $533,919 a day, or equal to a weekly aggregate of $3,203,514. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $1,120, and from California, $1,162,330. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $66,055,811, against $75,338,732 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $15,955,870, against $22,605,203 same time last year, showing a decrease this year, of $6,649,333. The exports of specie from this port, last week, were $2,460,433. The total outflow of specie from the port, since Jan. 1, 1867, has been $33,086,053, against $49,799,151 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,709,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $37,702,329, against $28,501,548 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to June 29, reached $19,533,889, against $20,961,963 same time last year, showing a decrease, in 1867, of $1,429,581.

Business in foreign exchange has been moderately active, and strictly prime drafts, which have not been abundant, have been firm in price. After the closing of the freight mails on Wednesday, the market was very dull, and there was less buoyancy in rates. Bankers' 60 day bills on London closed steadily on Wednesday at 109⅞@110¼, and on Paris to 5.17½@5.12½; sight bills on London to 110¼@110⅝; and on Paris to 5.12½@5.10. The offerings of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,892,324, making the total value of exports since Jan. 1, 1867, $108,071,191, against $116,123,753 same time in the preceding year.

Government securities have been in more demand at former prices, since our last. The inquiry has been mainly for home investment purposes. Banks and bankers were extensive buyers, through the early part of the week. Toward the close, the market became tamer, though quotations were very well supported. The Treasury agents are redeeming all of the matured compound interest notes that are presented for the purpose at the local office. They are also giving new 5-20 bonds for the August Seven-Thirties at par and an equitable adjustment of interest, to the full extent of the moderate applications for such an exchange. U. S. sixes of 1881 closed here on Wednesday at 110¼@110½ U. S. Five-twenties of 1862, 111½@111¾; U. S. Five-twenties of 1864 at 109⅜@109⅝; U. S. Five-twenties of 1865 at 109⅜@109⅝; U. S. Five-twenties of 1865, consolidated, 108½@108⅝; U. S. Five-twenties of 1867, 108½@108⅝; U. S. Ten-forties at 102¼@102⅜, and U. S. Seven-thirties at 107¾@108¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1864	119	August, 1865	115⅝
October, 1864	117⅞	September, 1865	115⅛
December, 1864	117⅛	October, 1865	114⅝
May, 1865	116⅜		

Railway and miscellaneous share property has been unusually brisk and buoyant, since our last. The speculative demand has been quite animated carrying prices to a much higher range than that current a week ago. The extraordinary facilities afforded, by a very liberally supplied and cheap money market, for protecting speculative ventures, give the operators for a further rise unusual advantages. The *bull* interest is unquestionably the predominating one in the street at present.

Produce and merchandise movements have been on a more extensive scale, during the week. Breadstuffs have been in better supply and demand at easier prices, closing irregularly. Provisions have been quite buoyant in the line of hog products, which have been in lively speculative request. Cotton has been firmer and more sought after. Middling grades left off here on Wednesday buoyantly at 27@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 70,000 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 621,700 bales, against exports of 459,447 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,841,500 bales, against 1,981,745 bales same time last year; exports, 1,513,000 bales, against 1,487,323 bales same time last year; estimated stock at latest dates, 165,000 bales, against 284,368 bales same time last year. In foreign merchandise, transactions have been more liberal, and in the line of dry goods and groceries, prices show more steadiness. The total imports of foreign dry goods, last week, were $1,320,641, and the total amount marketed $996,338. The value of foreign merchandise imported last week, was $1,908,815—making the grand total specie value of last week's imports of dry goods and merchandise, $3,229,456, and since Jan. 1, 1867, $141,178,880, against $171,411,861 same time in the preceding fiscal year. The ocean freight market has been rather dull, owing to the advanced claims of shipowners. On Wednesday the market was decidedly brisker, with 543 vessels of all classes in port. For Liverpool we quote flour at 1s. 6d.@1s. 9d. per bbl.; grain at 3½c.@4d. per bushel; cotton at ⅛@¼d. per lb.; and heavy goods at 12s. 6d. @20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 10.	July 17.	July 24.
Consols	94¾	94⅜	94¼
U. S. 5-20's of 1862	73	72⅝	72¾
U. S. 5-20's of 1865	71	70¾	71
Erie	44¼	46¾	46¾
Ill. Central	80¼	76¾	76¾

The New York exports, exclusive of specie, for the week ending July 23, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,867,787	$3,892,324
Prev. reported	113,255,966	104,178,867
Since January 1	$116,123,753	$108,071,191

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,378,815	$1,320,641
Gen. merchandise	3,875,179	1,908,815
Total for the week	$6,253,994	$3,229,456
Previously reported	165,157,867	137,949,424
Since January 1	$171,411,861	$141,178,880

The balance in the Sub-Treasury on Wednesday was $131,114,601 90.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 5s, 1874, 92; do., 6s, 1874, 100⅛; do., 7s, Bounty Loan, reg., 105½; Virginia 6s, ex-coupon, 52; do., new, 51; Georgia

7s, new, 85; Connecticut 6s, 98; Jersey City Water Loan, 93; New York and New Haven R. R., 129; New Jersey Central, 121½; Norwich and Worcester, 93; Great Western 2d mort., 74; Chicago, Rock Island and Pacific 7s, 89½; Chicago and N. W. Equipment bonds, 95; Goshen Line bonds, 99½; Ohio and Mississippi 1st mort., 87; Chicago and Great Eastern, 10; do., 1st mort., 50; Troy, Salem and Rutland 1st mort., 97; Morris and Essex R. R., 70; do., 1st mort., 96; Cleveland and Toledo 7s, 1886, 95; Adams' Exp., 73½; Wells-Fargo, Exp., 70; Am. Exp., 72; Merchants Union Express, 25 per cent. paid, 11⅜; do., 30 per cent paid, 16; U. S. Express, 74¾; Wilkesbarre Coal, 39½; Butler Coal, 19¼; Wyoming Valley Coal, 10; Pennsylvania Coal, 180; Central Coal, 48¾; Brunswick City Land, 5½; Boston Water Power Co., 23¾; Western Union Telegraph, 48¾; Mariposa pref., 22¾; Bank of Commerce, 117; Central National Bank, 106; Ninth National Bank, 107; Ocean Bank, 104; Bank of North America, 105½; Park Bank, 144; St. Nicholas Bank, 108; Continental Bank, 104; Merchants' Bank, 116½; Phœnix Bank, 105; Bank of New York, 126; Bank of Republic, 120; Shoe and Leather Bank, 109; Fourth National Bank, 110¼; Bank of Commonwealth, 105; Tenth National Bank, 103¾; American Flag, 1.00; Benton Gold, 1.00; Bennehoff Run Oil, 2.85; Consol. Gregory Gold, 6.80; Corydon, 1.80; Columbian G. & S., 0.85; Davidson Copper, 1.55; Gunnell, Gold, 2.95; Holman, 0.10; Kipp and Buell, 0.45; La Crosse Gold, 0.81; Montana Gold, 0.25; Midas Silver, 2.00; New York and Eldorado, 2.35; Nye Gold, 0.07; New York Gold, 1.20; New York and Allegheny, 3.50; People's G. & S., 0.60; Quartz Hill Gold, 2.00; Rocky Mt., 1.10; Smith and Parmalee, 5.70; Sensenderfer, 13.75; Texas Gold, 0.12; Walkill Lead, 0.59.

Philadelphia.—Sunbury and Erie 7s, 93⅜; West Jersey R. R. 6s, 86; Reading mort. 6s, 90; Camden and Burlington Co. 6s, 85; Junction R. R. 1st mort., 90; Phila., Wil. and Balt. R. R., 54½; Pittsburg 5s, 70¾; do., 4s, 50; Allegheny County coupon 5s, 73½; Pennsylvania 6s, 3d series, 102¾; Lehigh Valley scrip, 34½; Camden and Amboy scrip, 74; Keystone Zinc, 1⅛; New Creek Coal, ¼; Fulton Coal, 5; Big Mt., 3⅞; Ocean Oil, 3¼; McClintock, ½; McElheny, ½; Dalzell, ½; Hyde Farm, ⅛; Corn Planter, ¼; Maple Shade, 1⅛; Mechanics' Bank, 31¾; Commercial Bank, 57. The latest quotations are: City 6s, 96@96½; do., free of tax, 99⅞@100; State 5s, reg., 1870, 97@97¼; do., coupon, 97½@98; do., 6s, W. L., 103@103½; Reading, 53@53; do., 6s, 1870, 95½@95¾; do., bonds, 90@91; Camden and Amboy, 125½@126; do., 6s, 1889 94¾@95; do., 1883, 91@92½; Penn. R. R., 53⅛@53¼; do., 1st mort., 98½@99; do., 2d mort., 95¼@95½; Little Schuylkill R. R., 28@31; Morris Canal, 55@58; do., pref., 118½@119; do., bonds, 90@91; Wyoming Valley Canal, 45@50; do., 6s, 84@85; Susquehanna Canal, 17@18; do., 6s, 64@66; Sch. Nav., 19@20; do., pref., 30@31¼; do., 6s, 1882, 73¾@74¼; Union Canal bonds, 20@23; Delaware Div. Canal, 57@59; do., bonds, 85@89; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1878, 92½@93¼; do., 5s, 62@62¾; Lehigh Coal and Navigation, 43¾@44; do., bonds, 1884, 89@90; North Pennsylvania, 35¾@36¼; do., 6s, 88@88; Philadelphia and Erie, 28@28⅛; do., 6s, 94¼@94¾; Minehill, 57@57¾; Catawissa, 10@13; do., pref., 29⅜@29½; Lehigh Valley, 58⅞@59; do., bonds, 92½@94½; Fifth and Sixth streets, (horse,) 40@44; Second and Third, 72@—; West Philadelphia, 65@72; Spruce and Pine, 28@30; Green and Coates, 30¼@30¾; Chestnut and Walnut, 45@45; Third and teenth Fifteenth, 18@19; Girard College, 25@29; Tenth and Eleventh, 60@67; Union, 35@36½; Hestonville, 13¼@13½.

Boston.—Rutland and Burlington 1st mort., 148; do., 2d mort., 52; Old Colony and Newport 6s, 1876, 95; Ogdensburg 1st mort., 99⅞; Vermont Central and Vermont and Canada 8s, 101; Phila., Wil. and Balt. 6s, 1871, 94¾; Boston, Concord and Montreal 6s, 1889, 93¾; Central Pacific R. R. 7s, 1883, 101; Eastern R. R. 6s, 96; Vermont Central 1st mort. 7s, consolidated, 62½; Connecticut and Passumpsic Rivers R. R., 78; Boston, Hartford and Erie, 13; do., 7s, 53; Ogdensburg and Lake Champlain R. R., 61; Indianapolis and Cincinnati, 40⅛; Worcester and Nashua R. R., 120; Sandusky, Dayton and Cincinnati pref., 33¼; Western R. R. Rights, 10ths, 13¾; Boston and Worcester R. R. Rights, 5; Boston Water Power Co., 22⅞; Cary Imp. Co., 7½; Ophir (N. S.) Gold, 1.68; Bullion Consolidated, 70c.; Massachusetts 6s, 1871, gold, 113; do., 5s, 1894, gold, 101; do., 6s, currency, 100¾; Maine 6s, 1889, 98¾; New Hampshire 6s, 1869, 99¼; Cook Co., Ills., 7s, 94⅞; Springfield, Ills., 8s, 98; Boston 6s, 1876, currency, 101⅞; do., 5s, 1878–'83, 102¼; Portland 6s, 1877, 95⅛; do., 1868, 91¼; Chicago 7s, 1892, River Imp., 98¼; do., W. L., 98; do., sewerage, 99½; St. Louis 6s, 1877, municipal, 99⅜; do., Harbor Imp., 80⅜; Salem 6s, 1877, W. L., 98; do., 10-50s, 97; Albany 6s, 1892, 93¾; Bangor 6s, 91¾; Newburyport 6s, 1887, 99¼; Cambridge 6s, 98; Boston Gas Light, 76⅞; South Boston Gas, 100¼; Maverick National Bank, 107⅛; Webster National Bank, 100⅝; Second National Bank (Granite,) 142½; Merchants' National Bank, 109½; Market National Bank, 107½; Eagle National Bank, 115; National Bank of Commerce, 117; Atlantic National Bank, 118; Hide and Leather National Bank, 142; Allouez Mining Co., 7; Bay State, 3⅛; Calumet, 15; Hancock, 7; Hungarian, 2; Madison, 1; Native, 1¼; Phœnix, 3¾.

Baltimore.—Western Maryland R. R. bonds, 72; Central Ohio 1st mort., 85; N. W. Va. 1st mort., 92⅛; do., 2d mort., 90; do., 3d mort., 88; Marietta and Cincinnati 1st mort., 83¼; Virginia 6s, old, reg., 41⅞; do., new, 50; do., 1866, 38¼; do., 1867, 36; Union Bank, 58⅜; Mechanics' Bank, 9⅝; Merchants' Bank, 104; Howard Bank, 11¼. The latest quotations are: Balt. and Ohio, 114¾@—; do., 6s, 1875, 95@96; do., 1880, 95@96; do., 1885, 98@98¼; Northern Central, 43¾@44; do., bonds, 1885, 81¾@82; N. W. Va., 15@18; do., 1st mort., 1873, 92@92¼; do., 2d mort., 89¼@90; do., 3d mort., 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83@83¼; Central Ohio, 25@26; do., 1st mort., 85@85; Western Md. 6s, 71@72; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 97½@97¾; do., 1886, 97@97¼; do., 1890, 98½@98¾; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,–'70, 81@82; City Passenger R. R., 19@19½; Canton Co., 48¼@—; Gardner, 0.45@0.70; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@64; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.50@0.60; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

Self-Detaching Car Coupling.

We give elsewhere an illustrated description of this invention, the great merits of which are evident. We do not hesitate to recommend the same to railroad companies, being convinced that by the use of Mr. Von Jeinsen's Coupling, not only the safety of the travelling public will be greatly enhanced, but also that all companies will find it to diminish to a great extent their expenditures for repairing and rebuilding broken cars. The many casualties to brakemen in coupling cars under the present system will henceforth become unknown on our roads. Thus the benefits of this invention will be felt in all quarters, and we earnestly hope that our railroad corporations will adopt the same without delay.

Lynchburg and Danville Railroad.

At a meeting of the directors of this company, held at Lynchburg, Va., on the 11th inst., it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise for sealed proposals for the construction of twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the first day of November, 1867. And that he prepare, as soon as practicable, before the first of November, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the work will be open for inspection at the office of the Chief Engineer, W. W. Blackford, Esq., Lynchburg, Va., to whom sealed proposals may be addressed.

Lebanon Springs Railroad.

T. W. Park, Esq., of Bennington, Vt., who has undertaken the construction of this work from Bennington, Vt., to Chatham Four Corners, N. Y., is prepared to sub-let the work in such quantities as parties offering may desire. The road is fifty-six miles long, in a well settled and healthy country, and presents a variety of work. Heavy earth excavations and embankments, rock cutting, and light side work for wheelbarrows or scrapers. The greater portion is of a very desirable character. The road must be constructed rapidly, and contracts will be let at prices that will pay, and payments made promptly.

☞ The proposition by the Flint and Pere Marquette Railroad Company, to take the construction of the Bay City and East Saginaw Railroad for a majority of all the stock of the road, has been accepted. It is now expected to complete the road by November.

☞ Our new National and State Securities Tables, published on page 708 of this week's issue, will attract attention.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 2d week in July, 1867, were.. $64,853 39
Corresponding week of previous year.. 72,081 01

Decrease $7,227 62

The earnings of the Chicago and Rock Island Railroad for the 2d week in July, 1867, were..... $64,800 00
Corresponding week of previous year.. 69,842 00

Decrease..... $5,042 00

The earnings of the Chicago and Alton Railroad for the second week in July, 1867, were $91,947 00
Corresponding period previous year.. 82,281 00

Increase..... $9,666 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 18th, 1867, were $31,543 00
Corresponding week of 1866..... 27,720 00

Increase..... $3,723 00

The earnings of the Atlantic and Great Western Railroad for the second week in July, 1867, were..... $95,888 00
Corresponding week previous year... 101,886 00

Decrease..... $5,998 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in July, 1867, were..... $64,321 00
Corresponding week of 1866 ..... 70,546 00

Decrease..... $6,225 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in July, 1867...$21,563 00
Corresponding week previous year.... 21,044 00

Increase $519 00

The earnings of the Western Union Railroad for the 2d week in July, 1867. .....$14,438 20
Corresponding week previous year.... 21,177 25

Decrease $6,739 05

The earnings of the Chicago and Northwestern Railroad for 3d week in July, 1867 ...$209,465 00
Corresponding week previous year .. 181,181 00

Increase $28,284 00

The earnings of the Virginia and Tennessee Railroad for the first week of July, were $14,109, an increase of $2,665 on the same week in 1866. The increase for the second week of July is $3,571, and for the two first weeks of the fiscal year an increase of $6,235 on same time last year.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIER CONTINUES TO DELIVERY.

In the case of Fenner *vs.* Buffalo and State Line Railroad Company lately decided by the Supreme Court at Rochester, the facts were these, goods destined for S., a place beyond Dunkirk, but directed to F. at Dunkirk, were transported by the defendant, upon its railroad, from Buffalo to Dunkirk. On the day of their arrival at the latter place, the goods were called for by the carrier who was to carry them from Dunkirk to S. The defendant, owing to other engagements of its agent, was not ready to make the delivery when called for; and it was mutually agreed, for the convenience of both parties, that the goods should remain in the defendant's warehouse, where they were, until the next morning. During the night, the warehouse took fire, by accident, and the goods were consumed. The court held that the liability of the defendant as a common carrier continued, until the property should be actually delivered to the next carrier.

The case was decided upon an appeal from a judgment entered upon the report of a referee. The action was brought against the defendant as a common carrier, to recover the value of goods which it had undertaken to transport from Buffalo upon its railroad, and deliver at Dunkirk, and which goods, as the plaintiff claimed, were, by the negligence and carelessness of the defendant, destroyed by fire, while in the defendant's care and custody, at Dunkirk. Upon the the trial it was proved that on the 15th day of May, 1861, at the city of New York, the plaintiff delivered certain household furniture, bedding and clothing, of the value of five hundred and forty-seven dollars and eighty-three cents, to a common carrier at the city of New York, marked as follows: "E. P. Fenner, N. Y." That said goods were delivered by such carrier, at the city of Buffalo, to the defendant, marked as aforesaid, and were by said defendant carried on its railroad from Buffalo to Dunkirk. That said goods were in fact in course of transportation to Sinclairville, Chautauqua County, New York, but that the defendant had no notice thereof, until they were called for by the carrier Austin, as hereinafter set forth. That they arrived at Dunkirk during the afternoon of the 24th of May, and were unloaded by the defendant from the cars, and properly stored within its freight house at that place, ready for delivery, The freight house was a substantial wooden building, as secure as wooden freight houses usually are. That during the latter part of the same afternoon one Alfred Austin, who was a teamster engaged in the business of carrying goods by steam between Dunkirk aforesaid and Sinclairville, Chautauqua County, and who was authorized by the plaintiff to obtain said goods, called at the office of the defendant, at Dunkirk, with his team, and asked for said goods, and having ascertained that they had arrived, paid the freight thereon being the sum of thirteen dollars and fifty-one cents, and signed a receipt therefor. That he then went to Richard Hays, the employee of the defendant, whose business it was to attend to the delivery of such goods, and found him engaged in the delivery of goods to other parties. That it was then nearly six o'clock, the hour at which said freight house was ordinarily closed; and the said Austin having occasion to be in Dunkirk the next morning for other goods, it was then and there arranged between him and Hays that Austin should not wait for the plaintiff's goods that night, but should call therefor in the morning. That thereupon said Austin went away. That during the ensuing night the freight house, in which said goods were stored, was accidentally destroyed by fire, which caught from an adjacent building, and said goods wholly consumed. That in preservation of said goods, from the time the same were stored as aforesaid, the defendant used ordinary care and diligence. Upon motion of the plaintiff's counsel, the complaint was amended, inserting after "Dunkirk aforesaid" the words "to be further conveyed from there to Sinclairville, their ultimate destination." And thereupon, the proofs being closed, the counsel for the defendant asked the referee to decide that the plaintiff was not entitled to recover in this action. The referee refused so to decide, and the defendant's counsel excepted. The referee found the above facts substantially, and as a conclusion of law, he found and decided that the defendant was liable as a common carrier, for the damages sustained by her in the loss of said goods, and that the plaintiff was entitled to judgment for $561 34, the value of said goods, including said freight moneys together with costs, and ordered judgment for the plaintiff, for that amount, from which judgment the defendant appealed.

By the court, JOHNSON, J. The decision in Gould *vs.* Chapin and others, (20 N. Y. Rep. 259) is entirely decisive of this case. In that case the court of appeals overruled the decision of this court, and held the carrier liable until the goods had been actually delivered to the next carrier. The goods in that case had been held for a number of days for the next carrier, who had been repeatedly requested to come and take them, by the defendant. This case, upon the facts, is by no means so strong for the carrier as that. Here the goods were called for on the day of there arrival at Dunkirk, by the carrier, who was to transport them from that place to the place of their destination, and the freight and charges paid. The defendant owing to other engagements of its agent, was not ready to make the delivery when called for; and it was mutually agreed, for the convenience of both, as I understand the case, that the goods should remain and be delivered the next morning, as it was then nearly time for closing the storehouse in the evening. In such a case the liability of the carrier clearly continues, within all the cases in this state. The judgment must be affirmed.

Cobourg and Marmora Railroad.

The new railroad built by the Marmora Iron Mining Co., to connect their works at Marmora with Cobourg, was opened on the 11th inst. The new or northern section of the railroad is 9 miles in length, extending from the mines to a point on the Trent River, at the Narrows. The southern section is the old Cobourg and Peterboro' Railroad, is 14 miles in length, and reaches Rice Lake at Harwood. It has been put in repair and stocked by the proprietors of the mines at their own expense. The connection between the new and old roads is made by boat from the Narrows on the Trent River to Rice Lake at Harwood, a distance of 27 miles, the whole distance from Cobourg to the mines being 50 miles. Some 15,000 tons of ore were awaiting the completion of this road, for shipment to Cobourg.

Albany and Susquehanna Railroad.

As previousiy noted by us, the section of this road extending from Sidney to Bainbridge, in Chenango Co., a distance of about five miles, was formally opened on the 10th inst. After the repast, which had been prepared for the occasion by the citizens of Bainbridge, had been partaken of by the excursionists, J. H. Ramsey, Esq., President of the company, made the following brief address. He said:

The distance from Albany to Bainbridge, by the line of the railroad, is 108 miles, there being 32 miles yet to complete it to Binghamton. The road to this point passes through portions of Albany, Schenectady, Schoharie, Otsego, Dela-

ware and Chenango Counties, of which Schoharie, Otsego and Chenango, had no railroad before the construction of the Albany and Susquehanna. There is considerable of the grading and masonry already done between this and Binghamton, and the tunnel of 2,200 feet in length nearly completed, and it is expected the road will be extended twelve miles further during the coming fall to Ninevah, and the balance to Binghamton ready for the rails next Spring or Summer.

The total cost of the road and equipments to the present time, is $5,312,419 67, of which $424,561 12 has been expended on the work between this and Binghamton. The right of way with ample depot grounds, have been obtained for the entire line and paid for.

The road was opened to Schoharie in September, 1863; Cobleskill, January, 1865; Oneonta, August, 1865; Unadilla, March, 1866; and to Sidney, Ociober, 1866.

Total earnings for the year ending September 30th, 1864 ..... $97,861 07
September 30th, 1865 ..... 175,729 13
September 30th, 1866 ..... 385,198 86

For the months:	1865–'66.		1866–'67.
October	$36,019 06		$50,024 38
November	35,706 54		47,750 04
December	25,698 29		33,029 04
January	24,184 61		27,529 39
February	20,817 53		28,895 88
March	24,989 25		34,699 66
April	32,408 89		43,111 97
May	33,706 77		39,143 79
June	33,321 77	est.	40,000 00

The operating expenses have been about fifty-three per cent. of the earnings.

It is not necessary for me to go into a history of the enterprise and the difficulties which had to be encountered. They are familiar to you all. The people along the line, in their individual and town subscriptions, I venture to state, have contributed more liberally than along the line of any other road in proportion to the length, being about two million of dollars, which, with the million loan of Albany, the State aid of half a million, with the other means of the company, have thus far enabled them to prosecute the work. It is believed with the balance of State aid and the means that can be obtained from the bonds of the company, this road can be completed.

I congratulate the citizens of Bainbridge upon the completion of the road to this beautiful village, and trust soon it will be completed to Binghamton, when they will not only have the local benefits of the road, but the advantages of being upon a great through-line section—the east and the west to the Pacific.

Portland, White Mountains and Ogdensburg Railroad.

A correspondent of the Boston *Journal*, writing from Augusta, Me., under date of July 20th, says:

The visit of so many prominent and influential gentlemen from New York, Vermont and New Hampshire to Portland, as the past few days have witnessed, with a view of increasing the facilities of transportion by rail from the West to the "natural seaport," by the establishment of what is popularly known as the Portland, White Mountains and Ogdensburg Railroad, has awakened a deep and wide spread interest in the proposed enterprise. The new line of communication shortens the distance afforded by the existing route, and opens a more direct avenue. The proposed route, after leaving Portland passes up the valley of the Saco river through the Notch of the White Mountains to Littleton, N. H., thence across the New Hampshire line into Vermont to Montpelier, from which place the distance to Portland is lessened seventy-five miles; from thence to Ogdensburg, N. Y., and from thence to some point on the eastern shore of Lake Ontario, and from thence to Oswego. The preliminary surveys have been made, and the practicability of the route has been satisfactorily demonstrated.

The construction of the new route opens one continuous chain from Ogdensburg to Portland, without a link wanting. During the past year the business men of Portland have suffered materially from loss occasioned by the vexatious delay of freight from the West by the Grand Trunk road. The new enterprise promises relief, and it is intended that such means will be provided as will meet whatever demands may be made.

Railroads of the World.

In the following statement compiled from the latest accessible data, (chiefly as of Jan. 1, 1867,) we give the length of railroad in operation in the several counties of the world:

North America:	
United States	37,209
Canada	2,149
New Brunswick	201
Nova Scotia	115
Mexico	91
West India Islands:	
Cuba	409
Jamaica	14
South America:	
Columbia	48
Venezuela	32
Peru	83
Chili	392
Argentine Confederation	352
Paraguay	46
Brazil	479
British Guayana	60
Europe:	
United Kingdom	13,289
France	9,027
Spain	3,312
Portugal	467
Belgium	1,622
Holland and Luxemburg	868
Denmark	296
Sweden	1,071
Norway	44
Russia	2,927
Prussia	5,861
North Germany	1,107
South Germany	2,540
Austria	3,892
Turkey	171
Switzerland	902
Italy (Kingdom)	3,231
Roman States	109
Asia:	
Turkey in Asia	143
British India	3,604
Java	102
Ceylon	37
Africa:	
Egypt	402
Algeria	28
Cape Colony	85
Natal	2
Australasia:	
Victoria	384
New South Wales	158
South Australia	76
Queensland	59
New Zealand	17
Recapitulation:	
North America	39,765
West India Islands	423
South America	1,492
Europe	50,736
Asia	3,886
Africa	517
Australasia	694
Total miles of railroad in the world	97,513

To this mileage a third may be added for second track, sidings, turnouts, &c., and about 3,000 miles for city passenger railroads. It is impossible to estimate the length of mining and other industrial roads in use. The above summary embraces only such railroads as are operated by steam and locomotive power, and used for the public transportation of passengers and freight.

Forty years ago there was not a single mile of railroad in the wide world. Now there exists in equivalent single track a length sufficient to thrice girdle the earth at the equator. Four-fifths of this length have been constructed in the last 25 years.

National Railroad Convention.

A convention of the Presidents, Chief Engineers, and General Superintendents of the different railroad companies in the United States was held at Altoona, Penn., on the 18th inst. The convention was an adjourned meeting of the one that assembled at the St. Nicholas Hotel, New York, on the 8th of May, 1867, and the officers are as follows: J. Edgar Thomson, President; J. H. Sturgeon, Vice President; Bently D. Hasel, Secretary; T. J. Carter, L. J. Fleming, T. L. Jewett, executive committee.

The committee on railroad bureau held a prolonged session, during which a constitution and by-laws for the Government of the General Railroad Association was discussed and adopted; after which the convention adjourned until the first Thursday in October, at New York.

To Railroad Contractors.

Proposals will be received until the 27th inst., for the grading, bridging, tracklaying, ballasting and entire construction of the Union Railroad in mile sections or for the whole road, for single or double track, as may be required. Bids must be made by the cubic yard for the excavation, masonry, solid and loose rock and embankment. The iron must be of the best quality of American rails 60 lbs. to the yard. The road commences on the line of the Western Maryland Railroad near Owing's Mills, terminating at Tidewater, Canton, having a branch of a mile and a-half into the northwestern part of the city, in all about 17 miles. Specific bids will also be received for the entire road. Address Horace L. Brooke, Esq., President, 53 Exchange Place, Baltimore, Md.

☞ The Albany *Journal* says that the Western Railroad Corporation has just imported a quantity of iron from Wales, for track purposes, and two miles of it will be laid on the Pittsfield and North Adams road. The second track of the Western road is now completed from Washington to Becket, and trains will probably be run over this section within a fortnight. Several months however, will be required to blast away the rocks so that the remaining gap between Becket and Russell can be laid. When this is done, an unbroken line of double track will extend from Boston to Albany.

☞ A visit, by invitation, was recently made by a party of gentlemen, to the new turnpike road and railway up Mt. Washington. The party started from the White Mountain House, and proceeded in carriages four miles up the new turnpike to its junction with the old Brabrook road, near the foot of Mt. Washington. Thence it is two miles to the foot of the Railway, and three from there to the summit.

☞ The bill chartering the Portland, White Mountains and Ogdensburg Railroad has passed the New Hampshire House of Representatives.

☞ At a town meeting held in Winthrop, Mass., on the 22d inst., it was voted to loan the credit of the town to the amount of $25,000 in aid of a horse railroad to connect with Boston. The proposed line is from Point Shirley to the northerly end of the Metropolitan Railroad in East Boston, a distance of five and a half miles.

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Pulleys, Fly Wheels, Racks, Ratchets, &c.
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Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6126 THOMAS E. WALKER, Treasurer.

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PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

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Is a smart smooth working Engine, suitable for any work; has a good record throughout.

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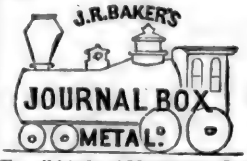
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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, August 3, 1867.

National Railroad Convention.

The following is a copy of the Constitution of the "National Railway Association of the United States," which was adopted at the Convention of the Presidents, General Superintendents and Chief Engineers of the different Railroad Companies in the United States, held at the Logan House, in Altoona, Penn., on the 18th ult.

CONSTITUTION OF THE NATIONAL RAILWAY ASSOCIATION OF THE UNITED STATES.

WHEREAS, An association of the railway companies of the United States, thus securing a periodical conference of their officers, and their harmonious co-operation for obtaining useful information at the common expense for the common benefit may be made beneficial to those companies, and better enable them to serve the public; now, therefore, such of the said companies as shall subscribe hereto, hereby agree to become members of such an association, to be called "The National Railway Association," and adopt the following constitution:

Article 1. The said companies shall be represented in a National Railway Convention, which shall first meet on the first Thursday in October, 1867, in the city of New York, and annually thereafter on the first Thursday in August, at New York, or such other time and place as the said convention shall from time to time agree upon. Each company may be represented by not exceeding three delegates, who should, if practicable, but not necessarily, be officers of the company?

Each delegate shall produce credentials signed by some proper officer of his company. Each member of the Association shall have, for any number of miles owned or operated by it over twenty and not exceeding one hundred and fifty, one vote; over one hundred and fifty not exceeding two hundred and fifty, two votes; over two hundred and fifty and not exceeding three hundred and fifty, three votes; over three hundred and fifty and not exceeding four hundred and fifty, four votes; over four hundred and fifty, four votes. A majority of delegates of any company will cast its vote. The same person may represent and vote in behalf of more than one company. Special meetings of the Convention may be called by the Executive Committee, but shall transact only the business mentioned in the call. Leased roads may be represented by the lessee, or by the leaser, with consent of the lessee.

Article 2. The officers of the Association shall be a president, five vice-presidents, a secretary and treasurer, all elected; and their salaries fixed by the Convention at its annual meeting. The President, the first Vice-President, and the Secretary shall compose the Executive Committee. No two of the Vice-Presidents shall represent companies in the same State. The Executive Committee shall meet quarterly, at such time and place as the Convention may from time to time direct, under the authority and direction of the Convention, and shall employ such agents and experts, and use such means of obtaining information, and make such experiments, and collect such plans, reports, &c., as the means at their disposal permit, and as will be of the most practical benefit to the constituted companies, they will report annually to the Congress the results of their deliberations, as well as all other matters in their charge. The Secretary will have charge of a central office, where the archives and effects of the Association will be kept. Such reports, plans, &c., as they may have shall always be open for the information of the companies composing the Association. The Executive Committee shall appoint one of its members as Auditor, and all moneys received or paid on account of the Association shall be on certificates signed by him. An Auditing Committee of the Executive Committee shall examine and report on the accounts quarterly, and an Auditing Committee of the Convention annually. The Executive Committee may fill vacancy of any office, or in their own body, until the next meeting of the Convention. In case of failure of the Convention to elect at their annual meeting, officers shall hold over.

Article 3. The money necessary to pay the salaries and other expenses of the Association shall be raised as follows: One half of the amount by an assessment of the mileage of railways, without regard to single or double tracks, represented by the several companies forming the Association, not to exceed one dollar per mile per annum; the other half by an assessment *pro rata* on the gross receipts during the previous fiscal year for traffic on said railway, but not including other receipts of the companies, such as for land sales, rents, steamboat earnings, storage, drayage and the like.

Article 4. The object of the Association is the improvement of railway construction, maintainance, management; and no action shall be taken to isolate the railway interest, or place it in antagonism with other interests; and no political, sectional, or other proposition shall be admitted or countenanced, tending to impair the harmony of the Association or its good understanding with any portion of the public; and no interference shall be allowed with the controversies that may arise between the companies represented.

Article 5. The Convention may elect by ballot, railway, canal or mechanical engineers, retired railway officers and men of mechanical science, to be associated members of the Convention, having no vote, and liable for no dues, but invited to take part in the deliberations.

Article 6. Any company may retire from the Association on one year's notice, and payment of all dues.

Article 7. No indebtedness shall at any time be incurred exceeding the amount then unappropriated in the treasury.

Article 8. Any alteration or amendment of this constitution may be recommended by a majority of the votes of all the members of the Association at an annual meeting, and adopted, without change, by a like majority at the next annual meeting, or at a special meeting called for the purpose, with three months' notice. The corporation, whose names are hereunto subscribed, hereby agree to become members of the National Railway Association under the foregoing constitution, and promise to make the contributions provided for therein, and they hereby vest the moneys so to be contributed, and all the property and effects of the Association in the President thereof, for the time being, to be held by him in his own name, but in trust, nevertheless, for the uses and purposes of the said Association. No subscription hereto shall be made, till subscriptions representing at least ten thousand miles of railway, shall be made.

Sandusky, Mansfield & Newark Railroad.

The earnings and expenses of this road for the years ending December 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers	$207,540 79	$187,242 19
" freight	188,203 15	207,202 36
" mails, express, etc,	26,172 88	26,009 00
	$421,916 82	$420,453 55
Expenses:		
Repairs of engines	$34,040 92	$24,769 74
" cars	36,312 85	26,827 78
" track	83,484 45	88,887 51
Train expenses	46,411 89	46,329 43
Station "	29,158 97	39,269 75
Shop "	5,992 90	5,705 44
Fuel	34,555 11	34,529 45
Oil and waste	6,522 86	6,941 21
Salaries, etc	29,114 56	20,392 82
	$305,594 51	$293,653 13
Less extraordinary expenditures	49,810 98	42,200 00
	$255,783 53	$251,453 13
Net earnings	$166,133 29	$169,000 42

Compared with 1865, the gross earnings of 1866 show a decrease of $1,463 27; with a decrease in operating expense of $4,330 40—making the increase in net earnings $2,867 13. The entire expenditures show a decrease of $11,941 38. The report says:

About the 20th of September last, commenced the great freshets that inundated the south part of our line. The floods continued for nearly three weeks, carrying away one of our principal bridges twice, and materially damaging it the third time.

Other damages to the road bed, embankments and track, also occurred. Our Superintendent estimates the damage to the company, including that caused by the interruption to our business, at not less than $40,000. Our gross earnings, no doubt would have exceeded those of last year by more than $10,000, had it not been that these interruptions prevented. The above item of $13,000 was expended in increasing the width of the water-way, in embankments, and in part for bridging. Our expenses for December were increased to nearly the amount of the earnings for the month, instead of leaving a net of some $10,000.

In addition to the above items of extraordinary expenditure charged and included in the statement of monthly expenses there appears on our books, charges for money paid for taxes, for short grain account, for money paid on settlement of the Huron Branch suit and the purchase of the stock of the plaintiff to the amount of $47,000, and for old Attorneys fees, which it was supposed had been mostly settled, amounting altogether to $41,845 13.

Of the $84,955 29 balance of net, the sum of $53,918 56 was applied to pay coupons on the funded bonds during the year. $17,500 has been remitted to pay the balance of coupons falling due January 1st, 1867, leaving $13,536 73 to be applied to ticket balances, taxes and the repair of damages.

Of the gross earnings, sixty per cent. was applied to operative expenses. The per cent. of taxes on the gross is 6.70.

The miles run by the passenger trains were 143,497; that of the freight 97,288. The per centage of net earnings on the gross freight earnings, was 41.33. That on passenger was 38.68.

The passenger earnings for the year fell off $20,298 60. That of the freight has increased $18,999 21.

The freight earnings have been equal to $1,336 90 on each freight car employed in the transportation department and the net amount on each was $552 40.

We could have given employment to fifty or more cars the most of the time during the past season, in addition to those now possessed by the company. But for our deficiency in freight cars, and the interruption from floods, we should have largely increased our freight earnings for the year.

Our road, originally built with a view to transporting grain to the lake, and provided with store houses and elevators to accommodate that business, has derived no benefit in its earnings from that source, and the past season has afforded additional evidence of the necessity of the change of gauge and the wisdom of that measure. It has entailed upon us a heavy outlay in rebuilding locomotives and in providing other equipment equal to our increasing wants, and these are still pressing upon us; yet the road is gradually emerging from the difficulties with which it was beset, and the prospects for its future business and income is increasing.

It will be observed that while our actual running expenses have been kept within reasonable limits, the taxes, and other expenses that could not be avoided, have been so large that less than one-half of our net earnings over running expenses, could be applied to pay interest. The bonded debt of the company, originally $1,290,000 has been increased by the accumulation of interest, until it now amounts to about $2,100,000, and there is little prospect that the net earnings between this and the first of July will be sufficient to pay the interest then to fall due.

It was at the earnest request of some of our largest bondholders, that the management refrained from making any outlay in building freight cars the past season, and it was expected that a part of the net earnings might be reserved towards paying the next July interest. Such would have been the case to a limited extent but for the damage by the freshets.

We are still without freight cars adequate to do our business, and though we do not anticipate so large an expenditure for extraordinary expenses for the year 1867, as for last year, unless the cars are built, we must nevertheless meet such calls upon the company, as taxes and the necessary expenditure to keep our road bed in good condition, and these last will be larger this year than in 1866.

We have added $26,000 in value to our locomotives and passenger cars during the past year.

Were a full equipment to be supplied from other sources than the earnings of the road, and the running expenses could be kept within the limits of the past year, it would still require some ten per cent. upon the gross earnings to pay taxes and other expenses, and the residue, thirty per cent. would only yield $135,000 to apply towards paying interest, even if the earnings were increased to $450,000.

The majority of the stock is controlled by the bondholders, and whatever net earnings accrue are appropriated to pay interest on the bonds. There being a deficiency of net earnings to pay all the interest, it will remain for the bondholders themselves to say how the net earnings shall be applied in the future, to make it equitable to all the holders of bonds.

The receipts into the Treasury from all sources during the year, including $8,970 23 from previous year, were $533,846 81; and the disbursements were:

Paid ticket, freight and mileage balances to other roads	$75,895 91
Foreign agencies	3,278 06
Taxes, U. S. State and county	27,116 61
Short grain (old account)	5,981 80
Coupon interest here and in N. Y.	66,230 14
Huron Branch suit	7,234 27
Expenses, Att'y fees and bills payable	335,073 29
Balance in Treasury Dec. 31, 1866	13,536 73
Total, as above	$533,846 81

There were 4,460 new cross ties, 900 tons repaired T rails, 18 tons wrought iron chairs and 12 tons spikes used in improving and maintaining the track during the year; 7,160 rails were mended in the company's shops, at a cost of 75 cents per rail. There will be required to keep the track in good running order the coming year, about 35,000 ties, 15,000 chairs, 400 tons new T rail and 18 tons T rail spike; 285 feet of new Howe Truss, and 380 feet of Stringer Bridging should be built during the year. At least 30 box grain and 30 coal and 10 platform cars should be added to the equipment.

The company have 9 locomotives on the road. The cars owned by the company January 1, 1866, are as follows: 9 passenger, 3 mail and express, 3 baggage, 107 box, 3 caboose, 20 stock, 25 coal, 17 platform, 22 hand and 20 ditching cars. Of the above 1 passenger, 1 baggage, 3 stock, 3 box and 10 coal cars have been built during the past year. Nine hand and 3 ditching cars have been added to the track equipment.

The number of passengers carried during the year, was 182,612, of which 5,005 were through, and 177,607 were way. Miles run by locomotive, 240,785.

Condensed Balance Sheet, Dec. 31st, 1866.	
Capital stock	$900,235 70
First mortgage bonds	1,290,000 00
Funded bonds	750,000 00
Domestic bonds—unpaid	1,600 00
Due other roads	9,866 51
December pay roll, unpaid	15,104 80
Individual accounts	3,251 75
	$2,970,058 76
Railroad and equipment	$2,863,435 21
Balance in hands of agents	8,119 68
United States for transporting mails	2,900 03
Fund to pay funded coupons	17,684 46
Individual accounts	6,107 46
Materials on hand	58,275 19
Cash in Treasury	13,536 73
	$2,970,058 76

President.—C. L. Boalt.

Directors.—Hon. C. L. Boalt, John Gardiner, Hon. E. B. Sadler, H. P. Warden, Geo. B. Wright, Samuel M. Robinson, L. J. Tracy, James Lyon, and J. Buckingham.

Superintendent.—Jas. H. Steward.

Treasurer.—L. P. Wheelock.

Secretary.—J. Buckingham.

Washington County Railroad.

This important work, in which our people have so deep an interest, is rapidly approaching completion. Already at the Weverton end of the road has the laying of the track been commenced, and the completion of the road by the middle of September to Keedysville at least has been pledged to the commissioners of the Antietam National Cemetery, who are making extensive arrangements for the ceremony of dedication on the 17th of that month, it being the anniversary of the battle. Workmen are now busily engaged in grading the track adjacent to the town and the grounds intended for the depot in this place. The grading and bridges once completed, the laying of the track will be the work of but a few weeks at most.—*Hagerstown Free Press.*

Baltimore and Potomac Railroad.

The Washington *Star* says that a change has been made in the route heretofore surveyed for the Baltimore and Potomac railroad, which is more of an air-line, and is located in some places four miles west of the old route, and the distance by it to Baltimore will be about 36 miles. It runs along the bank of Stony Creek—a branch flowing into the Patapsco, running about three miles east of Elkridge Landing, thence down the

stream on which Pumphrey's Mill is situated, crossing the Annapolis railroad between Sappington's and Phelps' instead of near Millersville, passing near Conway's store, and along Collington branch to within a mile of that place, thence to the headwaters of Beaver Dam creek, passing down that creek and approaching the city on the east side of the Eastern Branch. It is said that the depot will be established on H street, near Delaware avenue, but this is not certain. It is almost certain, however, that a site for a station has been selected between Washington and Bladensburg.

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1866 and 1867 have been as follows:

Receipts:	1866.	1867.
From passengers	$174,501 44	$175,952 27
" freight	290,742 28	301,533 76
" mails	10,600 00	10,600 00
" express	3,500 00	4,200 00
" rents	1,251 62	1,419 83
	$480,577 34	$493,705 86
Expenses, viz:		
Maintenance of road	$76,690 70	$88,724 48
Motive power	110,327 93	79,791 52
Fuel	32,921 26	38,498 01
Oil and waste	5,627 80	6,497 68
Passenger department	13,061 73	14,823 43
Freight "	22,038 09	24,737 02
Loss and damage	3,928 93	2,974 11
Repairs of buildings	8,726 97	5,622 98
Insurance	2,279 82	1,605 17
Tools and machinery		27,395 38
Miscellaneous expenses	28,980 86	18,383 52
	$304,584 09	$309,053 30
Net balance	$175,993 25	$184,652 56

The gross earnings of 1867 show an increase over those in 1866, of $13,128 52; with an increase in expenses of $4,469 21—making the increase in net earning, $8,659 31. The report says:

It will be recollected that the stockholders at the annual meeting in July last voted to create 4,000 shares of preferred stock and offer the same to the stockholders at $75 per share, for the purpose of completing the road to Canada line, &c.; and that afterwards it was ascertained that the statutes of Vermont forbid the issuing of any stock at less than the par value; consequently, a special meeting was called at White River Junction, Vt., on the 7th of November, 1866, to devise other means for completing the road, &c. At that meeting the stockholders voted to raise $200,000 by the issue of notes of the corporation for that amount, payable in ten years from the 1st day of December, 1866, with coupons attached bearing seven per cent. interest free from government tax, which was accordingly done.

It will be seen, on reference to the Treasurer's trial balance, that the bonded debt of the company has been reduced the past year $31,900, leaving now outstanding, $573,800.

Two dividends of three per cent. each have been declared during the year, amounting to $115,080—including government tax ($5,754)—also $64,000 paid for interest on bonds and to Trustees of Sinking Fund, and $2,672 70 for interest on notes.

It affords the directors much pleasure to be able to inform the stockholders that the road is now completed to Canada line, and that the business received from the northern portion justifies the corporation in making the extra exertions necessary to complete the enterprise as originally intended. We now have a road 110 miles long, well equipped and in good repair, running through a country whose local business, judging from the past three years, must make the stock remunerative.

Efforts are now being made to raise money to build the Massawippi Railroad, some thirty miles long, from the northern terminus of our road to some point on the Grand Trunk near Lenoxville. That connection would add materially to our business, by reaching the valleys of the Saint Francis and Massawippi Rivers, celebrated for their rich gold, silver and copper mines, timbered lands and agricultural products, making a good connection with Montreal, Quebec, and the projected road to Halifax.

On the extension to the Canada Line, 517 tons rails, 14,000 sleepers have been laid; depot, engine house, car house and wood shed built, and trains commenced running May 1st.

The track, road-bed and rolling stock are in excellent condition, additional equipment being increased in value $52,160.

Timber and woodlands to the amount of $4,000 have been purchased during the year.

There have been added to the equipment during the year one freight locomotive, 6 box, 16 rack cattle, 3 hand and 2 wood cars. Two locomotives, 2 passenger 10 box and 3 platform cars have been thoroughly repaired. Two locomotives, 3 platform, 5 box and 3 hand cars have been rebuilt, and new buildings erected at Lynden, Bradford and Wells River. In repairs of track, 448 tons new and re-rolled iron, 5,941 repaired rails, and 43,161 sleepers have been laid.

The equipment of the road consists of: 11 locomotives, 10 passenger, 6 baggage, mail and express, 123 box, 55 rack, 13 coal, 80 platform, 10 gravel, 28 hand, 12 wood and 1 drovers' saloon car, valued at $257,125. Value of materials on hand $100,639 68.

Miles run by locomotives with passenger trains, 78,492; with freight trains, 71,432; with other trains, 21,566—total miles run, 171,490.

Passengers carried, 109,364; do., carried one mile, 3,486,989. Tons of freight carried 75,856; do., carried one mile, 3,823,306.

TRIAL BALANCE, JULY 18, 1867.

Construction	$2,889,663 17	
Additional equipment	104,775 00	
New shops	69,557 59	
Wood lots	7,691 14	
Sup't, including stock and materials on hand, also sundry unsettled accounts	88,049 55	
Notes receivable	980 00	
Finance committee	4,495 89	
Team account	893 00	
Agent for collections	324 89	
Cash	5,320 32	
Excise tax	60 45	
	$3,171,811 00	
Preferred stock	$1,822,100 00	
Old stock	139,000 00	
Special stock	700 00	
Bonded debt	573,800 00	
Lyndon lands	705 00	
Notes payable	299,170 13	
Trustees of sinking fund	64,000 00	
Reserve	24,000 00	
Partial pay'ts on acc't subscription.	6,357 23	
Extension	212,465 21	
Earnings	182 37	
Coupons uncalled for	1,601 50	
Contingent	24,852 56	
U. S. government	2,877 00	
	$3,171,811 00	

President.—HENRY KEYES.
Superintendent.—A. H. PERRY.
Treasurer.—N. P. LOVERING.
Secretary.—ELIJAH CLEVELAND.

Vermont and Massachusetts Railroad.

The gross earnings of this road for the six months ending June 1, 1867, were... $213,405 59
Corresponding six months, 1866..... 195,141 88

Gross grain in six months, 1867. $18,263 71

The gross earnings of the first and last six months of 1866 compare as follows:

Gross earnings for six months to Dec. 1, 1866 ..... $249,823 39
Same for six months to June 1, 1866. 195,141 88

Gross increase second six months of 1866 ..... $45,681 51

The directors have decided to defer the subject of a dividend to the end of the year, using the net earnings of the first six months for expenditures and improvements, in order to keep ahead of the demands of constantly increasing business, and in anticipating ordinary expenses of the coming six months of the year. During the first six months of the year to June 1, 1867, one new engine has been purchased and another built in the shop, and all paid for as running expenses, and a very large amount of new and re rolled iron has been put down. The iron and locomotive account last year was believed to be above the average required to keep up the road. The comparison stands as follows:

Locomotive account for whole year 1866, repairs, &c $15,819 17
Renewals of iron for whole year 1866. 27,575 33
$43,394 50

Locomotive account, repairs, &c., for six months to June 1, 1867 ..... $33,472 78
Renewals of iron for same six months. 55,090 40

Whole amount for six months to June 1, 1867 ..... $88,563 18
Whole amount for year 1866 ..... 43,394 50

Excess in six months of 1867 over whole year 1866 ..... $45,168 68

Petroleum as a Fuel for Locomotives.

The use of petroleum as fuel for locomotives has already been the subject of considerable remarks. The Titusville *Herald* thus describes the fourth of a series of experiments made at the shops of the Warren and Franklin Railroad at Irvineton:

The apparatus used was Spencer's burner. It is described as consisting of a pan covering the bottom of the fire-box in the locomotive, and taking the place of grates. On the pan are placed heaters or gas-generators, six in number, consisting of inclined plates of cast iron, supported at an angle of forty-five degrees; opposite to each heater is an injector conveying the oil to the heater, where it is instantly converted into gases, oxygen being only furnished to the gases in their nascent state for combustion. The oil is contained in a tank on the tender, from which it is conveyed by feed pipes to the injectors, each pair of injectors being controled by a throttle by means of which the fire is regulated as readily as the light of a lamp. The locomotive used weighed thirty-one tons, and was of one hundred and fifty horse power. No cars were attached. Under eighty-five pounds of steam the locomotive passed over four miles of track in less than eleven minutes. All in the party agree that oil may supersede wood and coal in railroad use.

☞ Ground has been broken on the Lebanon Springs Railroad, and by June of next year it will be completed. The Troy and Bennington road from Hoosick Junction to the Vermont line, on which no trains have been run for several months has been permanently abandoned.

Des Moines Valley Railroad.

While at Des Moines a few days since we were informed by Colonel Otley, Chief Engineer of the Des Moines Valley Railroad, that he had sent to Chicago for tents, etc., preparatory to making a survey of the road from Des Moines to Minnesota. It is proposed to run one line from the capital up through Greene county to Fort Dodge, and another on the east side of the river through Boonesboro. The people of Boonesboro have offered the company $100,000 to take the road through that place, and they can well afford to do it, as it would be the making of Boonesboro—the Valley Road and Northwestern Road crossing there. When completed to St. Paul, the Des Moines Valley Railroad will be one of the most important roads in the West. It will cross all the other roads in the State, and bring an excellent market to the very doors of the people all along the line. —*Pella, Iowa, Blade.*

Schuylkill and Susquehanna Railroad.

This road is 54 miles in length, extending from Auburn to Rockville. Length of sidings 7 miles. Weight of rail per yard 45, 60 and 64 lbs. Number of engine houses and shops, 4. The company have 7 locomotives, 3 baggage, mail and express cars, 42 freight, and 22 coal cars, all rated as 8-wheel. Number of iron bridges 2, wooden bridges 6, and stone bridges 2. Number of stations on main road, 3. Wood and water stations, 10. The track is laid on graded surface, partly ballasted with broken stone. Number of through passengers on main road, 485; do., all classes, carried in cars, 68,433. Total amount of tonnage, 298,069. Weight of passenger engines, 21 tons; do., freight engines, 41 tons.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$23,282 63	$27,865 12
" merchandise	39,536 89	48,671 70
" coal	49,657 10	58,680 15
" mails	2,950 00	2,950 00
" miscellaneous	6,144 02	7,730 63
	$121,570 64	$145,897 50
Expenses, viz:		
Maintaining the road	$90,125 06	$83,020 56
Repairs of engines	12,368 23	15,088 60
" cars	5,911 09	6,136 16
" tools	1,331 31	2,972 85
Incidental expenses	3,407 84	4,470 44
Office expenses	535 32	787 96
Agents and clerks	3,800 27	5,739 63
Labor, handling freight	1,000 14	1,671 30
Porters, watchmen and switch tenders	412 45	617 12
Conductors, etc.	7,202 42	7,308 76
Engineers and firemen	7,656 67	8,378 87
Fuel and preparing	15,394 18	12 392 64
Oil and waste	1,370 72	1,272 91
Use of freight cars	6,669 14	7,356 90
General superintend'ce	1,500 00	1,500 00
Contingencies	218 77	1,534 72
	$158,903 61	$160,249 42
Difference	$37,332 97	$14,351 92

Summary of Payments.

	1865.	1866.
For maintaining and operating the road	$159,903 01	$160,249 42
Interest	5,820 00	5,820 00
Miscellaneous	2,054 04	2,730 59
State tax on capital stock and tonnage, and U. S. tax	3,941 95	5,331 63
Totals	$170,719 00	$174,131 64

Cost of Road and Equipment.

	1865.	1866.
Total cost	$1,308,686 15	$1,308,686 15

Stock and Debts.

	1865.	1866.
Capital stock	$1,269,150 00	$1,269,150 00
Funded debt	97,000 00	97,000 00
Floating debt	133,536 19	170,722 42
Totals	$1,499,686 19	$1,536,872 42

The capital stock authorized by law is $1,600,000. Par value of each share, $50. The rate of interest per annum on funded debt is 6 per cent. No dividends have been declared.

	1865.	1866.
Miles run by passenger trains	22,283	58,803
" freight "	58,938	42,926
" coal "	38,120	34,043
Totals	119,291	135,772

President.—Charles E. Smith, Philadelphia.

Directors.—H. Pratt M'Kean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashurst and Stephen Colwell.

Secretary.—Wm. H. Webb, Philadelphia.

Treasurer.—S. Bradford, Philadelphia.

Gen'l Sup't.—G. A. Nicolls, Reading, Pa.

Superintendent.—U. R. Tracy, Pinegrove.

Scinde, Punjaub and Delhi (India) Railway.

The annual meeting of this company was held in London on the 25th of June. The report of the directors states that during the half year ending 31st December, 1866, the traffic, notwithstanding the serious interruption caused by the unusually heavy rains which fell in the month of August last, contrasted favorably with that of the corresponding period of the previous year. The total traffic receipts on the line from 13th May, 1861, to 31st December, 1866, amounted for passengers, &c., to 74,594*l.*, and for goods to 386,651*l.*, total, 461,245*l.* The working expenses amounted to 402,357*l.*, or 87.23 per cent. of the receipts, leaving the net revenue for the five years and a half 58,888*l.*, or 12.77 per cent. of the gross receipts. The traffic returns for the year 1866, amounted to 100,348*l.*, against 82,818*l.* in the year 1865, showing an increase of 17,530*l.* The working expenditure amounted to 83,268*l.*, or 82.98 per cent., against 78,425*l.*, or 94.70 per cent., in the same half year of 1865, showing an increase of 4,843*l.* The result was regarded as satisfactory, when it was considered that the traffic was almost entirely suspended from 5th August to 13th September last, nearly six weeks. During the half year ending 31st December last, the gross receipts amounted to 46,470*l.*, and for the same half of 1865, to 43,456*l.*, showing an increase of 3,014*l.*, the weekly average being 1,787*l.*, against 1,671*l.* in the same half of 1865. The traffic receipts for the past half year averaged 16*l.* 7s. 11d. per mile per week, and the receipts per train mile were 8s. 6½d., the number of train miles run having been 108,566. Since the commencement of the present year a great improvement had taken place in the traffic. The receipts for the quarter ending 31st March, amounted to 34,184*l.*, or an average of 2,629*l.* per week. The total goods arriving in and forwarded from Kurrachee by the railway during the past half year amounted to 64,998 tons, the down traffic being 38,113 tons and the up traffic 26,885 tons. The number of passengers carried was 70,171, against 52,613 in the corresponding half of 1865. The working expenses amounted to 40,127*l.*, against 39,462*l.* in the corresponding half of the preceding year; the net revenue amounted to 6,343*l.*, against 3,994*l.* in the corresponding half of 1865. The capital account showed that 1,810,087*l.* had been expended. The company's steam flotilla on the Indus during the past half year maintained its accustomed regularity; there had been thirty-four voyages in all made by the vessels of the flotilla. The total receipts of the steam flotilla for the past four years and eight months amounted to 36,398*l.* for passengers, and to 289,280*l.* for goods, &c.; total, 325,678*l.* The working expenses amounted to 239,218*l.*, or 73.45 per cent. of the receipts, leaving the net revenue 86,460*l.*, or 26.55 per cent. on the gross receipts. The net revenue was subject to a deduction of 17 per cent. per annum on the estimated cost of the working fleet for insurance and depreciation. The expenditure of the steam flotilla on capital account amounted to 568,016*l.*

Punjaub.—The directors state that the receipts on this railway for the half year ending December 31 last, amounted to 41,433*l.* or 3,828*l.* in excess of the amount realised in the same half of the previous year. The average weekly receipts were 1,594*l.*, being 6*l.* 5s. 11d. per mile. The gross receipts per train mile were 4s. 1d., and the trains ran in the half year 202,521 miles. The aggregate traffic receipts from 10th April, 1862, to 31st December, 1866, amounted on an average length of railway open of 118 miles, to 92,374*l.* for passengers and to 98,236*l.* for goods; together 190,610*l.* The gross receipts during the year 1866, amounted to 31,443*l.* for passengers, and to 62,654*l.* for goods; together 94,097*l.* It was evident that until the great trunk line from Kotree to Mooltan, along the valley of the Indus, was completed, the advantages afforded by the railway, as compared with the means of transit afforded by river, must be greatly restricted. The total expenditure on capital account amounted to 2,362,043l., and the amount received for interest on paid-up capital was 524,808*l.*

Delhi (Umritsur to Delhi.)—The directors announce that the first section of the railway from Ghazeeabad, the point of junction with the East Indian, opposite Delhi, to Meerut, a distance of about 28 miles, was opened for public traffic on 18th April. The country traversed by this section was in a high state of cultivation, and formed one of the richest and most populous districts in India. The Meerut section was being worked by two trains each way daily; the passage of the trains between Ghazeeabad Junction and the station within the city of Delhi, a distance of 11 miles, was performed by the engines of the East Indian. The progress of the works generally throughout the line continued satisfactory. The Meerut and Moozuffurnuggur and the Moozuffurnuggur and Seharunpore sections, the former 31 miles and the latter 37 miles in length, are not in so forward a state as might have been anticipated; but, on the other hand, the progress made with the section from Seharunpore to Umballa was very satisfactory—so much so that it was expected that the line from Delhi as far as Umballa, a distance of 162 miles, would be ready for traffic about this time next year. At the Umritsur extremity of the railway the works had been pushed forward as rapidly as the arrival of materials would permit. By the end of January the permanent way had been laid for about 12½ miles, and it was believed that the section from Umritsur to the Beas, 27 miles in length, would be ready for traffic in July. The traffic upon this section would not become greatly developed until the completion of the large bridges along the line, and the establishment of through communication with Delhi; but there were numerous large villages along the banks of the River Beas, from which a considerable traffic might be expected to come to the railway in native boats. The contractors, Messrs. Brassey, Wythes and Henfrey, were prosecuting the works of the several large bridges with commendable energy. The financial statement shows that from the commencement 1,669,199*l.* had been expended in India to 30th September, and in England to 31st Decem-

ber, leaving a small balance of 3,000*l*. The total amount received for interest was 206,622*l*.

Lackawanna and Bloomsburg Railroad.

This road is 80 miles in length, extending from Scranton to Northumberland. It has no double track, but has a third rail of 21 miles. Length of sidings 13½ miles. Guage of road, both 6 feet and 4 feet 8½ inches. The weight of rail per yard is 56 to 70 lbs. Length of Branch roads owned by the company 1, viz.: Pittston Branch, 2 miles. Number of engine houses and shops, 9. The company have 21 locomotives, 6 first-class passenger cars, 3 baggage, mail and express, 75 freight and 1,200 coal cars. Number of stone bridges, 3. Number of stations on main road 28. Number of road and water stations on main road. The track is laid on gravel foundation and cross-ties. Number of through passengers, 4,127; do., all classes, 263,018. Total amount of tonnage for the year 646,929.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$167,782 23	$154,219 21
" freight	455,031 35	653,496 63
" mails	6,007 03	5,994 90
" miscellaneous	4,194 73	5,167 06
	$633,015 34	$818,877 80
Expenses, viz:		
Maintenance of way and buildings	$197,824 26	$176,782 56
Taxes	2,893 18	2,806 06
Repairs of engines	60,329 03	53,492 23
" cars	89,382 90	89,471 57
" tools, etc.	15,285 45	.....
Office expenses	4,191 04	4,496 71
Agents and clerks, etc.	23,665 34	23,711 64
Porters, watchmen and switch tenders	3,505 40	2,806 31
Conductors, etc.	30,807 34	32,629 69
Engineers and firemen.	34,688 97	35,914 45
Fuel and preparing	50,794 55	46,837 91
Oil and waste	15,248 84	16,981 42
Loss and damage	9,266 33	5,159 87
Use of freight cars	14,135 09	21,318 50
General superint'dence.	7,716 68	8,333 32
Contingencies	13,080 20	13,125 77
	$572,814 60	$533,868 01
Earnings less exp.	$60,200 74	$285,009 79

Summary of Payments.

	1865.	1866.
For construction and equipment	$150,517 78	$35,818 36
Maintaining and operating the road	572,814 60	533,868 01
Interest	159,490 66	176,062 23
Miscellaneous	.....	73,218 32
State tax on capital stock and tonnage	9,413 46	7,070 84
United State tax	16,990 27	17,760 04
Totals	$909,226 77	$843,797 80

Cost of Road and Equipment.

	1865.	1866.
Construction	$3,735,612 94	$3,789,831 08
Equipment	40,714 24	22,314 96
Totals	$3,776,327 18	$3,812,146 04

Stock and Debts.

	1865.	1866.
Capital stock	$1,335,000 00	$1,335,000 00
Funded debt	2,276,725 00	2,401,645 00
Floating debt	121,408 73	68,880 00
Totals	$3,733,133 73	$3,805,525 00

The amount of capital stock authorized by law is $1,900,000, in shares of $50 each. The rate of interest per annum on funded debt (except $200,000, 10 per cent.) is 7 per cent. No dividends have been declared.

	1865.	1866.
Miles run by passenger trains	104,834	126,435
" freight "	68,203	70,240
" coal "	261,422	298,075
Totals	434,459	494,750

President.—Jas. Archibald, Scranton, Pa.

Directors.—Moses Taylor, John J. Blair, John Brisbin, James Blair, Jos. H. Scranton, J. J. Albright, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, John C. Phelps, Payne Pettebone and D. G. Driesbach.

Treasurer.—John P. Ilsley, Kingston, Pa.

Superintendent.—H. A. Fonda, Kingston, Pa.

Norfolk and Great Western Railroad.

The inhabitants of the counties through which this projected road will pass are beginning to take a very active interest in its success. They have been lavished in their contributions of land, and are gradually becoming convinced of the propriety of the reduction of their large landed estates into smaller and more compact farms. The projected railroad is the great topic of discussion, many believing that without its agency the untold resources of these Virginia counties can never be developed, or that importance and value given to many species of property which are now worthless without it. A meeting of the citizens of Mecklenburg County was recently held at Boydton, at which the following resolutions were adopted:

Whereas, A charter has been granted by the Legislature of Virginia to construct a railroad, *via* Danville, to Bristol, with the privilege of receiving subscriptions, payable in land, to the extent of two million acres; and whereas, there were in 1860 in the border counties of Virginia and North Carolina, between tide water and Bristol, more than four million acres of unimproved land; and whereas, we believe there can be neither pleasure nor profit in cultivating farms upon an extensive scale; and whereas, we deem it highly important to subdivide these large estates into small farms with the view of attracting emigration; therefore,

1. *Resolved*, That we cordially approve of the scheme of the Norfolk and Great Western Railroad, and believe the true interest of the country requires that it should be constructed as speedily as possible, and that we pledge ourselves to aid in its construction to the full extent of our ability.

2. *Resolved*, That we fully approve of the plan of raising means for the construction of the road by receiving subscriptions payable in land, and believe if the landed proprietors, on the land of the road, would subscribe enough to construct it, the portion returned would be more valuable to them than the whole without the road.

3. *Resolved*, That so soon as the company shall receive a subscription sufficient to justify it in doing so, the lands should be cut up into small farms and offered for sale upon reasonable terms, so as to induce as large an emigration as possible.

☞ The passenger and freight trains of the Baltimore and Ohio and Marietta and Cincinnati Railroads now cross the Ohio River between Parkersburg and Belfre. A steamer is used to tow the barge on which the trains run from the tracks of these roads.

☞ Henry H. Baxter, Esq., of Rutland, Vt., has been elected President of the New York Central Railroad Company, Vice Henry Keep, Esq., resigned.

La Crosse and Winona Railroad.

The contract for the construction of this road has been let to Messrs. Daniel L. Wells & Co., of Milwaukee—the road to be ready for the cars by the 15th of December next. In anticipation of this event, the Milwaukee *Wisconsin*, of recent date, said:

We learn from competent and reliable authority that the managers and owners of the Winona and St. Peter Railway have decided to commence the construction of the link between Winona and La Crosse at once.

This is an important work and much needed by Minnesota. Milwaukee is very much interested, also, in its early completion. Whether completed as a part of the Milwaukee and St. Paul Railway, or a part of the Winona and St. Peter, our interest in its success is the same, and its importance to the general public is not diminished.

If all or even a part can be completed by the close of river navigation the travelling and shipping public will feel under many obligations to the managers. Whether this can be accomplished under the arrangements made for construction we are not informed, but presume it will be attempted.

The crop of Minnesota bids fair to be very large, and it is important that as much of it be moved this winter as possible. The Prairie du Chien and St. Paul companies will be able to move as much as 250,000 bushels of grain a day. This will give an outlet for all that can be brought to the river even by increased facilities of shipment from Minnesota.

Commerce of the United States.

The imports into the United States, according to the Report of the Director of the Bureau of Statistics, for the first five months of the year, (January to May inclusive,) were $170,643,241; and the exports during the same time were $204,548,662—equivalent in gold at 136, to $150,403,428. To which add gold and silver $23,267,050, and foreign merchandise, $10,421,896—making the total exports reduced to gold value, $148,092,974. From which it will be seen that the exports, reduced to gold value, exceed the imports by $13,444,133.

The value of foreign commodities remaining in warehouse, April 30, 1867, was $36,828,127; warehoused during May, $16,425,822—total, $53,253,849. Of this there was withdrawn for consumption, $12,590,000; do., for exportation, $1,260,679; do., transportation, $983,266—total, $14,833,945, leaving in warehouse, May 31, 1867, $38,420,004, an amount greater by $1,591,877 than at the close of the preceding month; and from the stagnation of trade in June, the amount was probably still greater at the close of that month.

☞ The Sturgis (Mich.) *Journal* says that twenty miles of the Grand Rapids and Indiana Railroad, north of Grand Rapids, is let, to be completed by the 1st of November. The rails for this twenty miles are purchased, and will be laid down before next January, so as to comply with the law. That portion of the road between Fort Wayne and the southern line of the State is let to be completed next season.

☞ An extra force of laborers has lately been put at work upon the Western Maryland road, and the work is going on finely. It is thought that the road will be in such condition as to allow the passage of cars over it as far as Ridgely, Caroline, in about fifteen days.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point...100	1,232,200	----------	----------
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,15?,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,000,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,429,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	182,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A	F. '67 3½
Brooklyn City & Newt'n.100	366,000	----------	----------
Buff., New York & Erie*.100	850,000	J. & J.	Jn.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,844,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	630,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	----------	----------
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy .. 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	18,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,800,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,516,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	454,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,841	----------	----------
Do. do. pr. f100	1,987,351	Annual.	M'r.'67 7*
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	600,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly	----------	M. & N.	M'y '67 1
Forty Sec. St. & G. St.Fy.100	750,000	----------	----------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3.156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,600	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,122,430	----------	----------
Granite.....100	----------	F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745	----------	----------
Green and Coates St. (Ph.) 50	150,000	J. @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A J&O	Jul. '67 3
Hannibal and St. Joseph.100	$2,900,000	----------	----------
Do. do pref.100	6,253,830	----------	----------
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River..... 100	6,967,971	A. & O.	Apr.'67 4
Hazleton..... 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top.... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jan. '67 5
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 ..
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Lehigh and Mahanoy..... 50	2,168,865	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	2,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort. 50	1,109,694	J. & J.	Ju.. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	J. & J.	Jul. '67 3
Macon and Western 100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	----------	----------	----------
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central..... 100	1,000,000	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati..... 50	2,029,478	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,566	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 5
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,827,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,100	J. & J.	Jul. 67 4
Mississippi Central.....100	2,030,261	----------	----------
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell..... 100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	788,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	6,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston ...100	1,750,251	J. & J.	Jul. '67 3
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	795,500	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,900	----------	----------
North Pennsylvania..... 50	3,150,150	----------	----------
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	2,979,000	F. & A.	Feb.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport 100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.....100	3 581,000	----------	----------
Panama..... 100	7,000,000	J.A.J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson. Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	----------
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,?00	J. & J.	Jul. '67 5
Phil., Germ'n'n & Nort'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100.000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,997	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100	----------	----------	----------
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec....100	1,000 000	----------	Aug.'67 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	865,019	----------	----------
Rensselaer and Saratoga ..100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,?00,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
St. Paul and Pacific.....100	----------	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	398,075	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500.000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottev.* 50	869,450	F. & A	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	----------
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	----------	----------
Springfield and Columbus.100	----------	----------	----------
Staten Island..... 100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 150	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West... 50	5,400 000	----------	----------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.)..... 100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley..... 100	510,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,45?,895	----------	----------
Wes ern (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,257	----------	----------
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun '67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,653,350	F. & A.	Aug.'67 3
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 4
Delaware and Raritan.....100	2,498,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137.000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4 000.000	M.J.S&D.	Ju. '67 2½
Pacific Mail Steamsh p....100	20,000,000	M.J.S&D.	Jun.'67 3
Union Navigation..... 100	4.000.000	M.J.S&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500.000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,?50,000	F. & A.	Aug. '66
Rutland Marble	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Expres 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Farvo & Co. Exp.. 100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed equivalent in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	—	37
30 Nov.'66	5.78	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	—	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25⅛
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,400	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	—	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494 702	400,000	38,000	76,444	157.176	11,437	—	—	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34.256	2,535	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep. '65	12.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,866	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71,180	28.068	8,282	—	100	—
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104.691	5,651	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74.053	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '66	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	—	100	—
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep. '66	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227.662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep. '65	19.10	—	—	80	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '65	15.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	139,604	482,224	loss.	—	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N Y.)	2,110,100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	opcby	T. & L. R. R.	—	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep. '65	1.60	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	8 Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	—
31 Oct. '66	6 74	—	—	—	—	Frankford and Philadelphia	134,935	71,475	50,000	21,750	6.184	loss.	—	—	15½
31 Oct. '66	16.43	—	—	271	49	— Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	—	367	59	— Germantown	481,335	112,245	550,000	36,294	294,683	121 721	20	—	28
31 Oct. '66	5.47	—	—	120	25	— Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	29½
31 Oct. '66	4.63	—	—	191	33	8 Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166.792	51,984	18½	50	30½
31 Oct. '66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13½
31 Oct. '66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	—
31 Oct. '66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P)	—	—	—	—
31 Oct. '66	19.38	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	70½
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct. '66	8.50	—	—	154	19	4 Spruce & Pine (Ph.il. & Gr'sF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67.574	7½	50	36
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	106,000	—	292,461	86,847	10	50	66
31 Oct. '66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	158,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	6,000	6	—	—	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	185,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1880	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1867.					
Loan of Jan. 28, 1847 ... registered	15,325,642	6	Jan. & July.	1867	137
Loan of March 31, 1848 ... registered		6	" "	1868	...
" " " ... coupon		6	" "	1868	...
Texas Indemnity, of Sep. 9, 1850 ... coupon	384,000	---	presentation.	Dec.	...
Loan of June 14, 1858 ... registered	20,000,000	5	Jan. & July.	1874	103½
" " " ... coupon		5	" "	1874	110½
Loan of June 22, 1860 ... registered	7,022,000	5	" "	1871	...
" " " ... coupon		5	" "	1871	...
Loan of Feb. 8, 1861 ... registered	18,415,000	6	" "	1881	110½
" " " ... coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861 ...	1,016,000	6	" "	1881	...
" " " " " yearly		6	July.	1881	...
Loan of July 17, 1861 ... registered	284,295,350	6	Jan & July.	1881	110½
" " " ... coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,092,640,600	6	May & Nov.	1882	...
" " " (5-20s) ... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	...
" " " (5-20s) ... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	108½
" " " (5-20s) ... coupon		6	" "	1885	109½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	...
" " " (5-20s) ... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	...
" " " (5-20s) ... coupon		6	" "	1887	...
Loan of March 3, 1864, (10-40s) ... registered	171,409,350	5	Mar. & Sept.	1904	102½
" " " (10-40s) ... coupon		5	" "	1904	102½
Pacific R. R. Bonds ... (currency)	13,722,000	6	Jan. & July.	'96-'97	...
Treas'y Notes (7-30s) July 17, '61: 1st series	511,939,525	7.3	Feb. & Aug.	1867	107½
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented ...	9,321,020	---	presentation.	...	...
Gold Certificates of Deposit ...	17,326,980	---	presentation.	...	...
Coupon Interest Notes 1864 '65 ...	130,039,240	6	At maturity.	3 y'rs	...
United States Notes (greenbacks) ...	373,209,737	---	...	...	...
Fractional currency ...	28,458,975	---	...	...	...
Navy Pension Fund ...	12,500,000	---	...	...	...
State Securities, latest.					
Alabama—State Bonds ... coupon	168,000	5	May & Nov.	1872	...
" — " " (extended) ... "	1,941,000	5	" "	1883	...
" — " " (funded coup.) "	437,850	5	" "	1887	...
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	...
" — " " (") ... "	688,000	6	" "	1876	...
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	...
" —*" " (State Bank) "	610,000	6	Jan. & July.	1868	...
California—Civil Bonds of 1857 ... coupon	3,727,500	7	Jan. & July.	1877	124
" — " " 1860 ... "	198,500	7	" "	1880	...
" —Soldiers Relief Bonds ... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861 ...	2,000,000	6	Jan. & July.	'71-'81	...
" — " " Oct., 1861 ...	2,000,000	6	" "	'72-'82	...
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	...
" — " " May, 1864 ...	2,000,000	6	April & Oct.	'74-'84	...
" — " " May, 1865 (free) ...	2,000,000	6	" "	1885	...
Florida—State Bonds ... coupon	370,617	8	Jan. & July.	var.	...
" — " " ... "		7	" "	var.	85
Georgia—State Bonds (Railroad) ... coupon	276,000	7	various.	'72-'74	...
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	71
" — " " (Railroad) ... "	1,569,000	6	" "	'68-'74	...
" — " " (Railroad) ... "	734,000	6	Feb. & Aug.	'78-'86	...
" — " " (Sterling) ... "	72,000	5	Mar. & Sept.	1869	...
Illinois—Ill. and Mich. Canal ... coupon	1,157,223	6	Jan. & July.	1870	...
" — " " ... registered	1,229,647	6	" "	1870	...
" —State Bonds ... coupon	948,910	6	" "	'60-'70	...
" — " " ... "	4,357,253	6	" "	'77-'79	...
" —War Loan Bonds ... "	945,200	6	" "	1879	...
Indiana—State Bonds ... coupon	1,191,992	2½	Jan. & July.	1866	...
" — " " ... "	3,829,936	5	" "	1866	...
" — " " ... "	309,000	6	May & Nov.	1886	...
Iowa—State Bonds ... coupon	180,000	7	Jan. & July.	1868	...
" —War Loan Bonds ... "	300,000	7	" "	1881	...
Kansas—State Bonds ... coupon	99,945	6	Jan. & July.	1875	...
" —War Loan Bonds ... "	500,000	7	" "	'76-'81	...
Kentucky—State Bonds ... coupon	901,000	6	Jan. & July.	'68-'71	...
" — " " ... "	1,421 000	6	April & Oct.	'70-'71	...
" — " " ... "	415,000	6	May & Nov.	1870	...
" — " " ... "	263,000	5	April & Oct.	'67-'73	...
" —Military Bonds ... "	686,000	6	various.	'80-'95	...
Louisiana—State Bonds (Banks) ... coupon	4,832,983	6	Feb. & Aug.	'68-'86	...
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	...
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	...
" — " " (Levees) ... "	1,000,000	6	various.	1886	...
" — " " (New) ... "	892,800	6	"	'86-'87	...
Maine—Mass. Land Debt of '53 ...	150,000	5	October.	'67-'72	...
" —Civil Loans of 1855-'56 ... coupon	174,000	6	Mar. & Sept.	'67-'74	...
" — " " 1857-'61 ... "	171 000	6	various.	'75-'78	...
" —War Loan of 1861 ... "	800,000	6	"	1871	...
" — " " 1863 ... "	525,000	6	Mar. & Sept.	1883	...
" —Bounty Loan of 1863 ... "	475,000	6	Feb. & Aug.	1880	...
" —War Loan of 1864 ... "	2,832,500	6	June & Dec.	1889	99
Maryland—State Bonds (Balt. & Susq. R.R.) ...	315,000	3	J. A. J & O.	1890	...
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1885	...
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	...
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	...
" — " " (R R. various) "	120,000	5	" "	1889	...
" — " " (") cur'cy.	159,974	5	" "	'89-'90	...
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	...
" — " " (C. and O. Can.) "	3,259,616	6	" "	1840	...
" — " " (Ches & Ohio Can.)	2 000,000	6	" "	1870	...
" — " " (Balt. & Susq R.R.)	1,000,000	6	" "	1870	...
" — " " (Bounty) ...	601,000	6	" "	abt.'74	...
" — " " (Ches & Ohio Can.)	30,000	6	" "	1885	...
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	...
Massachusetts—Funding Loan ...	15,000	5	June & Dec.	1868	...
" —General Statutes Loan ...	21,000	5	" "	1870	...
" —Funding Loan ...	150,000	5	Jan. & July.	1870	...
	17,000	5	June & Dec.	1872	...

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan ...	100,000	5	May & Nov	1872	...
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	...
" —Back Bay Land Loan ...	220,000	5	May & Nov.	1882	...
" —Lun. Hosp. (W. Mass.) ...	150,000	6	April & Oct.	1868	...
" —Funding Loan ...	75,000	6	June & Dec.	1868	...
" — " " ...	172,000	6	" "	'70-'72	113
" —Lun. Hosp. and State Prison ...	94,000	6	Jan. & July.	1874	...
" —Lun. Hosp. (W. Mass.) ...	50,000	6	June & Dec.	1877	111½
" —Union Fund Loan ...	600,000	5	Jan. & July.	'77-'78	...
" —Coast Defense Loan ...	888,000	5	" "	1883	...
" —Bounty Fund Loan ...	200,000	5	" "	1893	101
" — " " " ...	4,379,500	5	May & Nov.	1894	101
" — " " " sterling ...	4,996,000	6	" "	1894	...
" —Union Fund Loan ...	850,000	6	Jan. & July.	'71-'73	...
" — " " " ...	2,150,000	6	" "	'74-'76	100½
" —War Loan (currency) ...	2,113,000	6	Mar. & Sept.	'71-'86	...
" —Western R.R. Loan (ster ing)	4,355,516	5	April & Oct.	'68-'71	...
" —Eastern R.R. Loan ...	275,000	5	Jan. & July.	'68-'71	...
" —Southern Vermont R.R. ...	200,000	5	April & Oct.	1890	...
" —Troy and Greenfi'd R.R. ...	986,500	5	" "	'91-'93	...
" — " " " (stg.)	554,185	5	" "	'88-'90	...
Michigan—Sault Canal Bonds ...	100,000	6	Jan. & July.	1878	...
" —Renewal Bonds ...	216,000	6	" "	1878	...
" —Two Million Loan Bonds ...	1,750,000	6	" "	'78-'83	...
" — " " " ...	250,000	7	" "	1868	...
" —War Loan Bonds ...	1,111,500	7	" "	1886	...
" —Bounty Loan Bonds ...	463,000	7	May & Nov.	1890	...
Minnesota—State Building Loan ...	100,000	7	Jan. & July.	1877	...
" —*Railroad Loan Bonds ...	2,275,000	7	" "	1883	...
Mississippi—*State Bonds (Planters' Bank) ...	2,000,000	6	...	'41-'71	...
" — " " (Union Bank) ...	5,000,000	6	...	Var.	...
Missouri—State Bonds ...	622,000	6	Jan. & July.	'62-'83	103½
" —Hannibal and St. Joseph R.R. ...	3,000,000	6	" "	'81-'85	79½
" —*Pacific R.R. ...	7,000,000	6	" "	'81-'87	104
" —*Southwestern R.R. ...	4,500,000	6	" "	'86-'87	...
" —*North Missouri R.R. ...	4,350,000	6	" "	'82-'87	...
" —*Iron Mountain R.R. ...	3,500,000	6	" "	'83-'89	...
" —*Cairo and Fulton R.R. ...	650,000	6	" "	'85-'87	...
" —*Platte County R.R. ...	700,000	6	" "	1887	...
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	...
" — " " Sept. 1, 1864 ...	600,000	6	May & Nov.	'84-'89	...
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	...
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free) ...	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (") ...	1,002,900	6	" "	'86-'96	...
" — " " 1864 ...	793,400	6	" "	'97-'02	...
New York—General Fund Bonds ...	700,000	7	J. A. J. & O.	1870	...
" —Bounty Fund Bonds ... coupon	2,589,000	7	Jan. & July.	1877	...
" — " " " ... registered	27,726,560	7	" "	1877	105½
" —General Fund Bonds ...	1,186,780	6	" "	pleas.	...
" — " " " ...	500,000	6	" "	1868	...
" — " " " ...	800,000	6	" "	1878	...
" —Canal Fund Bonds ...	3,050,000	6	J. A. J. & O.	1871	...
" — " " " ...	6,000,000	6	" "	1873	100½
" — " " " ...	2,250,000	6	" "	1874	...
" — " " " ...	1,400,000	6	" "	'75-'77	...
" —General Fund Bonds ...	909 607	5	Jan. & July.	pleas.	...
" — " " " ...	442,960	5	May & Nov.	1868	...
" — " " " ...	900,000	5	Jan. & July.	1875	...
" — " " " ...	800,000	5	" "	1878	...
" —Canal Fund Bonds ...	1,163,000	5	J. A. J. & O.	1868	...
" — " " " ...	167,000	5	" "	1871	...
" — " " " ...	4,500 000	5	" "	1874	92
North Carolina—State Bonds ...	386,000	6	Various.	'69-'78	59½
" — " " ...	8,334,000	6	Jan. & July.	'81-'90	...
" — " " ...	650,000	6	April & Oct.	'90-'91	...
" — " " (new) ...	3,500,000	6	Jan. & July.	1900	57½
Ohio—State Bonds (Union Loan) ...	280,366	6	Jan. & July.	1868	100
" — " " ...	2,183,532	6	" "	1870	100
" — " " ...	1,600,000	6	" "	1875	100
" — " " ...	4,095,309	6	" "	1881	100
" — " " ...	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	...
Pennsylvania—State Bonds ... coupon	4,993,000	5	Various.	'77-'82	97½
" — " " ... registered	5,043,052	6	"	'68-'70	97
" —Inclined Plane Bonds ...	400,000	6	April & Oct	1879	...
" —State Bonds, 1st series ...	92,850	5	Jan. & July.	1877	...
" — " " 2d series ...	99,480	5	" "	1882	...
" — " " 3d series ...	720,983	5	" "	1892	...
" — " " 1st series ...	4,907,150	6	" "	1877	101½
" — " " 2d series ...	7,909,520	6	" "	1882	102½
" — " " 3d series ...	9,270,017	6	" "	1892	102½
" —Military Loan Bonds ...	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861 ...	468,500	6	April & Oct.	1871	...
" — " " " 1862 ...	1,196,000	6	Mar. & Sept.	1882	99
" — " " " 1863 ...	264,000	6	April & Oct.	1883	...
" — " " " 1863 ...	776,000	6	Jan. & July.	1893	...
" — " " " 1864 ...	917,000	6	Feb. & Aug.	1894	...
South Carolina—Free Loan Bonds ...	798,898	5	J. A. J. & O.	'68-'70	...
" —State Bonds (various) ...	3,275,000	6	Jan. & July	'71-'90	...
" — " " (new) ...	1,210,803	6	" "	1887	...
Tennessee—State Bonds ...	1,949,430	5	April & Oct.	1868	60
" — " " ...	239,187	5½	" "	Var.	...
" —Railroad, &c., Loan Bonds ...	1,706,000	6	" "	1868	...
" — " endorsement ...	14,006,000	6	Jan. & July	30 yrs.	68½
" —New Bonds ...	2,207,000	6	" "	Var.	...
Vermont—State War Bonds ...	6,000,000	6	" "	1882	66½
Virginia—State Bonds (sterling) ...	1,567,500	6	June & Dec.	'71-'78	...
" — " " (sterling new) ...	1,865,000	5	Jan. & July.	long.	...
" — " " ... registered	466,250	5	" "	long.	...
" — " " ...	108,000	6	" "	long.	41½
" — " " ... coupon	21,-69,398	6	" "	long.	...
" — " " (new) ... registered	10,900,000	6	" "	long.	...
" — " " (") ... coupon	1,379,500	6	" "	1876	50½
" — " " (") ... "	489,300	6	" "	1886	38½
Wisconsin—State Bonds ...	39,600	6	" "	1890	36
	406,100	6	Jan. & July.	'77-'89	...

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	541,481	675,446	534,243	576,366	5,825,385
1866	475,641	433 279	385,991	442,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,023	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,698	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	757,736	893,357	------	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	30,198	31,485	61,787	51,336	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595.024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,836	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	408,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,816	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	340,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,889	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,716	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	------	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,902	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	069,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	965,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,364,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	906,841	1,252,396	894,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,126,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654,926	757,441	679,935	655,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,239	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,894,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	65,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,323
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	80,698	84,462	100,313	75,248	44,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,588	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628 500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,760	6	Jan. & July.	"	1875	95½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---			1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ¼ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,305,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,600,000	7	" "	"	1893	101
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,408	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.	"	1883	91½
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	88
Chicago and Great Eastern:						
1st Mortgage	5,800,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	" "	1915	84
Equipment Bonds	270,483	7	May & Nov.	" "	1874	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	72
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	95
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	---				
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	85
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	180,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	'85	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	----
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'75-'78	79½
Land Security	3,344.60	7	April & Oct	" "	1881	92
p Convertible Bonds	822,000	7	Jan. & July.	" "	1868	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	104
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(02½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,868,800	7	April & Oct.	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	113½
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	264,000	10	" "	---- ---- ----	----	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1882	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	81
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6	---- ---- ----	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	----
Extension Bonds	175,000	7	May & Nov.	"	1890	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	145,000	6	" "	" "	'67-'76	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	----
Lebanon Branch 1st Mortgage	1,000	7	---- ---- ----	---- ---- ----	1866	----
Memphis Branch 1st Mortgage	281,000	7	---- ---- ----	---- ---- ----	'70-'75	----
Bardstown and Louisville	80,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,137,000	---	---- ---- ----	---- ---- ----	'86-'87	----
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $600,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,268,386	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
2d Mortgage	----	---	---- ---- ----	---- ---- ----	----	----
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1886	----
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	810,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State (Tenn.) Loan	$1,591,000	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1869	108
1st Mortgage (convert.) Dollar	298,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1866	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,868,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,693,000	7	" "	" "	1877	80½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	85
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	136,500	---	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1882	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	----	----
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loans	167,800	6	Jan. & July.	New York.	1886	----
1st Mortgage	600,000	6	" "	" "	1878	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	----
" ten years	75,842	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6	---- ---- ----	---- ---- ----	'63-'65	----
Mortgage	61,500	8	---- ---- ----	---- ---- ----	1866	----
Bonds	100,000	---	Jan. & July.	---- ---- ----	1870	----
Bonds	299,200	---	" "	---- ---- ----	1876	----
Bonds	639,500	---	" "	---- ---- ----	1861	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	88
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Chat. and Ohev. Subsc. (endors.)	231,000	---	---- ---- ----	---- ---- ----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	86
Extension	116,000	6	May & Nov.	"	1875	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1880	----
1st Mortgage (H. & Hamp.)	103,000	6	---- ---- ----	"	----	----
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	80,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1894	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---	---- ---- ----	---- ---- ----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	850,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mort. Construction	1,780,000	8	---- ---- ----	---- ---- ----	1880	----
New York Central:						
Premium [S. F.] Bonds	6,450,429	6	May & Nov.	New York.	1883	96
Debts of former Cos outst'ding	100,000	---	---- ---- ----	---- ---- ----	----	----
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	----
Exchanged St'k [S. F.] Bds	808,000	6	May & Nov.	" "	1883	----
" " " "	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	186,000	6	" "	" "	1886	----
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	----
" " " "	45,850	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	----
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1867	113
New York and Erie:						90
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	5,000,000	7	" "	" "	1883	105
4th Mortgage	4,441,000	7	April & Oct.	" "	1886	90
5th Mortgage	928,500	7	June & Dec.	" "	1885	87
Buffalo Branch	134,400	7	Jan. & July.	" "	1891	----
Sterling Bonds	2,875,930	---	---- ---- ----	London.	1874	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1900	100
2d Mortgage	980,000	7	Jan. & July.	" "	1897	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,868,500	6	April & Oct.	New York.	1876	96
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York.	'82-'93	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Jn. Oc.	Baltimore.		
York and Cumberland 1st Mort.	178,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	83½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	196,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,800	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,237,100	7	April & Oct.	Boston.	1880	100
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	98
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6		London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1866-'68)	175,000	6	" "	"	'66–'68	
Last Mortgage (1863 to 1869)	42,000	6	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1887	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,696,600	6	April & Oct.	"	1870	96½
" 1851, "	108,000	6	Jan. & July.	"	1871	90
" 1843, "	1,525,800	6	" "	"	1880	90
" 1844, "	804,000	6	" "	"	1880	90
" 1845, "	101,000	6	" "	"	1880	90
" 1849, "	67,000	6	" "	"	1880	90½
" 1857, (convertible)	415,500	6	" "	"	1886	97
" 1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	800,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	106,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	3 2,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	176,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	148
2d Mortgage	937,500	7	" "	"	1868	52
3d Mortgage	440,000	7	" "	"	1883	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1878	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75½
2d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'81	
Sterl. Stg 7d b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,187	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific	2,000,000	7	Jan. & July.	New York.	1871	49½
Steubenv and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	93½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75½
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	81
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort. guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	88
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	95
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1899	
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1873	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1859	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	53.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	....	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,460	7,961,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	....
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644 104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,594	....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	—	....	23.8	58,856	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	....	122.4	319,433	644,735	166,186	—	....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927.000	—	3,927.000	75.2	....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,969	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,469	13,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	....	....	62.0	....	67.143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650.000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353 283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	65.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079.500	258.046	8,272,183	117.4	787,826	2,068,260	704,016	10	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	559,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	98
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18.535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	—	.....	—	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	158 5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 700	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,715.025	764.574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123.343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212.676	19	—
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	261,524	856 548	343.802	—	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454.541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,695,153	1,484,616	8½	116
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2070,679	10,193,010	5,754,406	204.207	17,518,440	400.0	2,083 580	6,175,553	2,799,435	31	149
31 May, '65	242.0	688 0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,388	39,680,462	930.0	.....	6,820.750	1,802,272	—	48
31 Mar. '67	181.8	181.5	—	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,922	*	3,192,940	9,100.000	8,146,524	635,486	18,506,763	409 3	1,621,307	2,574,034	1 415,990	10	102
31 May, '63	174.6	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	—	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.523.828	23,415,780	12.144.000	—	41,478,280	708.3	3,603,862	6,646,741	2,175,447	10	119
31 Dec. '66	111.0	—	—	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,083	111.0	288,524	561,663	171,567	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	50
								INDIANA.													
— — —	224.0	—	—	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	50
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102.761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,589,900	1,362,284	140.689	3,458,108	110 0	.....	448 858	230,834	9	81
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	98
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73 0	411,278	1,248,726	598,671	12	156
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.215.917	*	235,796	1,541,804	1,902,110	7,717	3.451.713	75.5	125,325	466,745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,958	5,429,203	156.5	319,890	805.271	257,861	—	....
1 Jun. '58	58.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mos.	468,821	21,386	—	....
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,629	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,013	1,109,594	319.519	20,447	1,675,258	65.1		389.171	108,983	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,340	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,098,425	1,730 600	2,604,768	8,628 793	80.0	106,960	414,741	200,220	—	....
30 Nov. '66	206.0	—	....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,553,042	386,268	—	....
31 Aug '60	53.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,254,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	.....	9,008,369	188.6	.....	340.398	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 070 665	7,268,989	234,438	16,017,543	329.3	1,902 098	4,325,490	1,498,713	10	112
31 Mar. '67	246.0	277.8	—	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	10,625,531	2,669,517	1,745,795	10,601,200	9,135,940	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	82
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,829	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,489,540	4,400,000	106,235	8,025,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3.581,599	9,200,000	1,150,743	15,628,18	283.0	831,433	1,794,356	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,788	1,302,000	1,280,000	2,600,000	—	6,000,000	127.0	.....	.....	.....	—	—
Sept. '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,427,063	360,029	—	1,971,222	3,501,000	40 558	6,362,109	90.1	258,189	389,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000		—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,600,004	51.3	161,056	450,222	236,767	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	268,162	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	776,454	1,575,826	498,499	10	132
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	—	15,000	3,917,051	61.8	441,186	1,190,784	384,644	10	139
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,819	5,759,810	83.6	729,470	1,914,729	490,201	10	144
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,866	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	114
30 Nov. '66	44.1	80.4	33.1	—	38	82	579	Eastern	4,462,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	119½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	300,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,781	441,304	90,966	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.6	10.5	30.5	—	33	74	651	Old Colony and Newport	6 666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	296,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,306	228,900	660	471,171	(Operated by B. & L. Co.)		17,500	1	110½	
30 Nov. '66	11.1	0.6	1.2	—	5	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	106½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,800,000	551,650	—	3,584,321	77.3	158,121	436,965	140,643	34	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	166.1	1,660,062	3,932,017	1,406,791	10	142
30 Nov. '66	45.7	—	10.6	—	11	14	225	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	21	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	24	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,987	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	116
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	.....	.....	.....	.....	.....	.....
31 Mar. '67	99.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	651,301	242,997	8	110½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,084 776	107,482	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,690	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	—	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000,000	856.000	—	6,512,449	33.8	638.632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 698,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	80
31 Dec. '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,000	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '65	18.5	—	.....	—	34	37	607	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	75½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	120
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	381,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	81½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,550,000	12,366,804	816,170	44,119,904	692.2	6,607,261	14,596,786	3 201,112	6	105½
30 Sep. '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,967	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,728	422,348	—	115
30 Sep. '65	115.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	62½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—					
30 Sep. '65	36.3	0.4	2.2	—	—	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	59,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	363.705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer	and	Saratoga	R. R.		6	—
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"		6	—
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '66	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	—
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,274	*	715,524	4,000,000	339,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,800	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,800	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	25
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	109
31 Oct '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359 222	1,148 561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,380,848	82,292	9,674,307	203.5	1,429,741	4,696,377	736,794	5	95
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,996	8,369,819	188.6	994,864	2,388,868	1,035,717	13	124
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	operated by Ltl. Miami.			291,148	10	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685 600	344.005	6,417,669	142.0	.....	.....	853,363	209,512	—
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,580	*	1,535,042	3,572,400	1,400,000	2,020	5,120,723	138.0	1,089,067	2,445,391	582,296	10	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,655	3,688,385	315.434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	168.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,813	4,372,748	206.9	346,271	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	940,228	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
3 Dec. '66	412.0	45.2	—	—	102	47	1,092	Toledo, Wabash & Western	19,850,000	*	2,268,980	6,700,000	14,846,000	795,301	22,118,900	250.6	—	3,717,380	900,200	—	81

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	108	3,246	Atlantic and Great Western	56,357,580	*	83,348	29,564,495	29,959,900	1,156,819	60,721,114	507.0	2,041,771	4,833,490	1,476,030	—	....
31 Oct. '66	65.0	2.5	4.5	—	21	9	283	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	150,841	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	126
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,926	554,628	225,000	664,300	1,248,704	435,296	2,622,348	98.6	313,902	618,566	235,153	—	....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R. Co.	7	52
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59 7	194,282	250,909	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	118.5	1,078,411	3,718,686	2,260,027	20	59
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	31
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2 5	67.5	345,585	902,213	382,500	—	36
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	26,642,634	3,371,215	15,238,686	20,000,000	18,0 8 2 6	—	44,251,544	565.5	7,080,026	16 583,883	5,967,520	9	53
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139.079	268,439	409,930	1,491,850	159,800	—	1,817,554	24.2	274 8.9	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,983 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	28
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10.9 2.8	6,016 851	10	53
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,754	15	132
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,926	2,470,958	1,067,687	10	54
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,088	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	....
31 Dec. '66	468.6	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	107
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4	40
31 Oct. '66	28.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,600	113,865	1,760 501	35.4	144,402	257,510	145,160	—	....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	....	—
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441 029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,553	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093 391	291.0	406,051	1,274.307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015.107	*	—	825,399	1,069,600	962,0 9	3,01 ,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,508	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,580	.....	50.0	31,300	32,070	.....	—	—
1 May	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— —	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	177,490	495,706	184 652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	384,328	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt.		Central	180,000	8	97
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	6 months	79.2	47,702	64,121	16,332	—	....
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,935	—	16
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,85	7	....
30 Sep. '66	140.5	2.7	11.2	—	26	16	289	Richmond and Danville	4,917,500	*	1,488,800	2,000 000	1,717,500	900,839	7,301,983	191.7	239,951	672,714	284,789	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032 947	80.0	168,037	391,577	230,520	—	....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,354,679	1,799,822	204,785	6,245,808	195.0	.....	487,444	120,13	—	....
30 Jun. '66	204.7	9.4	10 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,251	1,839,500	52 , 22	7,362,250	214.9	278,839	558,022	93,892	—	....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	2 5 0	986,727	2,538,806	934,105	—	51
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,84	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	20,340,345	*	—	15,123,430	54,760,510	7,336,405	77,220,345	1,096	.....	4,368,510	1,154 85	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,676	467,26	191,13	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,700	—	—	.....	108.0	—	148,23	55,77	—	—
July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,3	—	1,380,000	13,100	136,000	1,799,23	60.0	—	132 55	36,50	—	—
								NOVA SCOTIA.													
Dec. '62	61.0	30.0	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 278,281	92.0	158,416	139,107	37,18	—	—
								NEW GRANADA.													
31 Dec 62	5.		—	—	11	22	120	Pan ma	9,000,000	*	—	6 000,	0	— —	10 00, 73	98.	.....	1 257,42	1,328,92	—	257

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	62½
Chicago & Alton (preferred)	2,425,400	7	7	122
Chicago & Northwestern (pref.)	12,994,720	7	7	71½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	6	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	21
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	66
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	81
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	------	------	89
Boat Loan	232,807	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susqu'n:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks.	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,228,595	---	----
Delaware Division	100	1,633,350	---	59
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan				----
Lehigh Navigation	50	6,968,146	10	45½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	118½
North Branch	100		---	----
Sault Ste Marie	100		---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	20
" " (preferred)	50	2,888,988	---	31
Susquehanna and Tide Water	50	2,048,260	---	17
Union			---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1 (cash) per ton	42 — @ 45 —	
Pig, American, No. 1	42 — @ 44 —	
Bar, Refined, English	85 — @ 90 —	
Bar, Swedes, assorted sizes (in gold)	92 50 @105 —	
Bar, Swedes, assorted sizes	155 — @ — —	
Bar, English & American, Refined	100 — @105 —	
Bar, English & American, common	90 — @ 95 —	
Scroll, English	132 50 @180 —	
Ovals and Half-round	127 50 @137 50	
Band, English	132 50 @ — —	
Horse Shoe	127 50 @ — —	
Rods, English	105 — @165 —	
Hoop, English	137 50 @192 50	
Nail Rod per lb.	9 @ — 10½	
Sheet, Russia per lb.	19½@ — 20	
Sheet, English, Single, Double and Treble	5½@ 8 —	
Rails, English (gold) per ton	52 50 @ 53 —	
Rails, American	79 — @ 82 50	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	18 @ — 23
English Spring (1st & 2d qlty.)	10½@ — 12½
English Blister (1st & 2d qlty.)	11½@ — 20
English Machinery	13½@ — 16
German	14 @ — 16
American, Blister	11½@ — 17
American, Cast, Hammered	19 @ — —
American, Cast, Rolled	— @ — —
American Spring	12 @ — 15
American Machinery	— @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	33 @ — —
Sheathing, Yellow	— @ — 25
Pig, Chile	— @ — —
Bolts	— @ — 35
Braziers'	33 @ — —
American Ingot (cash)	25½@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	6 50 @ 6 62½
German Refined	6 50 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.	Currency.
Banca (gold) per lb.	— @ — 26½	
Straits (gold)	24½@ — —	
English (gold)	— @ — 23½	
Plates, I.C. Charcoal, p. box	9 — @ 9 50	12 75 @ 13 50
Plates, I. C. Coke	7 50 @ 8 50	10 50 @ 12 50
Plates, Coke Terne	7 — @ — —	9 50 @ 9 50
Plates, Charcoal Terne	8 75 @ 9 25	12 50 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash) per 100 lb.	5 62½@ 5 75
Clinch (cash)	7 25 @ — —
Copper	— @ — 42
Ausable Horse, Norway Iron, Forged	— @ — —
Zinc Nails (6 mos.)	18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	13½@ — 14
Refined, free L. S. to White	41½@ — 42
Refi'd, in bond, prime L. S. to White	— @ — 22
Refi'd, in bond, Standard White	23½@ — 24
Naptha, Refined (60@63 gravity)	— @ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th 25	F 26	Sat 27.	M 29.	Tu 30	W 31
Atlantic M. S. S. Co	111⅞	111½	----	----	----	111½
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	124	----	----	----
Canton Co.	49½	52½	53⅛	53	51⅛	52½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton 115	----	----	----	----	----	----
" " pref.	----	----	118	----	----	122
" " 1 M.	102½	102½	----	102½	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	150	149⅞	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	47⅛	49	50⅛	51⅛	50⅛	51
" " pref.	73⅛	73	73	73½	71½	72⅛
" " 1st M.	----	----	----	----	----	88
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	84	----	----	----	----	----
Chicago & Rock Isl.	103⅛	104	103⅛	103⅛	102	103
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	93⅞	91½	92⅛	93½	94½	96
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	122⅛	124½	126	125⅛	124	126
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	38⅛	38½	39½	38⅛	38½	38½
Del. & Hudson Canal	----	----	----	----	----	162
Del., Lack. & West.	126	----	126	126	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	74⅛	75	76⅛	76	76	77
" pref.	77⅛	----	76⅛	77⅛	77⅛	78
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	102	----	----	102
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River 120	119⅞	121	122	120½	120	
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	103⅛	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119½	119	119	118½	119½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	113⅛	----	----	----
Marietta & Cin. 1st pref.	----	22	----	----	----	22
" " 2d "	----	----	----	----	----	----
" " 1st mort.	83½	----	----	----	----	----
Mariposa Mining Co.	10	----	10	----	----	----
Michigan Central	112½	112½	112½	----	----	111⅞
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	84½	83⅛	82⅛	83	81½	82½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	99
" " 2 M.	----	----	----	----	91	90½
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	53½	53⅛	54	53⅛	51	51½
" pref.	68⅛	67½	67½	66½	65½	66
" 1st mort.	----	86	86	----	----	----
" 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	105⅛	104½	104½	104½	103½	----
" iss. to H. & St. J. R.	----	----	----	79½	----	----
" " Pacific	----	----	----	----	----	104
New York Central	110⅛	110	109⅞	109½	108½	108⅞
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	96	----	----	----	----	----
" 6s, S. F. '87	----	----	----	93	----	----
N. York & Harlem	115	115	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	59⅛	58⅛	----	58⅛	58	----
" new	59⅛	----	----	58⅛	57⅛	----
Ohio & Miss. cer.	27⅛	27½	28⅛	28½	28½	29
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	148	147	146	145½	146½	146½
Panama	----	----	257	----	----	----
Phila. and Reading	108⅛	108⅛	108⅛	107⅞	107⅞	107⅞
Pitts. Ft. W. & Chicago	106⅛	106⅛	106⅛	106⅛	106⅛	107⅛
" " 1M.	----	----	103⅛	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	86½	87
Quicksilver Mining Co.	35	34⅛	34⅛	34⅛	34⅛	34⅛
St. L., Alton & T. H.	53⅛	----	50	----	----	----
" " pref.	84	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	79½
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	83⅛	68⅛	67⅛	----	67⅛	----
" new	67⅛	67	66⅛	66½	65⅛	66⅛
Tol. Wab. & Western.	53	53	53	53	51⅛	51⅛
" Pref.	----	72	72½	----	72	----
" " 1M. ex.	----	----	----	----	----	96
" " 2M.	80⅛	----	----	80⅛	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	108½	----	110½	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¾	102½	102½	102½	102½	102½
U. S. 5s, 10-40s, reg.	----	102¾	----	----	----	----
U. S. 6s, 1881, reg.	----	----	110	----	110½	----
U. S. 6s, 1881, cou.	110¾	----	----	110½	----	110½
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	137	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	111¾	111¾	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, c. 1864.	----	109¾	109¾	----	109¾	109¾
U. S. 6s, 5-20s, c. 1865.	109¾	109¾	109¾	109¾	109¾	109¾
U. S. 6s, " reg.	----	108¾	----	----	----	----
7.30 Notes, 1st series.	108	107¾	----	107¾	----	----
" " 2d series.	107¾	107¾	107¾	107¾	----	107¾
" " 3d series.	107¾	----	----	107¾	----	107¾
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 30.

	W.24	Th.25	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	----	----	----	----	----	----
" preferred	29¼	29¾	29¾	30	----	----
Camden & Amboy	12½	----	127	127¾	----	126¾
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	90
" " 6s,'83	----	----	----	92	----	92
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	96½
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	59
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	45¾
" " 6s,'84	89	----	----	89	----	----
Lehigh Valley R. R.	59	59	----	59	----	59
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	55	----	55	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	92	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44¼	----	----
Pennsylvania R. R.	53¼	53¼	53¾	53¾	53¾	53¾
" 1st m.	99	98¾	98	98	----	----
" 2d m.	96	96	96	96	96¼	----
Penn. State, 5s	----	----	----	----	----	----
" " 6s, coupon	----	----	----	97¾	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	95¼	----	96	----	96¼	96
" " new	100	99¼	100	99¼	99¾	99¾
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	53¾	54¼	54	54¼	54¼	53¾
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	28	28¼	----	----	28¾	----
" " 6s	94¼	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	30½	----	----	31½	----	----
" " 6s '82	74	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	91¼	----	----	----	----	----
Susq. Canal	----	----	----	----	17	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	13½	----	14
Chestnut & Wal. "	45½	----	----	----	----	----
Green & Coates, "	30½	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	29

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 30.

	W.24.	Th.25.	F.26	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	97½	97½	97½	97½	----	97½
" " 1886	----	----	----	----	98½	----
" " 1870	----	----	----	----	----	----
" " 1890	98½	----	----	98½	98½	98½
Balt. and Ohio	115	116	----	117	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	98	----	----
Northern Central	44	----	44	44	----	----
" " b'ds, 1885	82	----	83	83½	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th. 25.	F.26.	Sat.27.	M.29.	Tu.30.	W31
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	132	----	132	----
Boston and Providence	----	----	----	----	----	135
Boston and Worcest.	144	144	----	----	----	----
Cheshire, pref.	----	----	----	----	62	----
Concord	67	----	----	----	----	----
Connecticut River	----	----	----	----	114	----
Eastern, Mass.	110	110	110	110	110	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	118	----	----	119½
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	110½	----	----	----
Old Colony & Newport.	91¾	91	90¾	90	----	88¾
Ph., Wil. & Baltimore	54½	54½	----	54½	54½	54½
Portl'd, Saco & Porta.	----	----	100¾	----	----	102
Vermont & Canada	----	97	----	----	97	----
Vermont & Mass.	----	----	56	----	----	57
Western	137	140	141	141	141½	142
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	89½	----	----
Metropolitan "	----	----	----	56	----	----
Middlesex "	41	----	----	42	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23¾	25	24¼	26	27½	26½
Franklin "	17½	----	17½	19	18½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	12½	13	----
Pittsburg "	----	----	----	34	----	----
Quincy "	----	----	----	21½	22	----
Rockland	6½	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th and 12th of July.

	Closing Prices. July 5.	July 12.
United States, 5-20s, 6 per cent 1882	72¾@ 72¾	73½@ 73¾
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70¾@ 70½	71½@ 72
Do. do. 6 do. 1868	87 @ 90e	87 @ 90e
Do. 5 per cent., 1874	68 @ 70e	69 @ 71
Virginia State, 5 per cent	45 @ 50e	45 @ 50e
Do. 6 per cent	32 @ 36e	33 @ 35e
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	48 @ 52	48 @ 52
Do. do., 2d mort., 1881	48 @ 52	48 @ 52
Do. Penn., 1st mort., 1877	48 @ 52	48 @ 52
Do. do., 2d mort., 1882	48 @ 52	48 @ 52
Do., consolid. mort. bonds, 1890	24¼@ 25½	23 @ 24
Erie shares, $100 (all paid) 8 p. c.	44 @ 44½	45½@ 45¾
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do., 3d mort., 1883, 7 p. c.	69 @ 71	69 @ 68
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Do., $100 shares (all paid)	79 @ 79½	80½@ 81½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	79 @ 80	79 @ 80
Do. with option to be paid in Phil.	79 @ 80	79 @ 80

American Railroad Journal.

Saturday, August 3, 1867.

Stock Exchange and Money Market.

There has been rather more movement in call loans, since our last. The lively speculation at the Stock and Gold Boards has afforded employment for increased amounts of capital. The supply, however, has more than kept pace with the demand for temporary accommodation, and lenders have had no little difficulty in placing their balances with responsible borrowers at even the low rates now current, namely 3@4 per cent. on the public funds, and 4@5 per cent. on railway and other prime stock collaterals. There has been some inquiry for currency from the interior, but it has been, thus far, of a restricted nature, and will doubtless so continue for three or four weeks more, when an active call may be anticipated for means to move the harvest products to market. The warlike rumors from Europe, and the reports of trouble among a few country banks, were the cause of some uneasiness, during the week; but confidence has again been fully restored, and an easy market is now fairly assured for some time to come. Government has been making disbursements to the public creditors, in excess of its current revenues, and has consequently reduced its cash reserve, especially in the local office. It announces through the Sub-Treasury here that the Department is prepared to liquidate or fund promptly all maturing claims. The discount market continues quiet, from the scarcity of prime short-date commercial paper, which alone meets with favor, chiefly among private lenders, at 6@6½ per cent. per annum, as the ruling figures in all new negotiations. The city banks, in their last weekly returns showed an increase of $1,172,934 in deposits, $1,164,539 in legal tender reserve, $1,663,575 in loans, and $21,911, in circulation, with a reduction of $2,459,606 in the specie reserve, as compared with the previous weekly averages. The specie reserve of the banks is now $8,738,094, against $9,701,540 same time last year. The city bank deposits are now $200,608,886, against $214,582,926 week ending July 28, 1866. The legal tender reserve amounts to $74,605,840, against $84,705,814 same time last year. The circulation now stands at $33,596,859, against $27,244,981 same time last year. The loans are now $251,243,830, against $256,612,071 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $80,182,871 a day, against a daily average of $81,971,825 the preceding week, and $86,893,264 the week ending with July 13. The current week's exchanges average $85,931,195 a day.

National Bank notes to the amount of $76,250 were issued last week, making the total issue to 1,671 banks thus far, $303,328,876, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,522,462, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,706,414. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,631,500; and for the public deposits, $38,797,950—making a total of $379,429,450. The Treasury Department last week redeemed and destroyed $263,494 of worn and mutilated fractional currency, and issued $314,376 of new.

The U. S. Sub-Treasury receipts, week ending with July 27, were $21,689,378, including $2,576,314 from customs duties; payments, $21,804,904; balance at the close of the week, $130,196,095, against $130,311,621, at the close of the preceding week, showing a decrease of $115,526. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,459,173 including $253,496 from customs, and payments, $6,780,467; on Tuesday, receipts, $2,567,092 including $568,000 from customs, payments, $716,095. The balance at the close of business on Tuesday stood at $131,725,798, against $132,227,990 a week previous.

The Philadelphia Bank movement the past week shows a decrease in loans, of $36,091; a decrease of $8,626 in specie; an increase in legal tenders of $253,252; a decrease of $830,-

769 in deposits; and a decrease of $3,892 in circulation. The Bank Clearings show a decrease of $11,840,585, and the balances, a decrease of $343,107.

Government revenues have been comparatively liberal through the week. The excise promise well, also, for the current week, their average yield over a million a day thus far. The excises, last week, yielded about $4,000,000, against $3,230,376, the preceding week; customs at the port of New York $2,576,314, and at the outports, about $820,000 (in coin) more, making the grand total income for the week equal about $8,922,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been about $24,000,000.

The gold speculation was buoyant, during the forepart of the week, under the decidedly warlike rumors from Europe. Higher figures were reached than for some time past, and more extensive transactions reported. During the past few days, the advices from the old world have been of a more pacific tenor, and the financial accounts more encouraging. Hence, the speculative as well as the export demand has fallen off, and with more liberal offerings, partly it is said, from the Government board, the price has been depressed. The custom inquiry keeps up to about $400,000 a day. The range of the price during the week, was 139⅝@140¾, and the closing figures on Wednesday 139⅞. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,606,975. The customs demand for Gold last week, averaged $429,385 a day; thus far, this week, it has been equal to $400,750 a day, or equal to a weekly aggregate of $2,404,500. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $17,926, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $68,721,811, against $78,250,277 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $15,955,870, against $22,605,203 same time last year, showing a decrease this year, of $6,649,333. The exports of specie from this port, last week, were $3,491,960. The total outflow of specie from the port, since Jan. 1, 1867, has been $37,266,051, against $51,294,597 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $969,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $38,671,329, against $29,493,779 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to June 29, reached $19,533,389, against $20,961,963 same time last year, showing a decrease, in 1867, of $1,429,581.

Foreign exchange has been in very moderate supply, and prime sterling bills have been in request at comparatively firm prices. Bankers' 60 day bills on London closed steadily on Wednesday at 110@110¼, and on Paris to 5.18¾@5.12½; sight bills on London to 110⅜@110⅝; and on Paris to 5.11¼@5.10. The offerings of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,848,536, making the total value of exports since Jan. 1, 1867, $110,919,727, against $119,467,423 same time in the preceding year.

Government securities have been less active, during most of the week. The home investment demand has been moderate. The foreign inquiry has been restricted by the variable advices from Europe. Speculative purchases have been checked by the more alluring indications of profit at the Stock Boards, on the railway and miscellaneous share list. Yet, the available supplies of the public funds have been quite moderate. And as money has continued remarkably easy up to the close of the month, prices have been very well maintained, closing rather buoyantly, on a reviving call from investment buyers. U. S. sixes of 1881 closed here on Wednesday at 110⅛@110⅜; U. S. Five-twenties of 1862, 111½@111⅝; U. S. Five-twenties of 1864 at 109⅜@109½; U. S. Five-twenties of 1865 at 109½@109⅝; U. S. Five-twenties of 1865, consolidated, 108¼@108⅜; U. S. Five-twenties of 1867, 108¼@108⅜; U. S. Ten-forties at 102⅛@102⅜, and U. S. Seven-thirties at 107⅝@107⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1864	119⅛	August, 1865	115⅞
October, 1864	118⅜	September, 1865	115⅜
December, 1864	117⅜	October, 1865	114⅞
May, 1865	116⅞		

Speculation in the railway and miscellaneous share list has been decidedly brisk, since our last, at higher and generally buoyant, though somewhat irregular prices. The unusually cheap monetary accommodation available to operators has helped to foster the speculative demand, especially for all the more substantial properties.

A fairly active market has been reported for produce and merchandise, since our last. In the line of breadstuffs buyers have the advantage. Provisions and petroleum have held their own well. Cotton has been decidedly firmer, and middling grades left off here on Wednesday buoyantly at 27½@29½, chiefly 28@28½ cents per lb. as extremes. The stock of cotton now here is estimated at about 68,500 bales. The receipts at the port this week, have averaged about 1,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 628,000 bales, against exports of 461,891 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,847,000 bales, against 1,996,801 bales same time last year; exports, 1,525,000 bales, against 1,494,307 bales same time last year; estimated stock at latest dates, 140,000 bales, against 288,200 bales same time last year. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at easier prices, ranging from $4@$4.60 per ton of 2,240 lbs., delivered at Elizabethport, N. J. Foreign merchandise, has been held rather more firmly, and has been in better request. The total imports of foreign dry goods, last week, were $2,130,751, and the total amount marketed $1,806,998. The value of foreign merchandise imported last week, was $2,090,101—making the grand total specie value of last week's imports of dry goods and merchandise, $5,220,852, and since Jan. 1, 1867, $146,399,732, against $177,241,148 same time in the preceding fiscal year. The ocean freight market has been rather more active, but at easier rates, with 547 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 3½c. per bushel; cotton at 3/16@¼d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 17.	July 24.	July 31.
Consols	94¾	94¼	94 3/16
U. S. 5-20's of 1862	73	72⅝	72 13/16
U.S. 5-20's of 1865	70¾	71	71
Erie	46¼	46¾	49
Ill. Central	76¾	76¾	77

The New York exports, exclusive of specie, for the week ending July 30, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,343,670	$2,848,536
Prev. reported	116,123,753	108,071,191
Since January 1	$119,467,423	$110,919,727

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,869,310	$2,130,751
Gen. merchandise	2,959,977	3,090,101
Total for the week	$5,829.287	$5,220,852
Previously reported	171,411,861	141,178,880
Since January 1	$177,241,148	$146,399,732

The balance in the Sub-Treasury on Wednesday was $126,315,067.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, new, 50½; Georgia 7s, 85; Ohio 6s, 1870, 100; N. Y. 7s, Bounty Loan, coupon, 105½; do., 6s, 1873, 100¼; Brooklyn 6s, W. L., 93; Jersey City Water Loan, 93; Ohio and Mississippi 1st mort., 87; Morris and Essex 1st mort., 96½; do., 2d mort., 85; Great Western 2d mort., 74½; Chicago, Rock Island and Pacific 7s, 89⅞; Indianapolis and Cincinnati, 81; New Jersey Central, 121; New York and New Haven, 120; Wilkesbarre Coal, 40½; Spring Mt. Coal, 45; Central Coal, 49; Adams' Exp., 74½; Wells-Fargo, Exp., 67; Am. Exp., 75; U. S. Express, 78; Merchants Union Express, 30 per cent. paid, 15; Boston Water Power Co., 22½; Brunswick City Land, 5¾; Western Union Telegraph, 47¼; Mariposa pref., 23; Continental Bank, 105; Central National Bank, 108; Bank of Commerce, 118; Ocean Bank, Ninth National Bank, 106; Phœnix Bank, 106; Park Bank, 142; Bank of North America, 106; Metropolitan Bank, 130; Bank of Commonwealth, 107; Importers' and Traders' Bank, 117½; Fourth National Bank, 108½; Am. Ex. Bank, 118; Bank of New York, 127; Shoe and Leather Bank, 109; American Flag, 1.15; Benton Gold, 0.20; Consol. Gregory Gold, 6.90; Corydon, 1.55; Columbian G. & S., 110; Davidson Copper, 2.05; Gunnell Gold, 3.10; Holman, 0.13; La Crosse Gold, 0.85; Liberty, 0.07; Midas Silver, 1.80; New York Gold, 1.25; New York and Eldorado, 2.40; Nye Gold, 0.07; Quartz Hill Gold, 2.10; Rocky Mt., 1.50; Rutland Marble, 7.00; Smith and Parmalee Gold, 5.00; Sensen-

derfer, 13.15; Walkill Lead, 0.60; New York and Allegheny Oil, 3.50; Central, 1.00; Buchanan Farm, 0.25; Bennehoff Run, 2.85; United States, 3.65.

Philadelphia.—West Jersey R. R. 6s, 86; Allegheny County coupon 5s, 73½; New Jersey 6s, 103½; Morris Canal Boat Loan, 90; Schuykill Nav. Boat Loan, 76; 10th and 11th streets R. R., 63; 13th and 15th streets, 20¼; Lehigh Valley scrip, 35; Pennsylvania 6s, 1st series, 101¾; do., 2d series, 102¼; do., 3d series, 102¾; Maple Shade Oil, 1¼; Ocean, 3½; Oil Creek, 0.31; Egbert, ¼; McElheny, ⅞; McClintock, ¾; New York and Middle Coal, 3⅜; Fulton Coal, 5; Big Mt., 4¼; Keystone Zinc, 1¼; Exchange Bank, 71; Mechanics' Bank, 32; Manuf. Bank, 32; Commercial Bank, 57. The latest quotations are: City 6s, 96@96; do., free of tax, 99¾@100; State 5s, reg., 1870, 97@97¼; do., coupon, 97@97; do., 6s, W. L., 103½@103½; Reading, 53⅞@53⅞; do., 6s, 1870, 96½@98; do., bonds, 90@91; Camden and Amboy, 126@127; do., 6s, 1889, 96¼@96½; do., 1883, 91@93; Penn. R. R., 53¼@53½; do., 1st mort., 98@99; do., 2d mort., 96@96½; Little Schuylkill R. R., 30@31; Morris Canal, 55@55; do., pref., 113@114; do., bonds, 90@91; Wyoming Valley Canal, 45@50; do., 6s, 85@85; Susquehanna Canal, 17@17⅛; do., 6s, 64@66; Sch. Nav., 19½@21½; do., pref., 31@31½; do., 6s, 1882, 74¾@75½; Union Canal bonds, 21@22; Delaware Div. Canal, 58@59; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@43½; do., 7s, 1873, 91½@93; do., 6s, 62½@62¾; Lehigh Coal and Navigation, 45@45½; do., bonds, 1884, 88¾@89; North Pennsylvania, 35@36; do., 6s, 88½@88¾; Philadelphia and Erie, 28@28⅛; do., 6s, 94@94⅛; Minehill, 57@57¼; Catawissa, 10@13; do., pref., 29¼@29⅝; Lehigh Valley, 58¾@58⅞; do., bonds, 93½@94½; Fifth and Sixth streets, (horse,) 40@49; Second and Third, 75@80; West Philadelphia, 71@72; Spruce and Pine, 29@30; Green and Coates, 30@31; Chestnut and Walnut, 45¼@45½; Thirteenth and Fifteenth, 20@20¾; Girard College, 25@29; Tenth and Eleventh, 62½@63½; Union, 36½@40; Hestonville, 14@14.

Boston.—Boston, Hartford and Erie, 12¾; do., 7s, 52½; Ogdensburg 1st mort., 100; Eastern R. R. 6s, 1874@1885, 96; Old Colony and Newport 6s, 1876, 94¾; Vermont Central 1st mort. 7s, consolidated, 65; Sandusky, Dayton and Cincinnati 6s, 1900, 75½; Vermont and Massachusetts 6s, 94¾; N. Y. and Boston Air Line 6s, 48; Stoughton Banch R. R., 95¼; Taunton Branch R. R., 106¾; Ogdensburg and Lake Champlain R. R., 62½; do., pref., 102; Indianapolis and Cincinnati, 40½; Boston and Worcester R. R. Rights, 4¼; Western R. R. Rights, 10ths, 14¼; Nashua and Lowell R. R. Rights, 25¼; Boston Water Power Co., 22¾; Cary Imp. Co., 8⅛; Waverly Land Co., 1¾; Ophir (N. S.) Gold, 1.70; Rhode Island 6s, 1880, 99; Massachusetts 5s, 1894, gold, 101; do., 6s, 1876, gold, 111½; Maine 6s, 1889, 99; Boston 6s, 101; St. Louis 6s, 1887, municipal, 79¼; Chicago 7s, 1892, W. L., 98¾; do., sewerage, 99; do., municipal, 98; do., River Imp., 98; Portland 6s, 1877, 95; Salem 10-50s, W. L., 98; do., 1877, 99; Lynn 6s, 1877, 98½; Albany 6s, 1892, 94; Augusta 6s, 1870, 94¼; Bath 6s, 1891, 93¾; Boston Gas Light, 770; State National Bank, 91¼; Eliot National Bank, 108⅜; Merchants' National Bank, 110; Tremont National Bank, 119; Eagle National Bank, 115; Blackstone National Bank, 126½; Hide and Leather National Bank, 141¾; Traders National Bank, 101½; Maverick National Bank, 109¼; Old Boston National Bank, 64; Allouez Mining Co., 7½; Bay State, 3⅝; Boston, 50c.; Canada, 10c.; Concord, 1¾; Calumet, 15; Dana, 62½c.; Hanover, 76c.; Hancock, 7; Hecla, 20; Humboldt, 1; Native, 1¼; Phœnix, 4; South Side, 50c.; St. Clair, 3¾.

Baltimore.—Maryland 6s, 1870, 100¾; N. W. Va. 2d mort., 90; do., 3d mort., 88; Marietta and Cincinnati 1st mort., 83½; Central Ohio R. R., 25; do., 1st mort., 85; Virginia 6s, reg., old, 41⅞; do., 1866, 38½; do., 1867, 36; Balt. and Cuba S. M. Co., 35; Mechanics' Bank, 9¾; Union Bank, 59; National Exchange Bank, 97½. The latest quotations are: Balt. and Ohio, 117@117½; do., 6s, 1875, 95½@95⅝; do., 1880, 95½@96; do., 1885, 98@98; Northern Central, 44½@44⅝; do., bonds, 1885, 83¾@84; N. W. Va., 15@18; do., 1st mort., 1873, 92@93½; do., 2d mort., 90@90⅛; do., 3d mort., 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83¼@83¼; Central Ohio, 25@26¾; do., 1st mort., 84@85; Western Md. 6s, 70@72; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 97½@97¾; do., 1886, 97½@97¼; do., 1890, 98¾@99; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 81@82; City Passenger R. R., 18¾@20; Canton Co., 50@—; Gardner, 0.45@0.70; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 62½@64; Santa Clara, 3@5; Balt. Chrome, 0.20@0.25; Bare Hill, 0.25@0.25; Atlantic Coal, 0.65@0.73; Mineral Hill, 0.20@0.20; Baltimore Coal, 150@155.

The Moseley Iron Bridge and Roof Co.

We invite the attention of our readers to the advertisement of this company, which appears in our present issue.

General Mosely, the engineer and manager in this company, after many years of study and of practical experience in the art of bridge building, has at last attained a combination of strength with lightness of material in his Wrought Iron Arch Girder Bridge, which, it is claimed, no other form of structure can rival. This bridge has been before the public but a few months, yet as an evidence of its appreciation, we are informed that the company already have under contract some twenty-five of these bridges, including Two Turntable Bridges for the Newark and New York Railroad; their orders extend from Maine to Texas. We were shown a model of this bridge at their office, weighing 20 lbs., which had been tested with a burden of nearly 4,000 lbs., and which Mr. M. assured us would as readily sustain 6,000 or 8,000 lbs. The company also manufacture iron houses for depots, machine shops, &c. One of the latter, we note, has just been completed for the Houston and Texas Central Railroad, of which the *Telegraph* says, "it is a massive structure, and will surpass any work of the kind in the State, and will be fully equal to any similar building in the Southern States."

A specimen of their iron buildings may be seen at the foot of Warren street, Jersey City, near the Canal; this building was erected last Spring for Messrs. J. R. Thompson & Co., and is 180 by 80 feet, 18 feet posts.

Their Corrugated Iron covers some of our finest pier sheds on the North River.

Dorchester and Delaware Railroad.

This road, the construction of which has been undertaken by the Philadelphia, Wilmington and Baltimore Railroad Company is about 30 miles in length, extending from Seaford, Del., to Cambridge, Md. We learn that the contract has already been taken by Mr. Geo. A. Parker, of Philadelphia. He proposes to build the road, including sidings, water tanks, wells, turn-table, three station houses, one at Cambridge, one at New Market, and the other at Federalsburg, and complete the whole by the 1st of next June, for $300,000, which is about $11,000 per mile; $250,000 to be paid in money, and the remainder in bonds of the company at par.

New Railroad Chair.

L. M. Woodcock, of Auburn, N. Y., has just patented a railroad chair, which is constructed upon a different principle from others, by being double or a main chair, with an auxiliary chair, wedging in the former, holding the rails with a vice like grasp, preventing their spreading and worming up, and obviating that disagreable clanking noise made by passing over uneven rails.

If this chair will accomplish all that is claimed for it, we can see nothing to prevent a speed of 40 or 50 miles an hour with safety.

Union (Md.) Railroad.

The contract for the construction of this road has been awarded to John Clark, of Holmesburg, Philadelphia Co., Penn., for $40,000 per mile, including bridges, iron and track complete. Work was commenced on the 29th ult., at two or three points, the ordinance of the mayor and city council endorsing the bonds requiring the work to be put under contract and commenced on or before the 1st of August.

☞ The Western Maryland Railroad Company has put the grading of the road from Union Bridge to Mchanicstown under contract. There are workmen employed on the various sections between the points above mentioned, and Captain Gitt, civil engineer, is engaged in making a survey of the route west of Mechanicstown. The track will be laid during the present year to Mechanicstown.

☞ The *Frederick* (Md.) *Examiner* says that the Frederick and Pennsylvania Line Railroad enterprize has not fallen through; that another effort will be made soon to increase the subscription to its stock, which at present reaches twenty odd thousand dollars.

☞ The contractors of the St. Paul and Chicago Railway have been notified to commence the work on that part of the line between St. Paul and Winona. It is to be completed in one year.

☞ It is stated that the contract for the extension of the Utica and Black River Railroad from Lyon's Falls to Lowville, in Lewis Co., N. Y., has been let, the work to be completed by August 1, 1868.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in July, 1867, were.. $62,251 58
Corresponding week of previous year.. 67,806 39

Decrease $5,554 81

The earnings of the Chicago and Rock Island Railroad for the 3d week in July, 1867, were..... $73,000 00
Corresponding week of previous year.. 77,309 00

Decrease..... $4,309 00

The earnings of the Detroit and Milwaukee Railroad for the week ending July 25th, 1867, were $30,520 00
Corresponding week of 1866..... 27,995 00

Increase..... $2,525 00

The earnings of the Western Union Railroad for the 3d week in July, 1867. .....$12,682 70
Corresponding week previous year..... 20,984 46

Decrease $8,301 76

The earnings of the Marietta and Cincinnati Railroad the 3d week in July, 1867...$24,210 00
Corresponding week previous year..... 22,577 00

Increase $1,633 00

The earnings of the Virginia and Tennessee Railroad for the third week of July, were $16,712, an increase of $5,268 on the same week last year. Total for the fiscal year commencing 1st of July, $45,837, an increase of $11,504 on same time in 1866.

What Negligence of Plaintiff Precludes a Recovery.

In the case of Short *vs.* Knapp, lately decided by the Court of Common Pleas of this city, the rule that one injured by the negligence of another must himself be free from negligence is discussed, and its application determined in reference to injuries sustained by insufficient guard on a ferry boat. Though the defendants in this case are not a railroad company, the principles adduced are equally applicable to common carriers of every kind.

The facts in this case will appear from the opinion of the Court which was written by

Brady, J.—The plaintiffs' horses with carriages attached, were led by one of the plaintiffs, who was acting as the driver of the team, on board of the defendants' ferry boat, at the foot of Twenty-third street and the East River. There was no light upon the ferry gate or upon the boat. It was about half past five in the morning, and very dark. The deck of the boat was slippery, although the driver who led the horses as stated did not notice that fact when he so led them on board. There were some persons in the coach, one of whom called to the driver, who went to the door of the coach to see what he wanted. While talking to him the whistle of the boat blew, and the horses started. The driver told them to stop and they did so—they were not frightened. The whistle blew again and the boat moving caused the horses to start again. The driver hurried to them to stop them, and did all that he could do, but could not stop them because the deck was slippery, when they started they turned round and went overboard, and one of them was drowned. There was a chain at the end of the boat, which sagged at the centre, and was not more than twelve inches high at that point, which was not sufficiently elevated to stop the horses, but did stop the carriage. The driver at the time the horses started, was talking to his passengers, having one foot on the step of the carriage and one foot inside, and was apparently guilty of negligence in thus leaving his horses; but he testified that in consequence of the movement made by the horses, and the slippery condition of the deck of the ferry boat, it would have been impossible for him to have stopped the horses, whether he had been at their head or on his box; a fact to which others accustomed to manage horses also testified to and corroborated his evidence on that subject. Several witnesses also testified in reference to the chain, its arrangement sagging in the centre, and its insufficiency for the purpose for which it was intended. The evidence given in behalf of the defendant, made a conflict upon the various elements of the plaintiffs' case; as to the elevation of the chain, the ability of a person to stop the horses if standing at their head, the position of the driver when the horses started, and the condition of the deck. Under the circumstances disclosed, the plaintiffs' right to recover depended on the absence of any negligence on their part which contributed to the injury sustained. The jury were so instructed. If the driver had been upon his box or standing at the head of his horses there could be no doubt about the right of the plaintiffs to recover, inasmuch as the horses were shown to be gentle and reliable, obedient to command, and not inclined to run away, and there was proof establishing the facts that the guards used by the defendants on the boat were not sufficient for the purpose intended that there was no place to tie the horses and no proof that any person was employed on board of the boat, who was charged with care or custody of these or any other horses. Assuming this conclusion to be correct in principle, it follows that if the driver on his box or at the head of his horses could not have arrested them, his absence from both places designated was not *per se* evidence of negligence contributing to the injury suffered. The facts and circumstances were considered and passed upon, and if the jury thought the plaintiffs guilty of negligence, they could not recover. For these reasons the justice did not err in refusing to dismiss the complaint. It does not follow because the plaintiffs may have been guilty of negligence that they cannot recover. The negligence must in some degree contribute to the injury, and unless it does, it cannot affect the right of indemnity. (Haley *vs.* Earle, 50 N.Y., 208.) Although the liability of a common carrier of animals is not in all respects the same as that of a carrier of inanimate property, and although he is not an insurer against injuries arising from the nature and propensities of animals, yet if diligence and care can prevent them he is bound to the exercise of such diligence and care. (Clark *vs.* The Rochester and Syracuse R. R. Co., 14 N. Y., [4 Kern.,] 570.) It is the duty of ferry companies to have all suitable and requisite accommodations for the entering upon the safe transportation while on board, and the departure from the boat of all horses and vehicles passing over such ferry. They are also required "to be provided with all proper and suitable guards and barriers on the boat for security of the property thus carried, and to prevent damage from such casualties as it would naturally be exposed to though there was ordinary care on the part of the traveller." (Per Dewey, J., in White *vs.* The Winnissimmet Co., 7 Cush., 157.) Accepting this statement of the duties devolving upon ferry companies as a concise and ample exposition of them in reference to the subject under consideration, and more particularly since the case from which it is extracted was cited by the defendants' counsel, it is established by the verdict of the jury that the defendants' boat had not suitable guards and barriers to prevent damages from such casualties as the plaintiffs' property would naturally be exposed to. It is true that the plaintiff did not recover in the case just referred to, but it was for the reason that he had contributed to his injuries by his own negligence. The opposite finding on conflicting evidence sustains the judgment in this case, the jury having been instructed by the justice not only in relation to the plaintiff's negligence, but also that the defendants were not liable unless the damages sustained by the plaintiffs were occasioned by the defendants' negligence; upon an examination of the case in reference to the propriety of the verdict we cannot say that was not just. It appears clearly that the plaintiffs' horses were frightened by the act of the defendants servant who blew the whistle, and that defendants were therefore, in fact, the original impelling cause of the accident; whether the use of the whistle did not impose additional caution on behalf of the defendants, is a question upon which we are not called upon to express an opinion; but if such use of it is necessary in conducting the business of the ferry in the navigation of its boats, it would seem from the events which this case has proven, to call upon the defendants to employ ampler means for the security of passengers and animals than those adopted. We cannot interfere with this judgment. The evidence admitted under the defendants' objection bore directly upon the question of negligence, and was pertinent and proper, and the jury properly instructed upon the legal rules by which their deliberations were to be governed. The judgment should be affirmed.

Daly, F. J.—I agree with Judge Brady that this judgment should be affirmed. It was a question of fact, under the evidence, whether the driver did or did not enter and seat himself in the coach. Even if he had done so it is doubtful whether that act contributed to or co-operated in producing the accident, as several experienced witnesses testified that if he had been on the box or at the horses' head, it would have been impossible for him to have prevented it. The judge therefore, could not under this evidence instruct the jury that such an act constituted in law, an act which contributed to the injury.

Kent County Md. Railroad.

We learn that it is the intention of the directors to place this road under contract very soon, and that another instalment of the stock has been called for, payable on the 15th of August. The following route for the road has been adopted: Townsend to Massey's Cross roads—thence by Kennedyville to Duyer's—thence to Chestertown, and from thence to a point at Sparks', near Belleair, and they have appointed a committee who shall employ a competent engineer to examine the different points on the bay shore and report fully to the next meeting of the board.

English Railway Law.

In the matter of the San Francisco, Bahia and Pernambuco Railway Company, heard in banco in the Queen's Bench, London, the question raised was one of great importance as to the liablities of companies in cases of forged transfers of shares, to replace the rightful owners upon their registers. The case, as reported in the London Railway *News*, arose in this way: There was a Prussian lady who had been employed in England some years as a governess, and at the time in question was engaged in that capacity in the family of the Earl of Antrim. In March, last year, she went abroad, and before going deposited certain securities, representing her whole property, with one Oldham, a broker in London, with authority to receive dividends thereon. These securities consisted chiefly of shares in the San Francisco, Bahia and Pernambuco Railway Comway Company. No sooner had she gone abroad than Oldham sold her securities, including the shares in question, and forged transfers of them in her name. The forged transfers were of course presented to the company for registry, and they, in accordance with their usual practice, sent a letter to her, informing her of the supposed transfer; but as she had left the country, and had also left instructions to send letters to her broker, it is needless to say that she never got the letter, and she swore that she never had notice of the matter until September, when she was at Dresden. She at once returned to England, and communicated with the company, who, however, held her responsible for the fraud of her agent, and refused to reinstate her. In the meantime the shares had been resold. She then commenced an action against them; and they applied to this Court to settle the register under the 35th section of the Joint Stock Companies act of 1862, which enacts that if the name of any person shall without sufficient cause be entered or omitted on the register of any company, the person aggrieved, or the company, may by motion in one of the superior Courts apply for an order to settle the register, and the Court, if satisfied of the justice of the case, may order the register to be rectified. In support of the application, the company stated that they had sent the lady notice of the transfer, and she, on the other hand, denied that she had received it, and swore that the transfers were forgeries. There was a precisely similar case as regarded another company. After discussion, the Lord Chief Justice said the question ought to be decided as a special case which could be carried to a court of error. Upon the present application there could be no doubt that the lady was entitled to have her name replaced on the register as the real owner of the shares, leaving the question as between the company and the purchasers to be determined on another proceeding. All that they held was that the lady was entitled to have her name replaced upon the register as the real owner of these shares.

☞ The Harrisonburg (Va.) *Register* says that there is no doubt of the speedy completion of the Manassas Gap Railroad to Harrisonburg. The iron necessary for the track has been procured, and money sufficient for the purpose is at the command of the directors. It is expected that it will be commenced at once, and pushed forward with energy.

New Orleans and Ohio Railroad.

A New Orleans journal says that a contract has been concluded by this company with experienced and highly respectable parties, of ample means, for the construction of a railroad from the town of Mayfield, Graves County, Ky., direct to Jackson, Tenn. The new association are to build the road from Mayfield to Jackson, equip and have the same running within two years from this date, and finish the New Orleans and Ohio Railroad to the river from the present depot; and in consideration of doing all as above stated, the new association are to have the right to run their trains over that part of the road from Paducah to Mayfield for twenty years. The distance from Paducah to Jackson is 105 miles. At Jackson the connection is made with the Central road of Mississippi, and passengers and freight will pass between New Orleans and Paducah without change of cars. It will be a direct route, and in connection with the contemplated railroad from Vincennes to Paducah this route will be the grand trunk line between the Northwestern and Western States and the city of New Orleans. It will be the shortest route to Chicago or Cincinnati and to the East.

Bridge over the Ohio at Louisville.

The Louisville *Democrat* says that the contractors have about forty men employed in getting ready for the heavy mason work on the abutments of the bridge. The beds of two of the piers have been excavated, one or two derricks put up and a railroad track for the handling of rock has been laid. A steamboat load of derricks and machinery of all kinds has been brought round from Johnsonville, on the Tennessee, where the present contractors have been building a bridge. We understand that the work is to be pushed forward energetically towards completion. The track from the Nashville road is being laid down to the river, for the purpose of bringing the stone for the abutments, piers, &c. It is already quarried and awaiting shipment, at a point on the Lebanon branch of the Louisville and Nashville railroad.

Monongahela Valley Railroad.

A meeting of the friends of this proposed road was held in Pittsburg on the 27th ult. A resolution was adopted authorizing the appointment of a corps of engineers to survey the Saw Mill Valley route, and the work will be commenced immediately. A resolution was also adopted providing for the holding of a general meeting of the friends of the enterprise at Library, Allegheny county, on the 10th inst. The interest manifested in this enterprise by persons residing along the line of the proposed routes is most encouraging, and those who are taking a lead in the matter express themselves as confident of bringing the movement to a successful conclusion.

☞ The report of a survey a railroad between Nashville and Knoxville has just been published in detail. The projected line is 190 miles long, and runs on a natural route along the Western slope of the Cumberland Mountains. The estimate of the total cost of construction is $6,240,844, which is $36,744 per mile. The deepest grade is 90 feet.

☞ Trains have commenced running regularly over the Lehigh and Susquehanna Railroad between Mauch Chunk and Providence.

Railways in Buenos Ayers.

A survey by the government engineers has just been concluded of the route of a railway from Cordoba to Salta, a distance of seven hundred miles. It is for the same company (English) which has one hundred and thirty miles of a railway from Rossario toward Cordoba. The report represents the proposed line as nearly level, requiring no heavy work of any kind. It penetrates deposits of pure salt in exhaustless quantities, and affords an outlet for copper mines that rival in richness those of Lake Superior. It is the intention of this company to extend their road as rapidly as possible. They have the most liberal concessions from government, including free admission of all materials, freedom from taxes, and a strip of six miles in width of land the whole route. William Wheelwright, Esq., the originator of this great railroad enterprise, a native of Newburyport, Massachusetts, has just been appointed United States consul at Rossario.

Iowa Central Railroad.

The Vinton (Iowa) *Eagle* says that work is being pushed with great energy on the lower division of this road, running from Oskaloosa to the State line, 61 miles. It is all under contract and all being worked; 25 miles of the grading now being completed, and the whole 61 miles will be finished by September 1st. The engineer corps has completed the survey in Powesheik county, and are now making estimates of the different lines run, and as soon as these are completed the road will be located through Benton county, thus completing the location of the whole line from Cedar Falls to the State line, 151 miles. Near one-third of the line is now graded, and the remainder will be put under contract as fast as money can be furnished. About 100 miles will be completed by fall, leaving the balance to be completed the coming year. The grading through Black Hawk will receive the finishing touches after havest.

Kansas Pacific Railroad.

The Atchison *Champion* says that the long-vexed question of the central branch of the Union Pacific road is at last settled, at least so far as the first hundred miles is concerned, and settled, too, as it ought to be. The road will follow the original line selected by the chief of engineers four years ago, and will cross the Big Blue river at Ewing, thence follow a nearly due west course up the valley of Game Fork to the summit, between the Big Blue and Republican rivers, to the hundred mile post, which falls within a beautiful section of land granted to the road by act of Congress.

☞ The Indianapolis *Journal* says that Col. S. C. Wilson has succeeded in letting the contract for the completion of the Indianapolis, Crawfordsville and Danville Railroad to the latter city in Illinois. The contract is let to wealthy and responsible railroad men of the East, and a survey of the route will be made in a few weeks, and work will commence in August or September.

☞ It is proposed to construct a railroad from Natchez, Miss., to some point on the N. O. and Jackson Railroad. A convention is to be held at Natchez on the 20th inst. to determine the exact route. If built directly east, the distance would be about fifty miles.

Lake Ontario Shore Railroad.

The Board of Trade of Oswego some weeks ago appointed a committee to examine the subject of a Lake Shore Road between Oswego and Niagara river, and to report to the board the result of such investigation. As a connecting link in the communication between the great west and the cities of New York, Boston and Portland upon the Atlantic seaboard, this question has become one much importance. The project heretofore has encountered an objection in the lack of suitable railroad connection from Oswego eastward to tide-water. This is now removed. By a contract recently perfected between the Oswego and Syracuse, the Syracuse and Binghamton, and the New York and Erie roads, the former is to make its gauge, by a third rail, the same as the other two; and the New York and Erie is to transport through freight from Bimghamton to New York on terms which have been satisfactorily arranged. The work under this contract is now in active progress. On the 15th July a report was presented by a committee of the board of trade, expressing confidence that the proposed line will form part of a route from Detroit to New York city, for both freight and travel, at least equal to any other, and so far as all Northern New York and New England are concerned, a route with which no other can successfully compete. The committee, therefore, recommend that a company should be organized at once for the prosecution of the work. No effort should be spared to promote better facilities for a communication between New York and the great west.—*Journal of Commerce.*

A Railway Novelty.

A Russian engineer exhibits at the Paris Exposition a railway invention which attracts considerable curiosity. The object is to save the power gained in a descent, now lost in the friction of the brakes, with wear and tear, and use it in an ascent. To do this the engineer has attached to the locomotive two very heavy fly wheels. Going down hill they act as a brake, and the force they gather will carry the train up an equal rise, less the friction. Here a model train loaded with water runs down a sharp incline, the water runs off, and the force of the fly-wheel carries the train back to the place of starting. In this way a short railway, taking coal down an incline, from the pit-mouth for example, could be worked without any power but that gained by each descent of the train.

Interest and Dividends.

The New York Central R. R. Co. have declared a semi-annual dividend of three per cent., payable, free from tax, on the 20th inst., at the Albany City Bank, and at the office of Duncan, Sherman & Co., N. Y.

The Northern Central Railway Co. have declared a quarterly dividend of two per cent., clear of National and State taxes, payable on the 22d inst., at Philadelphia and Baltimore.

The Morris Canal and Banking Co., has declared a dividend of five per cent. on its preferred stock, payable in Philadelphia and Jersey City, on the 6th inst.

☞ The survey of the Cedar Rapids and Burlington Railroad is nearly completed from the latter city to Wapello, in Louisa County. The *Hawk Eye* states that the route will be at once located and the contract let.

☞ The railroad bridge of the Nashville and Northwestern Railroad Co., at Johnsonville, across the Tennessee River, is finished, and only five miles of the track laying is now required to complete the road.

New York and Flushing Railroad.

This road having recently passed into the hands of Mr. Oliver Charlick, it is said that several much-needed improvements are about to be made. Much of the rolling stock has already been renewed, and several of the locomotives are to be replaced by machines of greater power and speed; the entire track, from Hunter's Point to the terminus of the road at Flushing, is to be relaid, and the trestle work along the route to be rebuilt. Beside the present trestle work, 1,000 feet additional are to be constructed. Included in the purchase is about 1,200 feet of water front on Newtown Creek, about 500 feet of water front on the East River, and about thirty acres of the Calvary Cemetery property.

☞ It is stated that a number of gentlemen representing the wealth and influence of Westchester County, having obtained a charter from the last Legislature of this State, are about to construct a railroad from Harlem River to Byram River at Portchester. Preparations of an active character are now being made to carry out the plan. A route has already been surveyed, and it is expected that operations will be commenced on the road at an early day.

☞ The force along the line of the Port Huron and Lake Michigan Railroad is being largely increased, and the grading is to be pushed forward with the greatest despatch possible, and it is now the design to have the cars run to Lapeer and probably to Flint before January next. Mr. John Palmer, the chief engineer, has charge of the work.

CIVIL AND MINING ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y. Instruction very thorough. Graduates obtain most desirable positions Reopens Sept. 11th. For the Annual Register, containing full information, apply to
7t31 Prof. Charles Drowne, Director, Troy. N. Y.

New York, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
D. P. MORGAN,
31td AUGUSTUS SCHELL.

The New York Central Railroad Company,
Treasurer's Office,
Albany, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

4t31 E. D. WORCESTER, Treasurer.

FOR SALE.

3 PASSENGER CARS—4 8½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 56 @ 58 Passengers.

To be had separately or together at a Bargain.

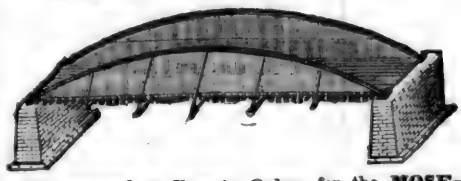
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62 Broadway,
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PAINTS for Cars, Bridges, Roofs and Houses, at ONE-THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

PECORA PAINT CO.,
150 N. 4th St., Philadelphia.

THE MOSELEY
IRON BRIDGE
AND ROOF CO.,



Are prepared to Execute Orders for the MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE, which is the most perfect combination of Strength and Lightness of Material and for Simplicity, Durability and Cheapness is unequalled by any bridge in use and is applicable for RAILROAD as well as HIGHWAY uses of any desired span.

Also for IRON BUILDINGS for RAILROAD DEPOTS, MACHINE SHOPS, FACTORIES, &c.

CORRUGATED IRON for Roofs, Siding, Partitions, Fences, Floors, Window-Shutters, Doors, &c.

Models of the Bridge and other work, with references, to be seen at the office

116 William St., N. Y.

HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER
CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, TRENTON, N. J.
MEAD & MANNING,
June 8th, 1867.

PLASTIC SLATE ROOFING
JOINT STOCK COMPANY.
OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

PLASTIC SLATE
FOR
Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was
PATENTED FEBRUARY 21st, 1865.
It is a combination of
Pulverized Slate and Viscous Matter,
(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.
As a Roofing Material it Stands Unrivalled.
A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.
Frost does not Crack nor Heat Dissolve it.
The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and
Perfectly Fire-Proof,
It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

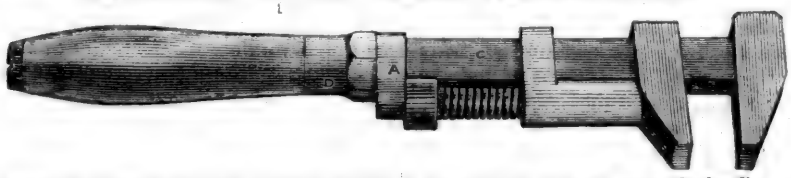
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as *the best* by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

COLLINS & CO., 212 Water Street, New York.

Star Metal Company,

SOLE MANUFACTURERS

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"STAR METAL" Railway Journal Bearing.

OFFICE,

55 Liberty Street,

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FOR SALE 3 LOCOMOTIVES, 4-81-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,

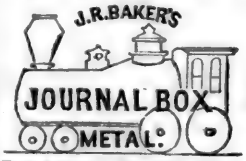
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JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,

3m26 **102 Front Street, Brooklyn, N. Y.**

NEW JERSEY NATIONAL METAL CO.,



Sole Manufacturers of

J. R. BAKER'S

JOURNAL BOX & LINING METALS.

For all kinds of Machinery, Journal Boxes where the use of Anti-Friction Metal for Bearings is desired.

Important to Railroad Companies, Steamboat and Steamship Proprietors, Engineers, Mill-Men, Machinists and all persons putting up new works.

The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

☞ Prices set at a low figure.

No. 1 Journal Box, cast in shape, 30, 35 and 40 cts. per pound.

Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

New Jersey National Metal Works,

J. R. BAKER & CO.,

179 Pavonia Avenue, Jersey City, N. J.

J. TAYLOR, Superintendent.

C. B. CROSSMANN,

40 Cortlandt street, N. Y., SUPPLY HOUSE

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, June 21, 1867.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st of August next to the holders of the full paid shares registered on the 20th of July inst., and that the transfer books be closed on the said 20th day of July, and opened on the 5th day of August.

6t26 THOMAS E. WALKER, Treasurer.

RICHARD B. OSBORNE, CIVIL ENGINEER,

No. 219 South 4th St., Philadelphia,

Where Plans and Estimates of Work will be promptly attended to

Barometrical reconnoissance for Railway lines, Location and Construction of Railroads, and all duties required on Public Works in any State of the Union performed with fidelity.

THE UNION PACIFIC RAILROAD CO.

Are now constructing a Railroad from

OMAHA, NEBRASKA,

westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,565 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,350 per mile amounting to $44,308,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of he capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $361,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 330 miles of this road the cars are now running, and the remaining 187 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & Co., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 33 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*

NEW YORK.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

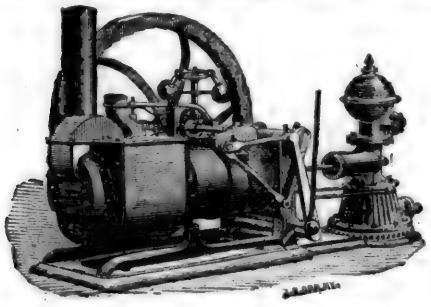
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

ERICSSON

Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

JAMES A. ROBINSON,
164 Duane St., cor. Hudson, New York.

JOHN WILEY & SON,
No. 535 Broadway, New York.
IMPORTERS AND PUBLISHERS OF
SCIENTIFIC WORKS, including Works on SHIP BUILDING, BRIDGES, LOCOMOTIVES, MACHINERY, &c.
ENGLISH, FRENCH AND GERMAN BOOKS,
and PERIODICALS Imported to Order.
ORDERS FORWARDED WEEKLY BY STEAMERS.
*** A new Scientific Catalogue ready and forwarded gratis.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.

NOTICE TO THE CONSUMERS OF THE
GENUINE SWEDISH DANNEMORA IRON. (L)

I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade.
Leufsta, in Sweden, 29th April, 1867.
CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

"Sprague's" Russia Iron,

A SUBSTITUTE FOR

Imported Russia Iron,

Made by a new process, and superior to any polished Iron ever manufactured in America.

Sheets, from 6 lbs. to 14 lbs.

PRICE ..... 14 CENTS CURRENCY,

packed in cases of about 200 lbs. each.

Address
JOHN S. DICKERSON & CO.,
Importers and Dealers in Tin Plates and Metals generally.
COR. CLIFF AND FULTON STREETS,
NEW YORK.

M. T. DAVIDSON & CO.,

Manufacturers and Dealers in

Engineers' and Machinists' Tools and Supplies.

Principal Agents for the sale of the Fox Lathes Chucks, Slide Rests, finished Shafting, Pullies and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twist Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

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THE HARDAWAY BOLT, SPIKE & RIVET Manufacturing Co.

Manufacturers of every variety of

Railroad and Ship Spikes,

BOLTS AND RIVETS.

This Company are exclusive owners of the **HARDAWAY PATENTS**, and the Bolts Spikes and Rivets made by their machines are pronounced **Superior** to those of any other manufacture.

Orders solicited and promptly executed at the lowest rates. **Samples** and **price-lists** sent to Railroad Companies, Manufacturers and Dealers, when desired.

FACTORY:

PATERSON, N. J.

All communications to be addressed to the Company's Office,

40 Broadway, New York.

NEW YORK AND TROY

Steamboat Company,

FOR Albany and Troy, and all points north and east, EVERY EVENING, (Saturdays excepted,) at 6 o'clock, from Pier No. 44 North River, foot of Spring st.

N. B.—This is the cheapest, pleasantest and most direct route for Saratoga and Lake George, and, via railroads and steamers for Whitehall, Rutland, Burlington, North Adams, Cambridge, St. Albans, Ogdensburgh, Montreal, and all intermediate stations. Tickets sold, baggage checked, and state-rooms engaged at the principal hotels and offices on the wharf.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 32.] SATURDAY, AUGUST 10, 1867. [WHOLE No. 1,634, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 10, 1867.

Lehigh Coal and Navigation Company.

The shipments of coal for the years ending December 31, 1865 and 1866, compare as follows:

Shipped from—	1865.	1866.
Company's Mines	483,757	485,398
Beaver Meadow Region	75,003	103,766
Hazleton & Black Creek Region	180,671	239,067
Buck Mountain Mines	38,044	24,486
Wyoming Region	86,197	126,576
Mahanoy Region	18,096	73,604
Sundry operations	7,016	13,406
Total (tons of 2,240 lbs.)	888,874	1,066,303

—showing a gain in 1866, of 177,518 tons over the shipments in 1865, equal to 20 per cent. on the business of that year.

The first shipment of coal was made in 1865, on the 3d April, and in 1866, on the 2d March. Navigation closed in the years respectively, on the 9th and 1st December—the seasons having been of nearly equal duration. In the first named year obstructions to business occurred on account of a strike of the miners and laborers, lasting from Jan. 1, ten weeks, and the Delaware Division Canal was impassable for nearly two months, (July 16, to September 9.) In 1866 several serious interruptions occurred. Half of May was lost by a strike among the miners, and nearly half of July by a similar strike among the coal passers at and above Mauch Chunk; and navigation was suspended a few days in September by an accident to the canal bank at Freemansburg.

The coal going down the canal distributed itself as follows:

	1865.	1866.
Consumed on the line	82,235	68,555
Passed into the Morris Canal	217,813	205,351
" " Del. Div. Canal.	588,736	792,397
Total (tons of 2,240 lbs.)	888,784	1,066,303

The coal that went into the Delaware Division Canal was disposed of as follows:

	1865.	1866.
Consumed on the line of the canal	28,930	44,329
Passed into the Del. and Raritan Feeder	399,067	526,245
Passed through canal to Bristol.	160,739	221,823
Total (tons of 2,240 lbs.)	538,736	792,397

Of the coal that entered the feeder of the Delaware and Raritan Canal in 1865, 41,191 tons passed out at Bordentown, this having been the only way for boats to reach Philadelphia, during the suspension of navigation on the Delaware Division Canal below the outlet lock. No such interruption having taken place in 1866 accounts for the increased business on this canal in that year.

The production of coal from the company's mines for the two years 1865 and 1866, compares as follows:

Mined on Company's account:	1865.	1866.
Panther Creek, Summit and Old Tunnel Mines	408,172	408,243
Mined under leases from Co.:		
Room Run Mines	79,753	86,132
Tamaqua "	19,535	.....
Greenwood "	6,022	32,969
Old Heaps at Slope No. 2	3,543	1,475
Total (tons of 2,240 lbs.)	517,025	528,819

Both years were signalized by strikes among the miners and coal passers—in 1865, from Jan. 1, to March 10, and in 1866, during half of May and July. But for these the yield in the years respectively, would have been considerably in excess of all previous seasons.

The total business on the Lehigh Canal in 1866, is shown in the following statement:

Articles.		Ascend'g.	Descend'g.	Total.
Coal	tons.	3,466	1,066,919	1,070,385
Grain	"	1,332	.....	1,332
Flour	"	147	2	149
Salt	"	537	.....	537
Provisions	"	144	.....	144
Beer, Porter and Cider	"	343	.....	343
Whiskey	"	....	.....	.....
Hay and straw	"	388	67	455
Lumber	"	2,489	1,036	3,525
Cordwood and bark	"	1,773	283	2,056
Brick	"	1,489	56	1,545
Slate	"	41	1,639	1,680
Lime and limestone	"	28,722	1,206	29,928
Other stone, plaster, &c.	"	14,531	2,904	17,435
Iron	"	773	19,235	20,008
Iron ore	"	135,704	5,389	141,093
Merchandize	"	683	209	892
Total (tons of 2,240 lbs.)		192,563	1,098,944	1,291,507
Total 1865		133,552	914,087	1,047,639
Inc. 1866 over 1865		59,011	184,857	243,868

—the increase being nearly 20 per cent. over the business of 1865.

The business of the Lehigh and Susquehanna Railroad has had a very prosperous year. The amount of coal transported over the road from the foot of the planes (Wilkesbarre) to White Haven, was 328,393 tons, against 251,966 tons in 1865. Between Penn Haven and Coal Port (as it is proposed to call the site of the new pockets at the head of the navigation,) there were transported 405,705 tons, against 202,895 tons in 1865. This part of the road, however, was not in operation during the Spring months of 1865. The whole tonnage of the Lehigh and Susquehanna Railroad going both ways, was 642,307 tons in 1866, against 357,781 tons in 1865, an increase of over 79 per cent. The details are as follows:

Articles.		Going North.	Going South.	Total.
Coal	tons.	25,568	591,927	617,495
Hay and straw	"	9	.....	9
Lumber	"	5,366	15,758	21,124
Brick	"	.....	4	4
Lime & limestone.	"	235	.....	235
Other stone, plas-				

ter, &c.	"	500	.....	500
Iron	"	2,184	381	2,565
Merchandize	"	178	197	375
Total 1866		34,040	608,267	642,307
Total 1865		90,234	267,547	357,781
Increase 1866		....	340,720	284,526
Decrease 1866		56,194	.....	.....

The coal carried north was transported from the foot of the planes to the Wyoming Canal. Of the coal carried south 328,374 (in 1865, 81,184) tons were from the Wyoming Region, and 263,553 (in 1865, 121,712) tons from the Hazleton Railroad. The number of passengers carried over the road in 1865 and 1866, compares as follows:

	Through.	Way.	Total.
1866	29,721	9,803	39,524
1865	23,882	2,451	26,333
Increase 1866	5,839	7,352	13,191

The Board expressed the hope in their last annual report that we should have a road of our own in operation, this year, between White Haven and Penn Haven, so as to give us an uninterrupted railroad communication under our own control, between the Wyoming Valley and the head of navigation on the Lehigh. This hope has been realized. The link of road in question, 16 miles in length, was so far finished that an engine and train of cars passed over it on the last day of 1866, and it is now in active operation; but during the whole of last year, our only connection between White Haven and Penn Haven was over the Lehigh Valley Railroad.

The profits of the business of 1866, though not so large as those of previous years, will probably be deemed satisfactory, nevertheless, considering the reduced rates of transportation which prevailed during the year, and the excessively low prices at which coal was sold during the latter part of the season, and also, the fact that, notwithstanding the great progress made, as we shall presently show, in the construction of our new railroads, we had in operation, during the year, only that portion lying between Wilkesbarre and White Haven, which, on account of the intermediate mountain to be overcome, must always remain the least profitable part of the whole line, and the six mile division between Penn Haven and the head of navigation too short to work to advantage by itself. But little, comparatively, could be expected from these disjointed sections, which we had to operate as best we could, with the Lehigh Valley Railroad intervening between them.

The gross profits and expenses for the two years 1865 and 1866, are exhibited in the following statement:

	1865.	1866.
Water and ground rents	$11,789 15	$7,759 76
Profits on town lots sold	.....	15,199 30
Profits on coal, incl. mine rents	584,748 33	237,685 76
Tolls on navigation, less collection exp.	612,803 21	548,303 76
Tolls and transportation on railroad, incl. car service	170,796 95	141,838 24
Profits from Delaware Canal	.....	80,027 00
Total gross receipts	$1,380,137 54	$1,030,814 45
Add balance from previous year	2,983,243 08	3,502,854 08
Total resources	$4,363,373 62	$4,533,668 53
Total disbursements	860,519 54	1,141,966 84
Balance to next year	$3,502,854 08	$3,391,701 69

The following shows the disbursements in greater detail:

	1865.	1866.
Cost of repairs and improvements of the navigation	$74,694 17	$83,102 90
Future renewal of pockets at Turnhole	30,940 77	.....
U. S. tax on surplus profits, 5 p.c. of previous year	48,219 79	25,980 90
U. S. tax on $1,803,000 scrip, converted into stock by decree of Supreme Court, March, 1864	.....	90,150 00
Dividend and tax, May	225,418 42	320,615 79
Dividend and tax, Nov.	268,634 21	322,631 58
State tax on capital	23,467 50	15,229 25
State tax on gross receipts	.....	7,367 17
Balance of interest account	189,144 68	276,889 25
Total disbursements	$860,519 54	$1,141,966 84

The negotiation with the Delaware Division Canal Company for a lease of their canal, as reported to the stockholders at their last annual meeting, was consummated by the execution, on the 20th of August last, of a contract, in writing, between the two companies, bearing that date, and embodying all the features approved at that meeting by the stockholders. As the season was already well advanced before all the details of this important agreement were finally settled, the Delaware Division Canal Company continued to manage the work until the end of the season, and accounted to this company for the net proceeds. The profits for the season, after charging a whole year's rent, amounted to the sum of $80,027 63, as already mentioned in connexion with the general profits for the year.

It was stated in the last annual report, that it was believed the time had come, when the construction of the Lehigh and Susquehanna Railroad extension below White Haven should be pushed to an early completion, not only above Mauch Chunk, but also between Mauch Chunk and Easton. The Board have since acted upon that conviction, and the work has been driven forward with vigor at all points. The road is now open to the head of the canal above Mauch Chunk, a distance of over twenty-three miles, or about fifty-four from Wilkesbarre (as the locomotive runs,) with a branch over eight miles long, from White Haven to the Nescopec mines; and coal trains have been running regularly between these several points, since the opening of navigation this Spring. It is believed, that unless we meet with unexpected disappointments, the road may be opened through to the Delaware River, before the close of the present year. The grading from Mauch Chunk to Easton is nearly finished, and for nearly half the distance, embracing all the rock cuts, and most of the earth excavations, is for a double track. All the masonry along the road, including bridge abutments and piers, has likewise been constructed for two tracks, and our Chief Engineer states in his report, that the additional cost of grading for a double track throughout will be very trifling.

Believing that it is true economy in the case of a road destined to do so heavy a business as ours, to build it in the most thorough and substantial manner, our Chief Engineer has been instructed to build ours in this style. The superstructure for the iron bridges across the Lehigh and Delaware Rivers at Easton, has been contracted for, with the Keystone Bridge Company of Pittsburg, as likely to do the best work in the State. The masonry for the Delaware bridge is nearly finished, and the contractors are beginning to put up the superstructure. They assure us the work will all be finished in the fall.

The experience of the Lehigh Valley Railroad Company in the use of steel rails, of which they have had several hundred tons on trial for over two years, corroborated as it is by that of the Pennsylvania, Philadelphia, Wilmington and Baltimore, Hudson River, and other leading railroad companies, having satisfied your Board that Bessemer steel rails are much cheaper in the long run than iron rails, although costing nearly twice as much in the first outlay, they directed contracts to be made with the best English manufacturers for a sufficient quantity of these rails, of the weight of 60 lbs. to the yard, to lay the whole road from Mauch Chunk to Easton. The rails are beginning to arrive, and their delivery on board of vessels at Liverpool is to be completed by the month of August.

There has been expended during the past year on the Lehigh and Susquehanna Railroad extension, the sum of $1,473,983 84, of which $902,628 99, above Mauch Chunk, and $571,354 85, below Mauch Chunk. On the Nescopec Branch we spent $205,114 32.

On the completion of the Back Track Railroad between the head and the foot of the inclined planes on the Lehigh and Susquehanna Railroad, we expended $228,027 86. As stated in the last annual report, this improvement was opened to trade in the Spring of 1866.

We completed the relaying the old road from head of planes to White Haven, with new iron rails of 60 lbs. to the yard, at a cost of $105,555 28. For new sidings between the same points, there were spent $44,345 70. For work done towards remodeling the inclined planes, with the view of increasing their capacity to 1,500,000 tons per annum, there were expended $32,098 39. For other improvements between White Haven and Wilkesbarre, $116,149 68. For lands, right of way, &c., between Wilkesbarre and Easton, $118,250 97, which for the present has been charged to lands purchased.

In addition to the sums actually expended for construction, we have charged the Lehigh and Susquehanna Railroad account with the sum of $350,225 78, amount of discount allowed on our sales during the year of the loan of 1884.

Considerable additions were made during the year, to the equipment of the Lehigh and Susquehanna Railroad.

Nine new locomotive engines were bought at a cost of	$173,701 46
714 new coal cars, at a cost of	234,920 00
20 eight-wheel flat cars, cost	9,950 00
And 69 new four-wheel gravel cars	14,100 00
Making a total of	$432,671 46

The equipment of the road consisted on the 31st of December last, of 21 locomotive engines mostly new, 363 eight-wheel and 1,627 four-wheel coal cars, 64 eight-wheel flat cars, 92 four-wheel gravel cars, and 15 other cars of various descriptions, representing a total investment of $1,177,010 46.

Large additions to this equipment are now making for immediate use in running the road from Wilkesbarre to Mauch Chunk, and much larger yet will be required to be in readiness for the opening of the road through to the Delaware River in the latter part of the year.

It was stated in the last annual report, that this company owned about three-fourths of the capital stock of the Nanticoke Railroad Company. That interest has since been increased by the purchase, or exchange on fair terms, for our own stock, of about 2,800 shares more of the Nanticoke stock. On the 31st of December last, we owned 8,793 shares of this stock, out of a total of 9,500 shares, besides $113,000 of the bonds. It is now proposed to merge this company into the Lehigh Coal and Navigation Company. A contract for that purpose is under consideration, and may be submitted at an early day for your approval.

There are now over 25 miles of road laid (besides branches and sidings,) extending from near Pittston to the mines of the Newport Coal Company, in Newport township.

To extend our connection still further eastward through the coal field, we entered into an agreement, on the 7th of November last, with the Union Coal Company, who are building and have

now nearly finished, a railroad running from a point on the line of the Nanticoke Railroad, about five miles eastwardly from Wilkesbarre, to a connection with the railroad of the Delaware and Hudson Canal Company, near Providence, beyond Scranton, a distance of about nineteen miles in an easterly direction. By the terms of this contract, we aid in the construction of the road to the extent of $350,000, and obtain the exclusive right to run, on advantageous terms, all freight and passenger trains over it, and all coal trains going west. The Union Coal Company expect to have their road open before the end of this month, and it is proposed to put on passenger trains immediately thereafter, to run between Mauch Chunk and Scranton.

A contract has been entered into, since the beginning of the present year, with the Lehigh and Lackawanna Railroad Company, who some years ago commenced the construction of a railroad from Bethlehem, up the valley of the Monocacy Creek, to the important slate, agricultural and iron ore regions, lying in that direction, south and east of the Blue Mountains. Considerable work, in the way of grading, getting out railroad sills, &c., was done along the line of this road from Bethlehem to the Wind Gap, a distance of twenty-five miles. For lack of funds, the line had to be discontinued. We have now agreed to complete the first fourteen or fifteen miles, from the connection with our road at Bethlehem to the slate quarries at Chapman, and have secured a lease of the same for ninety-nine years.

Since the last annual meeting, the whole disposable balance of the loan of 1884 has been sold. We are now selling a loan of $2,000,000, payable in 1897, bearing six per cent. interest, payable quarterly, free of United States and States taxes, and secured by a first mortgage on the line of our railroad below Mauch Chunk. For whatever further sum may be required to finish the road, and provide the necessary equipment, we have ample authority, under an act of Assembly, passed at the recent session of the Legislature, and under previous supplements to our charter, to borrow more money, or issue new stock for that purpose.

In conclusion, the Managers congratulate the stockholders, that they are soon to enjoy the fruition of the large outlays made since the flood of 1862, in reconstructing, re-organizing and strengthening their great line of works between the Susquehanna, the Lehigh, and the Delaware Rivers, so located as to draw trade from all the great anthracite coal fields. This year, for the first time since the flood, we have once more an unbroken line from Wilkesbarre to Mauch Chunk. Before the next annual meeting of stockholders, this line will be extended and in operation to the Delaware River.

We shall then have in operation the following roads:

The old Lehigh and Susquehanna railroad, with the inclined planes, from South Wilkesbarre to White Haven	19	miles.
The locomotive road, or "back track," to avoid the inclined planes	13	"
The extension of the Lehigh and Susquehanna Railroad, from White Haven to Phillipsburg, New Jersey	71	"
The extension of the Lehigh and Susquehanna Railroad, eastwardly, from South Wilkesbarre to the new depot at Wilkesbarre, and a connection with the Nanticoke Railroad, beyond Laurel run	3½	"
The Nanticoke Railroad, and its branches, say	30	"
The Nescopec Branch	8½	"
The laterals to our own mines, at least	30	"
Making a total of roads belonging to the company (exclusive of second track, sidings and roads under ground)	175	miles.

Besides which, we shall be working the Union Coal Company's Railroad, 19 miles long, and the Lehigh and Lackawanna Railroad, from Bethlehem to Chapman, 14 miles, making a total of over two hundred miles of railroad; which, together with the company's six thousand acres of coal land, the forty-eight miles of slackwater navigation on the Lehigh, and the sixty miles of canal leased from the Delaware Division Canal Company, will constitute the elements of business for the year 1868.

During the year 1866, the capital stock was increased $45,300; the funded debt was increased $2,767,075 20; and the floating debt (including unpaid interest and dividends) increased $8,782 29. On the 1st of January, 1867, the sum total of the company's liabilities, including capital stock, funded debt, and pecuniary obligations of every kind, was $14,146,767 62. Included in these obligations is the sum of $831,145 85, received up to December 31st, on account of subscriptions to new stock offered at par to the stockholders, by the circular of August 29th, 1866, in the proportion of one share of new stock to every five shares of old, the new stock not to be issued until after June 1, 1867. There were subscribed under the provisions of said circular, 23,738 shares, which, if paid up before November 1, 1867, will increase the capital stock of the company by $1,186,900.

The financial condition of the company, as stated in the General Balance Sheet of Jan. 1, 1866 and 1867, is shown in the following statement:

	1866.	1867.
Capital stock	$6,091,700 00	$6,968,146 85
6 per cent. loan due March 1, 1870	414,157 77	414,157 77
6 per cent. loan due April 1, 1884	2,667,275 92	5,434,351 17
Floating debt	1,256,497 70	1,222,917 10
Interest unpaid	55,619 14	95,902 53
Dividends unpaid	9,213 70	11,293 20
Profit and loss	3,502,854 08	3,391,701 69
Total	$13,997,318 36	$17,538,469 31
Against which are charged the following, viz:		
Canal and river improvements	$4,455,000 00	$4,455,000 00
Lehigh and Susquehanna Railroad	3,127,708 42	5,691,294 05
Fixed property:		
Coal and other lands, wharves at Phila., &c	215,914 74	334,375 15
Mine improvements, railroads from mines to canal, &c.	1,361,499 61	1,416,852 64
Land improvements, (buildings, &c.)	459,679 37	548,526 01
Moveable effects:		
Canal boats	220,550 68	327,081 76
Rolling stock, Lehigh & Susq. R.R.	746,009 00	1,177,010 46
Rolling and other stock connected with mine improvements	214,132 55	275,551 06
Supplies on hand at Mauch Chunk	241,711 06	218,923 87
Coal on hand	28,464 25	88 898 02
Bonds & mortgages	40,295 57	44,119 24
Principal of ground and water rents	179,302 55	179,102 55
Bills receivable	240,274 72	218,249 09
Due from individuals	996,417 00	1,331,524 21
Contingent fund and other securities	680,246 58	1,056,676 08
Cash on hand	790,116 26	175,255 62
Total	$13,997,318 36	$17,538,469 31

In the RAILROAD JOURNAL for 1865, p. 587, and for 1866, p. 565, will be found tables exhibiting the progress of the company since 1844. In the following table we give a financial review of their affairs yearly (as of January 1,) for the past eight years, 1860-67:

Jan.	Capital Stock.	Funded Debt.	Floating Debt.	Profit and Loss.	Total Liabilities.
	Against which the following disbursements are charged:				
	Jan. Canal, &c., 1st. Improvem'ts.	Lehigh & Susq. R.R.	Fixed Property.	Moveable Effects.*	Cost of Investments.	Cash on hand.	
1860	$2,479,950	$3,619,254	$820,094	$3,166,899	$9,592,197
1861	2,479,950	3,416,871	360,408	3,436,703	9,803,982
1862	2,479,950	2,788,182	413,729	3,724,838	9,406,699
1863	2,479,950	2,788,182	789,508	3,176,110	9,233,750
1864	2,476,950	2,786,682	515,038	3,821,840	9,608,510
1865	4,282,950	2,846,882	1,267,852	2,988,236	11,380,920
1866	6,091,700	3,081,434	1,321,831	3,502,854	13,997,318
1867	6,968,146	5,848,609	1,330,113	3,391,702	17,538,469
	Against which the following disbursements are charged:				
	Jan. Canal, &c., 1st. Improvem'ts.	Lehigh & Susq. R.R.	Fixed Property.	Moveable Effects.*	Cost of Investments.	Cash on hand.	
1860	$4,455,000	$1,380,000	$1,453,789	$1,071,490	$1,210,254	$21,663	9,592,197
1861	4,455,000	1,380,000	1,462,364	1,182,462	1,335,038	49,067	9,803,982
1862	4,455,000	1,380,000	1,522,473	1,089,001	913,069	47,155	9,406,699
1863	4,455,000	1,380,000	1,619,366	900,841	795,647	82,896	9,233,750
1864	4,455,000	1,389,988	1,729,862	1,236,526	680,872	112,772	9,608,510
1865	4,455,000	1,917,895	2,072,984	2,128,112	640,952	165,976	11,380,920
1866	4,455,000	3,127,708	2,087,090	2,907,157	680,247	790,116	13,997,318
1867	4,455,000	5,691,294	2,299,773	3,860,460	1,054,676	175,266	17,538,469

* Includes rolling stock of Lehigh and Susq. R. R., and mine railroads, &c.

At an election held May 7, 1867, the following named persons were chosen officers of the company for the ensuing year:

President.—JAMES S. COX.

Managers.—John Farnum, Richard Richardson, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes, Francis R. Cope, Frederick Graff, Fisher Hazzard, Charles L. Borie, Charles Wheeler, Charles Parish.

The following officers were elected by the Board of Managers.

Vice President.—WILLIAM F. BIDDLE.

Superintendent & Engineer.—JOHN LEISENRING.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—FRANCIS MITCHELL.

Manassas Gap Railroad.

A careful examination of the line of this road from its present terminus at Piedmont, to Harrisonburg, was recently made by the President of the road, and the Superintendent of the Orange and Alexandria Railroad, and an estimate made of the cost of repairs, and construction of bridges, with the probabilities of obtaining cross ties, &c., and the conclusions arrived at were very satisfactory and encouraging to all parties interested, leaving no doubt of an immediate resumption of work, and a speedy reconstruction of the road to Harrisonburg. We understand that reliable parties with means, are ready to undertake the work on the whole line, and the contracts will, it is thought, soon be made, and the work pushed vigorously on.

Old Colony and Newport Railroad.

The earnings of this road for the years ending May 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$870,560 88	$822,199 09
" merchandise	400,364 71	469,317 49
" mails	10,750 00	10.750 00
" express	.....	27,954 17
" rents	13,967 57	25,054 02
" dividends	.....	3,430 00
" premium on sh's	.....	2,158 30
	$1,295,643 16	$1,360,863 07

Expenses, viz :		
Repairs of road	$126,654 98	$133,049 27
" bridges	22,568 00	7,524 44
" fences	2,068 46	2,087 01
" locomotives	50,525 23	58,074 84
" cars	49,571 97	66,538 24
" buildings,etc.	17,178 09	16,234 02
Renewals of iron	25,569 65	101,136 15
Switch, gate, signal and watchmen	20,526 49	24,533 13
Wood	10,541 16	11,677 72
Coal	101,269 54	139,740 18
Oil and waste	21,579 41	18,215 78
Salaries, wages, etc.	184,807 02	181,141 98
Gratuities and damages	12,912 03	21,369 60
Taxes and insurance	24,282 48	22,552 24
Salaries of officers, law and office exps., etc.	27,269 29	53,017 87
U. S. mails	1,784 91	2,361 58
Ice and snow	.....	3,835 01
Rent(to B.&W.R.R.Co.)	500 00	.....
	$699,608 71	$863,089 06
Earnings less expenses.	$596,034 45	$497,774 01
From which deduct—		
Interest	$92,321 39	$110,635 75
U. S. tax	28,408 62	28,420 93
State tax	41,177 76	49,430 67
	$161,907 77	$188,487 35
Net earnings	$434,126 68	$309,286 66
Balance of income by last report	124,950 75	184,646 89
	$559,077 43	$493,933 55
Dividends, Jan. & July.	354,538 95	306,246 32
Balance May 1	$204,538 48	$187,687 23

Soon after the last annual meeting of the stockholders, the Directors requested the President to make an examination of the road and its property, with the view of obtaining more full and accurate information in regard to its condition, and as to what was required to make it most effective for transacting the business; and he has embodied his views in a communication addressed by him to the board under date of June 21st last, in which he says:

Soon after my connection with the road, which took place about two months subsequent to the close of the last financial year, I made, at your request, an examination into the condition of the road and its property, and in regard to its requirements, means, and liabilities. I now submit to you some statements showing the condition of the property, and what I deem to be the true policy of the road for the future.

I found the road generally in a tolerably fair working condition, although some of the abutments and bridges needed rebuilding, and, in some places, stone should have been substituted for wood, and solid embankment for pile bridging.

The track on a portion of the Fall River Road was originally laid, and still remains, on a clay and loamy soil, which, in the winter heaves badly, and in the spring is soft and spongy, causing great injury to the rails. It would be economy to substitute gravel for this material.

A portion of the rails on the road have proved to be of very inferior quality, and, together with a considerable number of the sleepers, required renewing. Much of the fence on the line of the road was in very poor condition, and needed rebuilding.

Some of the depots remain as originally constructed. Others, that were re-arranged many years ago, and adapted to the business at that time, have not been much improved since; and, as the business has materially increased, the public now claim enlarged and improved depots.

The rolling stock on hand was insufficient for the business. Some of the passenger-cars were old, and unsuited to the present time; and some of the engines too small, and not adapted to the trains and speed required. A considerable addition to the equipment was necessary in each department.

The shops and facilities for doing the repairs necessary to carry on the operations of the road are very limited in extent, and inconvenient for the work; and this largely increases the cost of operating the road. The company's land at South Boston is well suited for the erection of new repair shops, in connection with the new engine-house; and the interest of the company demands their construction at a very early day.

In taking the account of shop-stock, or materials for repairs, &c., on hand May 31, 1866, sufficient reduction from the cost of the articles was not made to meet the decline in prices during the year. This, to some extent, has increased the expenses of this year; nor was the large amount of old rails, about four hundred and eighteen tons, then due the Washburn Iron Company, deducted from the quantity of old rails on hand, as it should have been. These items, amounting to $39,322 90, should have gone into the expense account prior to May 31, 1866.

The amount of $41,433 85, represented in the last annual report as due from unsettled freight-bills, was found, upon examination, to be to a large extent, unavailable. Only $4,591 78 of the sum has been collected. $16,950 48 is represented by claims against the National Government for transportation, still uncollected; and, of the remainder ($19,891 59), about $7,000 is represented by freight-bills which had been offset by expense-bills paid on account of freight; and the balance is in disputed accounts from which nothing has been received, and the whole, $19,891 59, has now been charged off as worthless.

There have also been paid and charged in the running expense account of this year sundry accounts amounting to $55,095 48, which should have been adjusted and charged in the last or previous year's accounts. Many matters which were in litigation last year have since been settled, and the amounts are included in the above sum. There are but few such cases remaining, and none for any claims that have arisen during the past year. Some of the land-owners on the line of the Dighton and Somerset Railroad, make such excessive claims for damages, that it will be necessary to submit them to the County Commissioners for adjustment.

The Newport extension, the Dighton and Somerset Road, the change of the location of the road in Boston, the construction of the new freight-house and the new engine-house, which improvements were commenced some time before my connection with the road, are now nearly completed. There has been paid on these accounts during the past year, $526,294 44; and it is estimated that $217,318 00 will be necessary for their completion.

The new work commenced the past year is, the depots on the Dighton and Somerset Road; the passenger-depots in Boston, Fall River, and Bristol Ferry; the car-houses in Boston and Newport; sheds at Tiverton and Fall River; road-bridge in Fall River for Linen Mill Co.; shop for repairing rails, &c., at South Braintree, and the car-repair shop at South Boston, which has been rendered necessary by change of location of road.

The Boston passenger-station was found totally insufficient for the business of the road, it being very small and inconvenient, and portions of it fast going to decay. Understanding that the complaints of the patrons of the road, on this account, were almost universal, and it appearing necessary that a thorough remodelling of the whole, and the reconstruction of a large part of the building, should be made, alterations were commenced in November last, with the expectation of the work being completed in July; but it has been much delayed. The cost, including all matters connected with the improvement, was estimated at about $150,000, of which sum $71,863 76 has already been paid.

The passenger-depot at Plymouth, which was constructed when the road was built, is small and inadequate for the present business of that place. Those who use the road think they are entitled to better accommodations than they now have. A new depot should be built there as soon after the Boston depot is completed as the condition of the company will allow. Other depots on the line of the road need to be enlarged and improved, and should receive the attention of the Board so soon as other and more pressing matters are disposed of, and the means of the company will justify it.

The wharf and freight-depot accommodations in Fall River are now held by the company under a lease; but, as it owns land on deep water in that city, it may be for the interest of the company, at some future time, to build a wharf and freight depot on its own land.

The engine-house at Fall River is old, and will soon need large repairs. It is a question whether it would not be for the interest of the company to change its location to land owned by the company near the passenger-station in that city.

The passenger-station at Newport was blown down last year, and a temporary shed built in its place for the accommodation of passengers. This, however, will be sufficient until it is convenient to build a new station.

The construction of a commodious passenger-depot in the central part of Taunton, as contemplated by the company, has been deferred. The depots at Deane Street, Weir Junction, and one at Weir Village, now being erected, will afford sufficient accommodation to the people of that city for the present.

Whenever the business of the road will warrant it, a second track should be laid from Somerset Junction to Fall River, as it will greatly facilitate the movement of trains.

When the road is completed, with all the improvements suggested, the expenditures will have been about $8,264,055 92; and if the value of the real estate remaining for sale, estimated at $300,000, be deducted, $7,964,055 92 will remain as the cost of the road. Of this amount, $4,848,320, is now represented by capital stock, leaving the balance, $3,115,735 92, to be represented by liabilities. The road may then be regarded as being in good order, and fully equipped with rolling stock requisite for the present business, and with machinery suitable for making the repairs.

It is thought that sixty per cent. of the gross receipts, at present rates of fare and freight, will cover the expense of operating the road, exclusive of taxes; and, if the receipts should continue as large as for the past year, there would be a net profit of about $544,345 22 per annum. I see no reason why the income should not equal, for a series of years, that of the present year, unless temporarily diminished somewhat by competition for the New York business.

A considerable amount of the company's bonds having become due since the last annual meeting, have been paid; and a still larger amount, and the notes given to the South Cove Company for land, mature prior to May 31, 1868; the renewal of these obligations, which amount to $591,000, by new bonds, should be provided for by a vote of the corporation. A still further amount of bonds should be authorized in order to provide for the floating debt; and also the necessary expenditures required to complete the road and its equipment, in accordance with the views I now offer, if the company should approve of, and direct them to be carried out.

The estimates made last August, which I submitted to you in detail, showed that $1,649,933 would be necessary, to finish the Dighton and Somerset Road, put in proper order all other parts of the road-bed, tracks, fences, and depots, furnish the necessary additional rolling stock, and settle the unadjusted accounts. Of that sum, there has been expended, during the past year, $10,335; and a further sum of $392,214 should be expended during the coming year, if the company approve. The expenditure of the balance, $447,384, can be deferred, and, from time to time, taken from income, if desirable; but, if so, it will necessarily increase the running expense, and reduce the net earnings.

I have thought it best thus to present to you the condition of the road as I found it, both as relates to its prosperity and it finances, believing that you, and the stockholders generally, would desire to know its real condition, so that you can estimate its true value.

Compared with the previous year, the gross income of the past year shows a decrease of $65,-219 91; with an increase in expenses of $163,480 35. The former is owing to a reduction of about ten per cent. in the charges for both passengers and freight. The latter is accounted for by the over valuation of materials on hand at the close of last year, to the amount of about $39,000, and the payment of bills the past year which had accrued prior to May 1, 1866, amounting to $55,-000, and the greater quantity of new iron put into track this year, at a cost of about $75,000; besides the expense of operating the Dighton and Somerset Road, 33 miles in length, for eight months of the year—thus increasing the miles run about 149,658. Accounts, amounting to about $21,000, were outstanding at the close of the past year. The report says:

The Dighton and Somerset Road was opened the last of September, and had been in use about eight months at the time of making up the present annual accounts, although the road was not not finished, nor many of the depots built, when the road was opened; neither are they yet finished, or arrangements perfected for doing the business anticipated on that portion of our road. When the wharf at Somerset, and all other arrangements, are completed, so as to develop the business of that road, we anticipate a material increase in both passenger and freight receipts.

Our arrangements with the Steamboat Company, and with connecting roads, continue satisfactory.

In August of last year, your directors found it expedient to dispose of the bonds of the company authorized by the vote of the stockholders at the last annual meeting, and of the balance of those previously authorized. Under the first named vote, bonds to the amount of $1,000,000, dated Sept. 1, 1866, and bearing six per cent. interest, and payable in ten years from their date, were disposed of at ninety-five per cent. on the par value; and, under the second, the amount of $397,500 dated April 1, 1865, being all that remained of the former authorization, and also bearing six per cent. interest, and payable ten years from date, were sold at ninety six and one-quarter per cent., which were deemed advantageous sales for the company.

The notes given for the lands and wharf purchased of the South Cove Company, and the bonds which have matured since the last report, and those which will mature by the first of December and first of April next, all of which amount to $591,000, your directors think should be provided for by new issues of bonds; and the existing floating-debt, about $478,500, should also be funded in the same manner. Besides these, certain improvements are required for the more economical management of the company's business; and other improvements are very desirable to be made for the extended operations of the road, as suggested in the letter of the president, which we have already given in this report, and means should be provided to pay for them. To cover all these expenditures, fund the floating debt, and pay the notes and bonds maturing, your directors recommend that the stockholders should authorize them to issue, as the company's wants may require, the amount of fifteen hundred thousand dollars of bonds, to mature within twenty years from their date. As the rates of interest have changed, and the taxes on income are now large, your directors further recommend the issue of these bonds at such rate of interest as will best render them salable, but not exceeding seven per cent. per annum.

In the Treasurer's Trial Balance of last year, $41,433 85 is stated as due from unsettled freight-bills. The change of some of the officers of the road has occasioned a thorough examination of these accounts by those appointed in their places under the direction of the Board; and a large part of these bills ($19,8891 59) have been found worthless. Some errors had been made in the estimate, many bills could not be collected as they had been already paid; to others there were set-offs and defences, and others could not be collected on account of the insolvency of the parties; and the $19,891 59 had been charged off as of no value.

The large claims made by the Boston and Worcester Railroad for damages on account of the change of our location in Boston, and for other damages, and which have been for many years in litigation, have been harmoniously settled, and to the satisfaction of all parties.

In making this settlement, we have received in cash from the sale of our real estate, not wanted for the company's use the sum of $62,500, besides important privileges, enabling us to straighten our track in Boston near the bridge, so that we can not only enter our passenger depot by an easy curve, but also use to better advantage a large portion of our land formerly covered by the old tracks.

We have also sold to the city of Boston a piece of land on Dover street, not wanted for the use of the road, for which we received $18,624 20.

We have disposed of, during the year, in all, about $100 000 worth of our real estate in Boston, and estimate the value of what remains for sale at about $300,000. The company own a large tract of Cove land in Newport, which will, at some future time, become valuable property; but the cost of filling up to grade will be considerable.

Certain claims against Alexander Holmes, Esq., not known at the time of the last annual report, have been adjusted since the closing of the present financial year. An amount has been awarded to the company of $37,078 73. This has been paid by the surrender of a note of the company, held by him, amounting, with interest, to $10,-800; a set-off of sundry sums of unpaid dividends, services, expenditures, &c., amounting to $3,959 89; and the balance, $22,318 84, has been paid in cash. A further sum of $1,449 84 has been paid in cash for outstanding freight bills. The whole will appear in the accounts of the coming year.

The income during the past year equals $9,385 26 per mile of main road and branches; and the expenses, which are large, average $5,993 67 per mile. The cost of working the road must continue to be large while the prices of labor, materials, and taxes, remain as high as at present.

The annual taxes paid the State and United States Government is more than one per cent. of the cost of the road, and more than one-sixth part of the net earnings.

Owing to the fact, that, for many years past, the road has been but little obstructed by snow and ice, the apparatus on hand for removing it from the track was very limited, and insufficient to meet the necessities arising from the great fall of snow last winter; and consequently the trains were much deranged for about three days. The extra expense of clearing the snow from the track was $3,835 01. The great freshet immediately following caused some damage to the old road, and tested very effectually the culverts, bridges, embankments, &c., on the Dighton and Somerset Road. The cost of repairing the damages is estimated at about $4,500.

We recognize the right of the public to as good accommodations, not only in low fares and freights, but in the number of trains and rates of speed, as careful management, and reasonable remuneration to those who have invested their capital in the road, will allow; and, in accordance with this view, on the 1st January last, the rates of fare and freight were reduced, on an average, about ten per cent. That, in the judgment of the directors, was all that could reasonably be expected, so long as the cost of materials and labor continued so high, and the City, State, and Government taxes so excessive.

We desire to provide every accommodation which can reasonably be required of the company; but, in many matters, the diversified and conflicting interests of the patrons of the road are such, that it is impossible to satisfy all.

The arrangement of trains adopted on opening the new line of road, necessarily limiting, to some extent, the accommodations on the old line on account of the material diminution of business over that portion of the road, has caused some complaints from parties on that line; but we hope to be able to furnish reasonable accommodations to all sections of the road, and trust that all will, in the end be satisfied with our efforts to accommodate them.

The public should not expect from the company the best depots, engines, and cars, and frequent and rapid trains, and, at the same time, low rates of fare and freight, as it is impossible to furnish both at the same time, without a very large increase of business, or a great reduction in the cost of labor, materials, and taxes.

The equipment of the road consistl of 34 locomotives, 59 passenger cars, 15 baggage, 166 box, 207 platform, 9 cattle, and 81 coal and gravel cars. 3 locomotives, 6 passenger, 2 baggage, 104 freight and 20 coal cars have been added during the past year.

The number of miles run by locomotives with passenger trains, was 507,603; with freight trains, 185,662; with gravel trains, 67,789—total 761,054, against 611,396 the previous year, an increase of 149,658 miles.

Number of passengers carried, 2,043,388; do., carried one mile, 35,183,292. Tons of merchandize carried, 316,235; do., carried one mile, 12,-518,120. This shows an increase of 1,808,152 in the mileage of passengers, and 1,165,838 in the mileage of freight.

TRIAL BALANCE, MAY 31, 1867.

Construction	$6,655,881 54
Rails, shops stock, etc	115 008 01
Cash	38,610 06
Bills receivable	124,361 25
Unsettled freight bills	38,483 65
Post office department	5,572 43
Sundry accounts	13,080 51
Dorchester and Milton Branch R. R.	36,937 88
Easton Branch Railroad	54,800 00
Newport and Fall River R. R.	3,660 12
Dighton and Somerset R. R	25,665 32
Real estate at Newport	114,000 00
South Cove purchase	267,500 00
Purchases and sales of real estate	193,659 92
New passenger station	71,863 76
New car repair shop	498 38
Connecting roads	1,160 77
	$7,760,743 60
Capital stock	$4,848,320 00
Income	187,687 23
Bills payable	444,000 00
Land notes	280,000 00
Funded debt	1,796,500 00
Unpaid dividends	6,313 49
Dividend of July 1, 1867	153,123 16
Agents department	44,799 72
	$7,760,743 60

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, George A. Ketteli, Benjamin Finch, Francis B. Hayes, Oliver Ames, Samuel L. Crocker and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

☞ The board of general railroad commissioners organized at Hartford, Conn., on the 17th ult., by choosing William A Cummings, President, and Samuel Fitch, Secretary.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St. Louis ---------- 100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point...100	1,232,200	----------	----------
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br. ----100	1,950,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea ----100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line ----100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware ----100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.* ---- 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,000	----------	----------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) ----100	326,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000	----------	----------
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 60	721,926	J. & J.	Jul. 67 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	----	Jul.'67 4½
Central of Georgia..... 100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey.... 100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.---------100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	----------	----------
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.---------- 100	380,000	J.A J&O	Jul. '67 2
Cheshire, preferred ----100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '67 5
" " pref...100	2,425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo ---- 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J&O	A. '67 2½
Columbus and Xenia*.---- 50	1,786,200	J. & J.	Jul. '67 5
Concord ---------- 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.---------100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. ---- 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*.---100	2,384,941	----------	----------
Delaware.---------- 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.------- 100	1,550,050	----------	----------
Detroit & Milwaukee.----100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7
Eastern (Mass.) ----------190	3,678,304	J. & J.	Jul. '67 4
Eastern (N. H.) ----------100	492,500	J. & J.	Jul. '67 4
East Pennsylvania ------- 50	604,400	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 3½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway ----------100	16,570,100	F. & A.	Feb.'66 4
Do. pref.---------- 100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.------100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	2,142,834	----------	----------
Fitchburg ---------- 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly ----------	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	----------	----------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.) ----------	15,123,480	----------	----------
Granite. ---------- 100	----------	F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,746	----------	----------
Green and Coates St. (Ph.) 50	150,000	J .@ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 3
Hannibal and St. Joseph.100	$1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch ---------- 50	116,850	M. & N.	M'y '67 5
Housatonic.---------- 100	820,000	----------	----------
" pref ---------- 100	1,180,000	M. & N.	M'y '67 4
Hudson River ---------- 100	6,967,971	A. & O.	Apr.'67 4
Hazleton ---------- 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central ---------- 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.------100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.---------- 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*.------- 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.---------- 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ----100	200,000	J. & J.	Jul. '67 3
Macon and Western ------100	1,500,000	M. & N.	M'y '67 4
McGregor Western* ------100	----------	----------	----------
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central ---------- 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	6,686,136	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio ---------100	570,000	----------	----------
Metropolitan (Boston).----100	1,250,000	J. & J.	Jul. '67 5
Michigan Central ---------100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).------100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.---------100	3,627,000	J. & J.	----------
" " " pref.---------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '67 4
Mississippi Central ------100	2,000,261	----------	----------
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex ---------- 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.------100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck ---------- 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey ---------- 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.---------100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,231	J. & J.	Jul. '67 3
Ntag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue ---------- 100	1,795,860	----------	----------
North Carolina.---------100	4,000,000	----------	----------
Northern Central ---------- 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh.,.100	3,06?,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri ---------100	2,389,307	----------	----------
North Pennsylvania------ 50	3,150,150	----------	----------
Norwich & Worcester 100	2,368,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Feb.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.----100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport 100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark ------100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'67 4
Pacific of Missouri.------100	3,581,000	----------	----------
Panama.---------- 100	7,000,000	J. A J&O.	Jul. '67 6
Paterson and Ramapo.----100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania ---------- 50	20,000,000	M. & N.	M'y '67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,600	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	----------
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,607,850	A. & O.	Apr.'67 5
Phila. and Trenton*.------100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt.------ 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City.------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jul. 67 2½
Pittsb. Col. and Cin. ----100	----------	----------	----------
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec....100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019	----------	----------
Rensselaer and Saratoga ..100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
St. Paul and Pacific.------100	----------	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* ------- 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke...100	868,200	----------	----------
Second Avenue (N. Y.).---100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. .'67 2½
Sixth Avenue (N. Y.) ----100	750,000	J.A.J&O	----------
South Carolina ----------	2,819,275	----------	----------
South Shore ----------	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.----100	1,000,000	----------	----------
Springfield and Columbus.100	----------	----------	----------
Staten Island.---------- 100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch ---------100	250,000	J .@ J.	Jul. '67 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).----100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.)- 50	----------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.---------100	607,111	----------	----------
Troy and Greenbush*.----100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*...100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	----------	----------
Union Pacific.---------- 100	----------	----------	----------
Union Pacific (E. D.).----100	----------	----------	----------
Union Pacific (Cent. Br.).100	----------	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.----100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.----100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'67 1½
Vermont Valley ---------100	516,164	----------	----------
Virginia Central ---------100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).---------100	6,710,800	J. & J.	Jul. '67 5
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------- 100	731,050	M. & N.	M'y '67 4
West Philadelphia------- 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.---------100	1,340,293	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio ---- 25	8,228,595	----------	----------
Delaware Division------- 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.----100	10,000,000	F. & A.	Aug.'67 3
Delaware and Raritan.----100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania.------ 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,062,083	----------	----------
Union.---------- 50	2,907,850	----------	----------
" preferred ---------- 50		----------	----------
W. Branch and Susq.----- 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Ju.'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Jun.'67 3
Union Navigation ---------100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal.---------- 25	1,500,000	M. & S.	M. '67 3½
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	800,000	J. & J.	Jul. '67 4
Central Coal ---------- 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal ------- 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	3,400,000	A. & O.	----------
Wyoming Valley Coal ----100	1,250,000	F. & A.	Aug. '66
Rutland Marble.---------- 25	1,000,000	M. & N.	Nov.'66
Adams Express.---------- 100	10,000,000	FMA&N	Nov.'66
American Express.-------- 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express ----100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

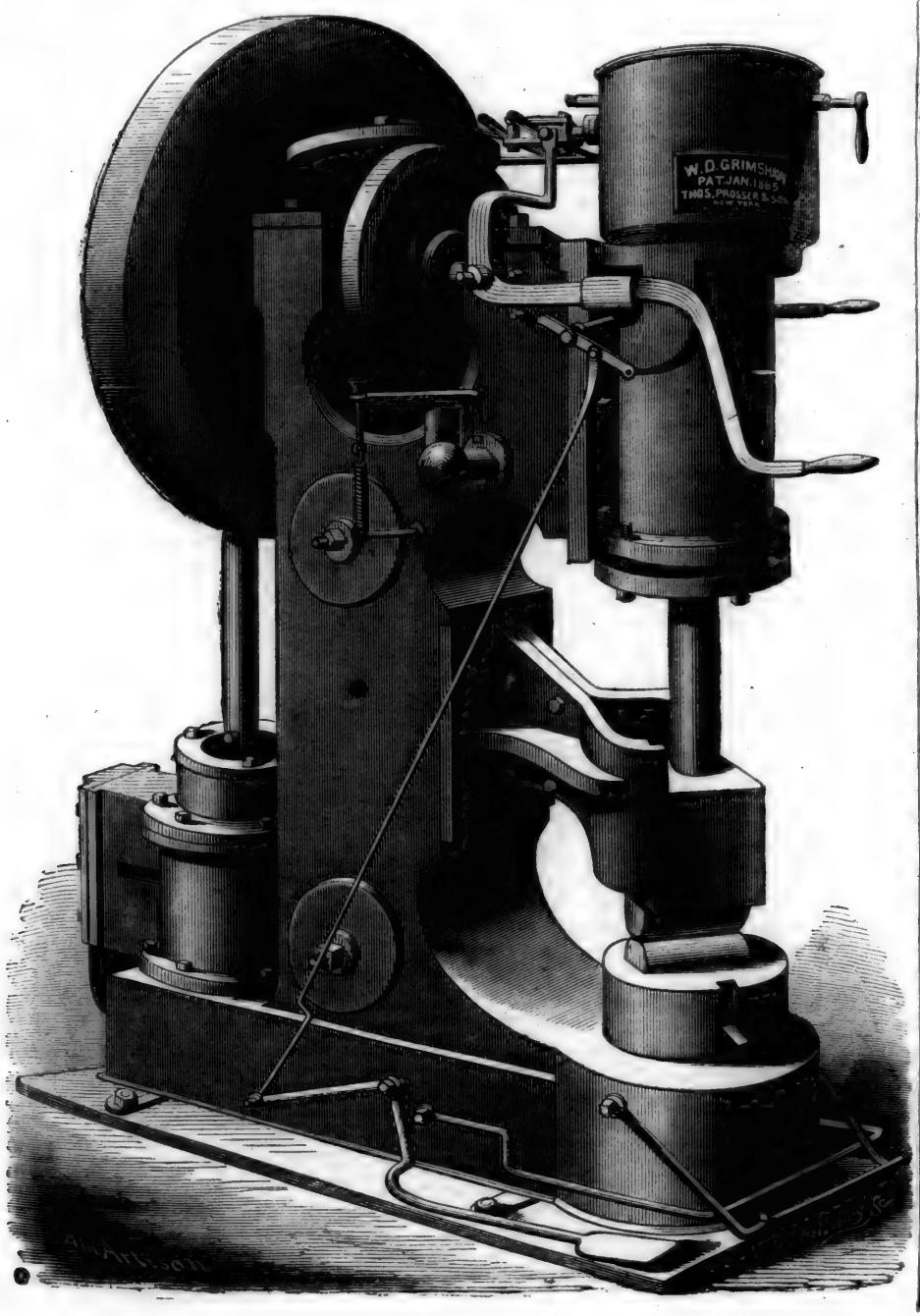
THE GRIMSHAW

PATENT COMPRESSED-AIR HAMMER.

The Hammer and the Stamp under Perfect Control.

For all purposes, such as Blooming, Tilting, Shingling, Plating, Planishing, Punching, Piercing, Stamping, Crushing, Squeezing, etc.

These machines are under perfect control, and will give any kind of blow required, from a *live* sharp *pick-up*, heavy or light, to a mere squeeze or dead pressure blow to crush Ores, &c.



The operating compressed-air is produced in the same, or in a separate machine, and is worked automatically or by hand with varying intensity, according to the nature of the work and the *instant* will of the operator. The exhaust air both blows the scale off the work, and sprays it with water, if required, and during the intervals, when not required for other work, the Air-pump or Compresser is available as a fire-blowing machine, giving a very powerful blast.

Both steam and water power are available as motors, and from one compressed-air or blowing machine any number of Stamp-Hammers or similar machines may be driven to great advantage, without belts, pulleys or shafting, and a machine may be removed from one place to another by merely disconnecting the compressed-air pipe.

There is no danger of knocking out the ends of the cylinder, or bending the piston rod by striking water, as is the case with the Steam Hammer unless there is a continuous blowing through, kept up at great cost, and in continual fear.

Compressed-air machines are always intact, ready to stop or to start at any moment without waste of power, labor or oil to keep shafting, pulleys and belts running when not wanted, neither is there any escape of vapor to tarnish bright work, nor of condensed steam to spoil that which is being planished.

The steam engine and blower combined are of the most simple construction, and well calculated for economical operations, for all the advantages of applying compressed-air, instead of, or with steam, are not yet told or even known. Steam is subject to condensation from compression and expansion alike, but air is not thus affected, and therefore, *unlike steam*, it admits of the full benefit derivable from the principle of expansive working being attained. The compression of air developes heat and additional pressure, which is available in work before it is expanded, to relieve the back pressure, when it leaves the machine quite cool, thus proving, that the heat developed, has been fully utilized in the machine which produced, or rather which used it. And finally, the compressed-air machines may be worked at any distance from the Compresser, as there is no condensation, which is so fatal to the economical use of the Steam Hammer under such circumstances.

THOMAS PROSSER & SON,
15 Gold Street, New York.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,932,141	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	109½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119
" " " coupon		5	" "	1871	----
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	110½
" " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,315,400	6	Jan. & July.	1881	110½
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	1,188,706,800	6	May & Nov.	1882	110
" " " (5-20s) coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109½
" " " (5-20s) coupon		6	" "	1885	111½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	102½
" " " (10-40s) coupon		5	" "	1904	103½
Pacific R. R. Bonds (currency)	15,402,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 12, '61: 1st series	451,233,425	7.3	Feb. & Aug.	1867	107⅞
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	106⅞
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107⅛
Matured Debt not presented	15,752,815	---	presentation.	----	----
Gold Certificates of Deposit	19,457,960	---	presentation.	----	----
Coupon Interest Notes 1864 '65	108,829,430	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	369,164,944	---	----	----	----
Fractional currency	28,554,729	---	----	----	----
Navy Pension Fund	13,900,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	12½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	----
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	84½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " registered	1,229,637	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,367,253	6	" "	'77-'79	----
" —War Loan Bonds "	946,200	6	" "	1879	----
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945	6	Jan. & July.	1875	----
" —War Loan Bonds "	500,000	7	" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J. & O.	1890	----
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,816	5	" "	1850	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	" "	1870	----
" — " " (Balt. & Susq R.R.)	1,000,000	6	" "	1870	----
" — " " (Bounty)	501.000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	113
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	----
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	111½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " " sterling	4,379,500	5	May & Nov.	1894	101½
" — " " " "	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " " (stg.)	2,150,000	6	" "	'74-'76	100½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	----
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	102½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	80
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	103½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	----
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,300	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	----
" — " " " registered	21,726,500	7	" "	1877	105½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	5,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	----
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	92
North Carolina—State Bonds	368,000	6	Various.	'69-'78	59½
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	87½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,998,000	5	Various.	'77-'82	100
" — " " registered	5,083,052	5	"	'68-'70	97
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	5	" "	1877	101½
" — " " 2d series	7,909,520	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	102½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	260,000	6	April & Oct.	1883	----
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	65½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	67½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	----
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,369,398	6	" "	long.	42
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	" "	1876	50½
" — " " (") coupon	489,300	6	" "	1886	38½
" — " " (") "	39,600	6	" "	1890	37
Wisconsin—State Bonds	405,100	6	Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	449,555	407,018	465,102	380,796	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,096,470
1865	305,554	248,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,947	224,621	272,464	280,283	251,916	261,488	274,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	555,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,736	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,088,995
1867	690,832	586,743	747,391	720,651	787,736	898,357	800,325	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,647	132,725	136,897	123,786	1,317,102
1867	95,223	80,928	93,872	103,154	90,683	87,784	------	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division.. 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	------	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,016	497,879	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	108,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,065	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,997	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,055
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	366,196	335,083	324,986	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	315,021	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,397	221,690	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,793	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	959,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,820	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,350	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,967	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,565,510
1865	663,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,680	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,095	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	767,441	679,935	555,222	7,407,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,805	110,603	120,310	123,115	113,798	123,949	118,977	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	165,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,14
1867	149,658	149,342	174,152	188,162	171,736	156,066	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,838	139,626	244,114	241,840	221,570	220,200	265,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894,975
1867	237,674	200,793	270,630	317,062	329,078	304,810	------	------	------	------	------	------	------
Western Union:													
1865	43,716	27 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	77,830	689,353
1866	45.102	25,005	39,301	43,332	86,913	102,918	85,276	60,695	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	628,500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	95½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	200,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96½
Sinking Fund	336,000	6	" "	Boston.	1889	93½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	94
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	92½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1883	101
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	94
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406		Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.	"	1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	89½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	87
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F. M. A. & N	" "	1915	88
Equipment Bonds	270,483	7	May & Nov.	" "	1874	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	97
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1872	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,128	6	Jan. & July.	" "	1892	70
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	300,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,082,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	93½
Free Land, 2d Mortgage	1,500,000	6			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(04½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,575	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	$10,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,240,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,842	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	8				
1st Mort. Construction	1,730,800	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " " B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	
5th Mortgage	926,500	7	June & Dec.	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "		106
3d Mortgage	980,200	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000	6	Feb. & Aug.	New York	'73-'75	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81¼
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "		1887	114⅜
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	98
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	690,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	148
2d Mortgage	987,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	234,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg'k f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110⅝
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	31
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Bonds not secured by mort	61,684	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	77,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,800	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207.626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point.	2,439,420	308,967	715,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,955	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,745	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	.....	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353.283	122.500	1 370,783	100,0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000 000	1,079,500	258.046	8,272,183	117.4	787,826	2,068,260	704,016	10	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 700	36,500	22,751	1,296,541	86.7	.....	415,411	54,648	4	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764.574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404.618	212.676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,116	3,695,153	1,484,616	8	117
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	150
31 May, '65	242.0	688.0	----	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,443	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	46
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	16,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,508,763	409 3	1,621,307	3,574,034	1,413,999	10	101
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	----
31 Dec '66	454.8	252.6	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,583,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,882	6,546,741	2,175,447	10	119
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	81
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,972,000	997,000	106,879	2,975,878	84.0	384,559	771,763	307,852	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,871	12	150
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	980,000	653,966	5,429,203	156 5	319,890	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	106,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,398	.....	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,545	329.3	1,902,098	4,325,490	1,498,713	10	110
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,185	4,673,198	1,609,387	—	80
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,809	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '55	83.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,645,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	----
Sept. '64	86.5	3.6	8 2	—	16	13	319	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	49 558	6,352,109	90.1	230,159	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1.0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,004	51.3	161,056	450,222	236,767	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	46
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,286	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,052	51.8	441,186	1,190,784	284,644	10	139
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	130
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,928	—	11,060	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	114
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,618,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	49,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	90,884	114,623	600,000	—	25,500	773,226	41.5	215,731	441,304	90,966	8	145½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6-866,571	334,503	—	4,843,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	89
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	43.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500	1,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	106½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,050	—	3,584,321	77.3	158,121	435,965	140,643	3½	56
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	140
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,859	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,986,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68½
31 Mar. '66	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,288	*	—	695,588	568,000	—	.....	.....	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	110½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,052	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,922	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,665	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,068,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	336,651	loss.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway		Co.		233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2.266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	69½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	120½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	982,000	—	2,928,474	107.0	366,319	588,408	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,067,161	14,596,786	3,201,112	6	104½
30 Sep. '65	130.8	2.1	45.0	—	43	63	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	115
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,561	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	62
30 Sept. '65	18.0	—	0.5	10.8	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	300,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,098,642	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rens	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	623,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '66	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979.190	81.0	208,685	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396.828	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,648	135,486	73,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	900	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '66	223.0	—	—	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,480	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,213	791,055	102,891	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.9	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	27
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,280,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1 055,592	1,933 700	521,908	8	100
31 Oct. '65	95.5	—	33.5	1.0	36	26	998	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	672,916	2,359 222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	364,145	5,408,911	3,880,848	82,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	95
31 May '66	109.2	79.4	.....	—	37	39	771	Cleveland and Toledo	6,672,157	868,769	828,893	4,841,600	2,746,280	114,496	8,369,819	188.6	994,554	2,388,868	1,035,717	13	123½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786.200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami.	291,148	10	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,585,042	3,572,400	1,400,000	2,020	6,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '66	173.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,665	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	8,985,354	595 400	391,992	3,382,168	1,218,972	109,313	4,272,748	205.9	346,071	694,520	184,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,486	*	106,623	900,286	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
3 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,550,000	*	2,268,900	6,700,000	14,345,000	795,801	22,113,900	250.6	—	3,717,386	906,200	—	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	256,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,496	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	126
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	684,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,158	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	58
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,508,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,225	67.5	345,588	902,213	382,500	—	34½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,238,686	20,000,000	18,038 2 6	—	44,251,544	365.8	7,080,026	16 583,883 5	967,520	9	53½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristo'n	1,139,079	288,489	409,980	1,491,850	189,800	—	1,817,554	24.2	274 879	606,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,483 700	13,009,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	—
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,902,819	6,016 531	10	52½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	152½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,936	2,470,958	1,057,687	10	55
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,956	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	106
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,590	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,004	264,123	123,842	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	80
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	161,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	.....	—	.....	.....	275	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,349,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,093 591	291.0	405,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
30 Sep. '65	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	.. ..	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,085	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	73,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,245	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	58.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,840	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071 687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184.652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136.761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	5,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	90,273	34 358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,862	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942 548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43.062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	8 months	79.2	47,702	54.121	16,332	—	—
30 Sep. '66	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	.....	606,703	127,935	—	16½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,068,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 851	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,305,900	1,631,900	124,931	3,565,187	133.4	.....	289.581	49 581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep '66	140.5	2.7	11.2	—	26	16	289	Richmond and Danville	4,917,500	*	1,488,600	2,000,000	1,717,500	900,839	7,301,983	101.7	239.961	672,714	284.759	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,980	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	579,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032 947	80.0	168,087	391,577	230,526	—	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,9 6	3,353,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	129,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,199,550	*	171,670	3,497,251	1,839,500	52 , 22	7,362,250	214.9	278,889	856,022	93,892	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	9,229,000	—	18,508,374	2 5 0	996,727	2,538,800	934,103	—	95½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	161.0	.....	236.798	67,652	—	15
31 Dec. '52	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '66	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,210,345	*	—	15,128,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '66	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3 8	—	1,380,000	18,100	136,000	1,709,232	60 (	—	132 55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,131	—	—
								NEW GRANADA.													
31 Dec 62	8.			—	11	23	120	Pan ma	3,000,000	*		6,000,114	0	—	10,168,724	48.	—	617,489	1,826,934		257

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	29
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	63
Chicago & Alton (preferred)	2,425,400	7	7	120
Chicago & Northwestern (pref.)	12,994,720	7	7	69
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,¯73,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	26
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	68½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	78
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	43
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1875	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,361	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	"	1866	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----------	------	89
Boat Loan	232,807	6	----------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,589	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1888	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	59
Delaware and Hudson	100	10,000,000	10	151
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----------	——	----
Lehigh Navigation	50	6,968,146	10	46
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	113
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	20
" " (preferred)	50	2,888,988	——	31
Susquehanna and Tide Water	50	2,048,260	——	16½
Union	----	----------	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, ¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 42 — @ 45 —
Pig, American, No. 1 42 — @ 44 —
Bar, Refined, English 85 — @ 90 —
Bar, Swedes, assorted sizes (in gold) 92 50 @105 —

	Store Prices.
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	100 — @105 —
Bar, English & American, common	90 — @ 95 —
Scroll, English	132 50 @180 —
Ovals and Half-round	127 50 @137 50
Band, English	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, English	105 — @165 —
Hoop, English	137 50 @192 50
Nail Rod per lb.	9 @ 10½
Sheet, Russia per lb.	19½@ 20
Sheet, English, Single, Double and Treble	5½@ 8
Rails, English (gold) per ton	52 50 @ 53 —
Rails, American	79 — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 18 @ — 23
English Spring (1st & 2d qlty.) — 10½@ — 12½
English Blister (1st & 2d qlty.) — 11½@ — 20
English Machinery — 13½@ — 16
German — 14 @ — 16
American, Blister — 11½@ — 17
American, Cast, Hammered — 19 @ — —
American, Cast, Rolled — — @ — —
American Spring — 12 @ — 15
American Machinery — — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — 33 @ — —
Sheathing, Yellow — — @ — 26
Pig, Chile — — @ — —
Bolts — — @ — 35
Braziers' — 33 @ — —
American Ingot (cash) — 25½@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 6 50 @ 6 62½
German Refined — 6 50 @ 6 62½
English — 6 50 @ 6 87½
Bar per lb. 10 — @ — —
Pipe and Sheet 10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

	Gold.		Currency.	
Banca (gold) per lb.	—	@ —	26½	
Straits (gold)	—	25 @ —	25½	
English (gold)	—	23½@ —	23½	
Plates, I.C. Charcoal, p. box	9 25 @	9 50	13 — @	13 75
Plates, I. C. Coke	7 50 @	8 50	10 50 @	12 50
Plates, Coke Terne	7 — @	— —	— @	9 50
Plates, Charcoal Terne	8 75 @	9 25	12 50 @	12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d. (cash) per 100 lb. 5 62½@ 5 75
Clinch (cash) 7 25 @ — —
Copper — — @ — 42
Ansable Horse, Norway Iron, Forged — — @ — —
Zinc Nails (6 mos.) — 13 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity — 13½@ — 14
Refined, free L. S. to White — 41½@ — 42
Refi'd, in bond, prime L. S. to White — — @ — 22
Refi'd, in bond, Standard White — 23½@ — 24
Naptha, Refined (80@82 gravity) — — @ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th 1.	F 2	Sat. 3.	M 5.	Tu. 6	W. 7
Atlantic M. S. S. Co	----	----	----	----	111½	112
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	125	----	----	----	----
Canton Co.	49½	51½	----	48½	49½	50½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	116	116	117	118	118	118
" " pref.	----	119	120	120	120	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	91½	----	91	----	----	----
Chicago, Burl. & Q.	----	----	----	149	150	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	49½	48½	47½	46½	46½	47½
" " pref.	71½	70½	70½	69	70	71½
" " 1st M.	----	----	----	----	----	87
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	102½	101½	101½	100½	103	103½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	95	95½	94½	93	95	95½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	72	----	----	----	----	----
Clev. and Toledo	124	123½	122	122½	123	124½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	----	----	37½	36½	35½	36½
Del. & Hudson Canal	152	----	151	151	150	150½
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	76	75½	76	69½	70½	72
" pref.	78½	79	----	----	77	78
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	101	----	----	----	----	----
" 1 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	120½	120	120	119½	119½	120½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	102
" 2 M. S. F.	----	----	----	----	----	104½
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	118½	118½	118	117½	118½	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	114	----	114	----	----
Marietta & Cin. 1st pref.	27	27	27	26	----	27
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	10	10½	----	----	----
Michigan Central	112	----	110	110	110	110
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82	80½	----	78½	80	81½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	99½	----
" " 2 M.	----	----	----	----	----	90
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	51	51	50½	49½	50½	52
" " pref.	66	----	65½	64½	65½	68½
" " 1st mort.	----	----	----	----	----	86
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	----	----	103½	103½	----	103½
" iss. to H. & St. J. R.	79½	----	----	79½	----	80
" " Pacific	103½	----	----	----	----	----
New York Central	105½	105½	105	104	105	105½
Real Estate	----	----	----	----	----	----
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	95½	----	----	96
" 6s, S. F. '87. 90	----	----	----	----	----	92½
N York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '78	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	57½	----	----	58	57½	----
" new	----	57½	57½	----	57½	----
Ohio & Miss. cer.	28½	28½	28½	27½	28½	28½
" " pref.	67	----	----	70	----	----
Pacific Mail S.S. Co.	146	145½	146	146	146½	146½
Panama	----	----	----	----	----	----
Phila. and Reading	107½	106½	106½	106	106	105½
Pitts. Ft. W. & Chicago	106½	106	106½	106	106	106½
" 1M.	----	----	----	----	----	----
" 2M.	----	----	98½	----	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	33½	32½	31½	30½	31	32½
St. L., Alton & T. H.	----	81	----	----	----	----
" " pref.	81	80½	----	----	78	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	82	----	----	----	81½
" " Inc. b'ds.	----	80	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	----	69	68	69½	69½	----
" new	66½	68	----	67½	67½	67½
Tol. Wab. & Western	----	50½	50½	49½	50½	----
" Pref.	----	----	----	70½	70½	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	80½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	119	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	109½
U. S. 5s, 1874, coup.	108¾	109	....	110½	....	109½
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	102½	102¾	102¾	102¼	102¾	102¾
U. S 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	110¾	....	....
U. S. 6s, 1881, cou.	110½	....	....	110½	110¾	110½
U. S. 6s, '81, O. W. L'y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111¾	111¾	112¼	112¼	113	113¾
U. S. 6s, 5-20s, c. 1864.	....	109¾	....	109¾	110	110¼
U. S. 6s, 5-20s, c 1865.	109¼	110	110	110½	110¾	110¾
U. S 6s, " reg.	....	109	109	110	110	....
7.30 Notes, 1st series.	107¾	107¾	107¾	107¾	....	107¾
" " 2d series.	107¾	107¼	107¾	107¾	107¾	107¾
" " 3d series.	....	107¼	107¾	107¾	107¾	107⅝
American Gold	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	29	....
Camden & Amboy	....	126¼	125¼	125¼	125¼	125¼
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	88¼	....	....
" " 6s, '89	....	....	....	88¾	....	....
" mort. 6s, '89	96	96	....	....	96¼	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	42
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	45¼	45¼	46	....	46	46
" " 6s, '84	89	....	89	....	89	....
Lehigh Valley R. R.	58	58	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	57½	....	57½	....
Morris Canal	55	....	....	....	....	....
" " pref.	....	....	....	....	....	113
" " 6s '76	90	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s	....	....	....	....	89¼	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	53¼	53¼	53¾	53¼	53¾	53¾
" 1st m.	....	....	....	....	....	98¼
" 2d m.	....	....	....	....	96¼	96¼
Penn. State, 6s	....	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s. W. L.	....	....	....	....	....	....
Philadelphia City, 6s	96	....	96	....	....	96¼
" " new	99¼	99¼	100	100	100¼	100¼
" " muno	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	53¼	53¼	53¾	53¼	53¾	53
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	97	....
Philadelphia & Erie	....	....	....	....	....	27¾
" " 6s	95	95	....	95	95	95¼
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref. 31	31	....	....	....	....	....
" " 6s '82	74¾	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	....	....	....	....	16¾	....
" " 6s '78	....	....	....	64	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	21	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	14	....	....	....	13¾	13¾
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	30½	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	29½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	W 31.	Th.1.	F.2.	Sat.3.	M 5.	Tu.6
Baltimore City 6s, 1875	97½	....	98	....	98	98
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	99	99	99	99	99	99
Balt. and Ohio	117½	....	117½	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	95½	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	98½
Northern Central	44¼	44¼	....	....	44¼	....
" " b'ds, 1885	84	....	....	....	84	....
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th. 1.	F.2.	Sat.3.	M.5.	Tu.6.	W7
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	132	133	133	133	....	132½
Boston and Providence	139	....	....	....	....	....
Boston and Worcest.	143	....	142	....	....	135
Cheshire, pref.	63	63	63	....	....	62½
Concord	....	....	....	....	....	68½
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	110	110	....	....	....	110
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	120	....	....	....	....	....
Manchester & Lawr'ce	....	115½	....	115½	115½	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	....
Old Colony & Newport	88	88½	89½	....	89	89
Pb., Wil. & Baltimore	54½	54½	54½	....	....	55
Portl'd, Saco & Ports.	....	....	102	....	....	....
Vermont & Canada	97	....	....	....	....	98
Vermont & Mass.	....	....	....	....	56	56
Western	....	141	....	....	....	140
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	56½	....	56½	....	55½
Middlesex "	....	40¾	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	25¾	26	....	25¾	26
Franklin "	18	....	....	....	18½	18½
Huron "	....	....	....	....	1¼	87½o
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	....	12¾	....	....	13	12½
Pittsburg "	....	....	....	....	....	....
Quincy "	22½	....	....	....	....	25½
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 12th and 19th of July.

	Closing Prices. July 19.	July 12.
United States, 5-20s, 6 per cent 1882	72¼@ 72¾	73¼@ 73¾
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	71 @ 71¾	71¼@ 72
Do. do. 6 do. 1868	87 @ 90e	87 @ 90e
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	45 @ 50e	45 @ 50e
Do. 6 per cent	33 @ 35e	33 @ 35e
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	48 @ 52	48 @ 52
Do. do., 2d mort., 1881	48 @ 52	48 @ 52
Do. Penn., 1st mort., 1877	48 @ 52	48 @ 52
Do. do., 2d mort., 1882	48 @ 52	48 @ 52
Do., consolid. mort. bonds, 1890	21¾@ 22¼	23 @ 24
Erie shares, $100 (all paid) 8 p. c.	45 @ 46	45¼@ 45¾
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	63 @ 68	62 @ 68
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Do., $100 shares (all paid)	76 @ 77	80¼@ 81
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	60 @ 65
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	101 @103
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	89 @ 91
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	79 @ 80	79 @ 80
Do. with option to be paid in Phil.	79 @ 80	79 @ 80

American Railroad Journal.

Saturday, August 10, 1867.

Stock Exchange and Money Market.

Money has been in quite active request for speculative purposes, since our last. The supply, however, has been kept up well, by the influx of funds from other points, and by the liberal disbursements of the Treasury Department. Lenders have been quite prompt in accommodating all borrowers in good standing at 3@4 per cent. on temporary advances on the public funds, and 4@5 per cent. on other stock collaterals. An improved demand has prevailed for choice to really good business paper on the basis of 6@7 per cent. per annum, but the very moderate offerings of these grades have operated against an active business. The city banks have been making unusually heavy advances on the National stocks, to the great commission dealers. Hence, they have shown, in their last weekly return, an increase in their loan averages of $3,696,186. Their deposits have been enlarged $544,868, and their legal tender reserve has been augmented $492,922, while their specie hoard has been reduced $2,276,144, and their circulation contracted $37,742. The Government disbursements have been quite extensive, especially through the Sub-Treasury in this city, the balances in which have been again reduced. The aggregate cash reserves in the Treasury vaults on the 1st inst., were, according to the last official exhibit of the public finances, $175,379,470, including $102,905,174 in coin, and $72,474,296 in currency, showing a gain after all disbursements, of $3,954,888 since June 1, the date of the preceding general statement. The cash reserves, this time last year, were only $137,-317,332, including $61,322,126 in coin, and $75,-995,206 in currency. This shows that the Treasury is unusually strong, in its cash balances at the present time; and it is thus strong, without adversely influencing the money market, through the supply or price of money, which features are more than ordinarily favorable, especially at this season of the year to responsible borrowers. The specie reserve of the banks is now $6,461,949, against $9,448,900 same time last year. The city bank deposits are now $201,153,754, against $214,-156,705 week ending Aug. 4, 1866. The legal tender reserve amounts to $75,098,762, against $86,-235,079 same time last year. The circulation now stands at $33,559,117, against $27,311,549 same time last year. The loans are now $254,940,016, against $256,808,717 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $78,003,624 a day, against a daily average of $80,182,871 the preceding week, and $81,971,825 the week ending with July 20. The current week's exchanges average about $87,000,000 a day.

National Bank notes to the amount of $174,-600 were issued last week, making the total issue to 1,671 banks thus far, $303,503,476, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,547,562, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,955,914. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,649,-500; and for the public deposits, $38,797,950—making a total of $379,447,550. The Treasury Department last week redeemed and destroyed $395,300 of worn and mutilated fractional currency, and issued $515,519 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 3, were $17,416,869, including $2,447,-422 from customs duties; payments, $18,851,294; balance at the close of the week, $128,761,670, against $130,196,095, at the close of the preceding week, showing a decrease of $1,434,425. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,326,880 including $800,399 from customs, and payments, $8,052,778; on Tuesday, receipts, $1,758,433 including $480,000 from customs, payments, $720,482. The balance at the close of business on Tuesday stood at $128,073,-723, against $131,725,798 a week previous.

The Philadelphia Bank movement the past week shows an increase in loans, of $813,362;

a decrease of $31,033 in specie; a decrease in legal tenders of $128,914; an increase of $754,-894 in deposits; and an increase of $2,166 in circulation. The Bank Clearings show an increase of $4,527,827, and the balances, an increase of $631,947.

Government revenues keep up to a very satisfactory average. The excises have been increasingly prolific of late, partly because of the annual tax payments. Customs are augmenting also, as the season of business actively approaches. The excises, last week, yielded about $6,789,305, against $4,000,000 the preceding week; customs at the port of New York $2,447,422, and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal about $11,335,805 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been about $31,-000,000.

Gold has been rather active again, this week, but the speculation has been less confident, and the fluctuations in prices have been against the operators for a rise. The extremes of the week have been 139⅞@140⅝. Wednesday's range was from 140@140⅜, and the latest transactions were at 140⅜. The export inquiry has fallen off very notably. The customs demand has been good, and this has been the main strength of the speculation. Government has been represented as having been a seller of coin to a moderate amount from its unusually ample reserves. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,740,267. The customs demand for Gold last week, averaged $407,904 a day; thus far, this week, it has been equal to $390,000 a day, or equal to a weekly aggregate of $2,340,000. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $140,485, and from California, $1,867,312. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $71,260,915, against $81,309,466 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $17,823,182, against $24,283,721 same time last year, showing a decrease this year, of $6,460,539. The exports of specie from this port, last week, were $1,161,805. The total outflow of specie from the port, since Jan. 1, 1867, has been $38,427,856, against $51,-824,771 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $119,500, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $39,157,119, against $28,954,792 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to July 1, reached $20,766,192, against $23,338,988 same time last year, showing a decrease, in 1867, of $2,572,796.

On the 1st inst., the Treasury held coin to the amount of $102,905,174, including $19,457,960 to the credit of private depositors. The private deposits are represented by coin certificates issued by the U. S. Sub-Treasury here. The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 8th May, and at subsequent weekly intervals, is thus stated:

	Issued.	Redeemed.	Outstanding
20s ...	$333,900	$206,600	$127,300
100s ...	5,221,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st..	200,092,100	174,475,000	25,617,100
Total 22d.	205,743,720	178,185.000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980
Total 6th..	209,639,360	180,156,000	29,483,360
Total 20th.	212,218,220	182,490,000	29,728,220
Total 27th.	213,587,720	183,892,000	29,695,720
Total 3d..	214,104,220	185,466,000	28,638,220

Foreign Exchange has been in more liberal supply and has been much depressed in price. The demand has been less active. Bankers' 60 day bills on London closed steadily on Wednesday at 109¼@109½, and on Paris to 5.15@5.13¾; sight bills on London to 109⅞@110¼; and on Paris to 5.12½@5.11¼. The offerings of produce bills have been less decidedly extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $1,615,117, making the total value of exports since Jan. 1, 1867, $112,534,844, against $122,426,928 same time in the preceding year.

Government securities have been in very brisk demand, largely on speculative account. A few of the leading commission houses have been heavy purchasers, their purchases have been quite comprehensive, but have been most liberal in the line of the Five-Twenties. The floating supply of the bonds and notes has been materially reduced. Quite a respectable foreign call has been noted, chiefly for the Five-Twenties of 1862 and 1865, May and November coupons. The recent London advices have been favorable to a prompt revival of the export demand for these bonds. By the 1st of August debt statement, the details of which we give elsewhere, it appears that $76,-156,800 worth of Five-Twenty bonds, mainly of the 1866 and 1867 series, has been issued by the department since June 1, which is about the amount that the coin-interest part of the public indebtedness has been augmented, in the two months. The Department, in the same period, has redeemed, by conversion or direct purchase, Seven-Thirties to the amount of $60,706,100 and compound-interest notes, to the amount of $21,-690,810. Legal tender notes to the amount of $4,147,757 have been likewise retired. The aggregate debt, less cash in the Treasury, on the 1st inst., was $4,309,510 less than on the 1st of June. The debt statement was very favorably received on Wednesday, the day of publication in this city. U. S. sixes of 1881 closed here on Wednesday at 111¼@111⅜; U. S. Five-twenties of 1862, 113½@113⅝; U. S. Five-twenties of 1864 at 110⅛@110¼; U. S. Five-twenties of 1865 at 110⅝@110¾; U. S. Five-twenties of 1865, consolidated, 108⅝@108¾; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Ten-forties at 102¾@102⅞, and U. S. Seven-thirties at 107¾@108. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent, on these figures:

August, 1864....119¼	August, 1865....115⅞
October, 1864....118½	September, 1865..115⅜
December, 1864..117⅛	October, 1865....114⅞
May, 1865 .....116⅞	

Railway and miscellaneous stocks were much depressed, and in much less demand through the earlier half of the week. The *bear* operators forced the market down rapidly, by extensive *short* sales. Within the past two days, business has revived again, chiefly through speculative channels, and prices have rallied rather sharply.

An improved demand has been reported for breadstuffs, provision and produce, generally, and speculation has revived vigorously in Corn, influenced in part by the adverse weather, and favorable market reports from Great Britain. Prices closed in favor of sellers as a rule. Cotton has been firmer in price, and moderately active closing with middling grades on Wednesday at 28½@30⅛ cents per lb. as extremes. The stock of cotton now here is estimated at about 65,000 bales. The receipts at the port this week, have averaged about 1,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 634,000 bales, against exports of 463,149 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,847,000 bales, against 1,996,801 bales same time last year; exports, 1,541,000 bales, against 1,494,307 bales same time last year; estimated stock at latest dates, 127,500 bales, against 288,200 bales same time last year. Foreign merchandise has been in better demand and seasonable articles has been more confidently held. The total imports of foreign dry goods, last week, were $1,382,127, and the total amount marketed $1,098,387. The value of foreign merchandise imported last week, was $2,106,247—making the grand total specie value of last week's imports of dry goods and merchandise, $3,488,374, and since Jan. 1, 1867, $149,888,106, against $182,404,662 same time in the preceding fiscal year. The ocean freight market has been active, and rates have been quoted lower with 535 vessels of all classes in port. For Liverpool we quote flour at 1s. 6d. per bbl.; grain at 3d. per bushel; cotton at ⅛@$\frac{3}{16}$d. per lb.; and heavy goods at 10s.@17s. 6d. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 24.	July 31.	Aug. 7.
Consols	94¼	94 $\frac{3}{16}$	94
U.S. 5-20's of 1862....	72⅝	72 $\frac{11}{16}$	73 $\frac{5}{8}$
U.S. 5-20's of 1865....	71	71	71¾
Erie	46¾	49	45½
Ill. Central	76¾	77	76¾

The New York exports, exclusive of specie, for the week ending Aug. 6, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,959,505	$1,615,117
Prev. reported	119,467,423	110,919,727
Since January 1.....	$122,426,928	$112,534,844

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,738,730	$1,382,127
Gen. merchandise.....	2,424,784	3,106,247
Total for the week.....	$5,163,514	$3,488,374
Previously reported....	177,241,148	146,399,732
Since January 1,.....	$182,404,662	$149,888,106

The balance in the Sub-Treasury on Wednesday was $129,680,255 29.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Chicago, Rock Island and Pacific 7s, 89¾; Chicago and Great Eastern, 1st mort., 50; Great Western 2d mort., 74; Chicago and North Western Equipment bonds, 98; Long Dock bonds, 98½; Morris and Essex 1st mort., 97; Joilet and Chicago 1st mort., 103; New Jersey Central R. R., 121; Brooklyn 6s, W. L., 93; Jersey City Water Loan, 93; N. Y. City 6s, 1883, 95½; do., 1887, 91¼; N. Y. State 7s, 1870, 103; Georgia 7s, 84¾; do., 6s, 74; Virginia 6s, ex-coupon, 51; Pennsylvania Coal, Co., 175; Butler Coal, 17½; Boston Water Power Co., 22; Mariposa pref., 21¾; Brunswick City Land, 5¼; Western Union Telegraph, 46⅛; Am. Exp., 72½; Wells-Fargo, Exp., 67; Merchants Union Express, 30 per cent. paid, 17½; Adams' Exp., 73; U. S. Express, 75; Am. Ex. Bank, 117½; Ocean Bank, 104; Ninth National Bank, 107; Continental Bank, 107; Bank of Commerce, 118; Bank of Commonwealth, 107½; Fourth National Bank, 109; Importers' and Traders' Bank, 118; Park Bank, 145; Bank of North America, 106½; Merchants Ex. Bank, 111; Bank State of New York, 106; Metropolitan Bank, 130; Bank of Republic, 115; American Flag, 0.90; Alameda Silver, 3.80; Benton Gold, 1.10; Consol. Gregory Gold, 6.25; Corydon, 1.05; Columbian G. & S., 1.20; Davidson Copper, 2.15; Edgehill Mining, 2.15; Gunnell Gold, 2.50; Gunnell Union, 3.00; Holman Gold, 0.14; Hope, 0.40; Kipp and Buell, 0.45; La Crosse Gold, 0.80; Montana Gold, 0.35; Midas Silver, 2.00; Manhattan, 10; New York Gold, 1.20; New York and Eldorado, 2.45; Nye Gold, 0.06; Owyhee, 60.00; People's G. & S., 0.40; Quartz Hill Gold, 1.80; Rocky Mt., 1.40; Reynolds Gold, 0.03; Smith and Parmalee Gold, 5.60; Sensenderfer, 12.00; Symonds Fork, 0.50; Walkill Lead, 0.51; Bennehoff Run Oil, 2.89; New York and Allegheny, 3.70; Buchanan Farm, 0.26; United States Petroleum, 3.65.

Philadelphia.—Reading 6, 1880, 91; Sunbury and Erie 7s, 100; Belvidere Delaware bonds, 85; Huntingdon and Broad Top 7s, 32; Warren and Franklin 7s, 80; West Jersey R. R. 6s, 86; Allegheny Valley R. R., 18; Phila. and Darby R.R., 18; Harrisburg and Lancaster R. R., 52½; 10th and 11th streets R. R., 68; Union Passenger R. R., 36½; Pennsylvania 6s, 1st series, 101¾; do., 3d series, 102⅞; Caldwell Oil, ¾; Ocean, 3½; McElheny, ⅝; New Creek Coal, ¼; New York and Middle Coal, 3; Big Mt. Coal, 3¾; St. Nicholas Coal, ⅜; Keystone Zinc, 1¼; Philadelphia Bank, 165; Commonwealth Bank, 63½; Union Bank, 63½; Commercial Bank, 57¼; Girard Bank, 60. The latest quotations are: City 6s, 96⅛@96¾; do., free of tax, 100¼@100⅛; State 5s, reg., 1870, 97@97¼; do., coupon, 95¼@97; do., 6s, W. L., 100½@103½; Reading, 52⅝@52⅞; do., 6s, 1870, 96½@97⅛; do., bonds, 91@91; Camden and Amboy, 126@126; do., 6s, 1889, 96⅜@96½; do., 1883, 87@90; Penn. R. R., 53⅛@53½; do., 1st mort., 98½@99; do., 2d mort., 96⅛@96½; Little Schuylkill R. R., 30@31; Morris Canal, 50½@53¼; do., pref., 112¾@114; do., bonds, 90@91; Wyoming Valley Canal, 46@50½; do., 6s, 80@85; Susquehanna Canal, 16@17; do., 6s, 63@66; Sch. Nav., 19@20; do., pref., 30⅜@31; do., 6s, 1882, 74¾@76; Union Canal bonds, 20@22; Delaware Div. Canal, 58@59; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@43½; do., 7s, 1873, 93@96; do., 5s, 63@—; Lehigh Coal and Navigation, 45¾@46; do., bonds, 1884, 88@89½; North Pennsylvania, 35@37; do., 6s, 89@90; Philadelphia and Erie, 27½@28; do., 6s, 94¾@95¼; Minehill, 57@58; Catawissa, 10@13; do., pref., 28⅛@29¼; Lehigh Valley, 58@59; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 77½@80; West Philadelphia, 65@71; Spruce and Pine, 29@30; Green and Coates, 30⅛@31; Chestnut and Walnut, 45½@45⅝; Thirteenth and Fifteenth, 19@20¼; Girard College, 26@30; Tenth and Eleventh, 62½@63½; Union, 36½@40; Hestonville, 13@14.

Boston.—Ogdensburg and Lake Champlain R.R., 62; do., pref., 102½; do., 1st mort., 99½; Boston, Hartford and Erie R. R., 14¼; do., 7s, 56; Phila., Wil. and Balt. 6s, 1877, 95; Old Colony and Newport 6s, 1875, 94⅞; Vermont Central and Vermont and Canada 8s, 101; Vermont Central 1st mort. 7s, consolidated, 63; South Shore 6s, 1880, 97; N. Y. and Boston Air Line 6s, 48; Sandusky, Dayton and Cincinnati 6s, 1900, 75; Eastern R. R. 6s, 1874, 95¾; Boston, Concord and Montreal 6s, 1889, 93½; Indianapolis and Cincinnati, 40½; Stoughton Branch R. R., 95; Boston and Worcester R. R. Rights, 4; Nashua and Lowell R. R. Rights, 27; Western R. R. Rights, 10ths, 14; Ophir (N. S.) Gold, 1.70; Boston Water Power Co., 21¾; Cary Land Co., 7½; Gilberton Coal, 17⅞; Massachusetts 6s, 1866, currency, 100¼; do., 5s, 1894, gold, 101¼; Rhode Island 6s, 1882, 97¾; Maine 6s, 1889, 98; do., 1871, 99¼; New Hampshire 6s, 98¼; Cook Co., Ills. 7s, 95; Salem 6s, 10-50s, W.L., 98; Lynn 6s, 1887, 98; Portland 6s, 1877, 95; Chicago 7s, 1892, sewerage, 98¾; St. Louis 6s, 1882, 79½; Boston 6s, 1876, currency, 102⅛; do., 5s, 1882, gold, 102; Market National Bank, 108¾; Traders' National Bank, 101¼; Blackstone National Bank, 127; National Bank of Commerce, 119; Eliot National Bank, 109¼; Freeman's National Bank, 125; Hide and Leather National Bank, 142; Webster National Bank, 100¾; State National Bank, 92½; Allouez Mining Co., 7; Bay State, 3½; Calumet, 17½; Dana, 80c.; French Creek, 20c.; Hancock, 7¼; Hanover, 70c.; Madison, 75c.; Native, 1¼; Phœnix, 3½; Superior, 1¼; St. Clair, 3⅝.

Baltimore.—Virginia 6s, old, reg., 42; do., 1867, 37; N. W. Va. 1st mort., 92; Central Ohio R. R., 27; Gardner Hill, 0.85; Balt. and Cuba S. & M. Co., 40; Atlantic Coal, 0.75; George's Creek, 60; National Exchange Bank, 98½; Farmers' and Merchants' Bank, 43¼; Merchants' Bank, 105; Bank of Baltimore, 105. The latest quotations are: Balt. and Ohio, 117@117¾; do., 6s, 1875, 96@—; do., 1880, 96@96; do., 1885, 98@98¼; Northern Central, 44¼@44⅝; do., bonds, 1885, 84@84½; N. W. Va., 16@18; do., 1st mort., 1873, 92@92½; do., 2d mort., 90@90⅛; do., 3d mort., 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 82¼@83¼; Central Ohio, 27@27; do., 1st mort., 83¾@85; Western Md. 6s, 70@72; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@102; do., 1890, 100@102½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 98@98¼; do., 1886, 97½@97¾; do., 1890, 98¾@98¾; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 80@82½; City Passenger R. R., 19@20; Canton Co., 48½@—; Gardner, 0.90@1.00; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@65; Santa Clara, 3@5; Balt. Chrome, 0.20@0.80; Bare Hill, 0.25@0.25; Atlantic Coal, 0.65@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

☞ The survey of the dismal Swamp Canal, Virginia, with a view to its enlargement and improvement, has been completed. This canal is in a very dilapidated condition, having been sadly neglected before and since the rebellion, and it is estimated that $600,000 will be required to restore it.

☞ We invite attention to the Advertisement of Messrs. Ilgenfritz & Schall, in another column. These gentlemen are builders of Passenger and Freight Cars. The capacity of the shops is from 75 to 100 freight cars per month. They are located at York, Penna.

☞ An inclined railway is to be built at Bahia, Brazil, to facilitate travel and the transportation of freight from the lower to the upper city, the two cities being separated by a steep bluff some one hundred and eighty feet high, to attain which height passengers and freight have to rely on the backs of negroes.

☞ We give elsewhere the Act of the N. Y. Legislature of April 22, 1867, in relation to the Prevention of Railroad Accidents; also the Amendment to said Act having reference to Uniforms to be worn by railroad officials.

☞ The city of Rockland, Me., has unanimously voted to subscribe for one hundred thousand dollars in stock, and to loan the city's credit for four hundred thousand dollars, in aid of the Knox and Lincoln Railroad.

☞ The citizens of Louisville, Ky., have in contemplation the construction of a railroad from that city, through Taylorsville, Danville, and due east across Southern Virginia, to make a direct seaboard terminus at Norfolk.

☞ The United States Railroad Commissioners have accepted another section of twenty-five miles of the Union Pacific Railroad, Kansas Branch, extending two hundred and thirty-five miles west of the Missouri River.

☞ We understand that engineers are now engaged in running the line for a new railroad from Ridgely, in Caroline county, *via* Centreville, New Castle Co., Del., to Queenstown, in Queen Annie Co., Md.

☞ The Amherst *Gazette* says that Mr. W. Sanford Fleming C. E., is in that district by direction of the General Government, for the purpose of locating the Inter-colonial Line of Railway from the New Brunswick border to Truro.

☞ A railroad is projected from Schoharie to Catskill, N. Y., through the Rensselaerville Valley.

Railroad Earnings.--Weekly.

The earnings of the Marietta and Cincinnati Railroad the 4th week in July, 1867...$37,218 00
Corresponding week previous year.... 31,008 00

Increase $6,210 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in July, 1867, were.... .... $67,300 00
Corresponding week of previous year.. 62,141 00

Increase.... .... $5,159 00

The earnings of the Western Union Railroad for the 4th week in July, 1867. .... ..$18,018 56
Corresponding week previous year.... 22,239 85

Decrease $4,231 29

The earnings of the Detroit and Milwaukee Railroad for the week ending August 1, 1867, were $29,978 00
Corresponding week of 1866.... .... 26,828 00

Increase.... .... $3,150 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of July, were $12,007, an increase of $563 on the same week last year. Total for the fiscal year commencing 1st of July, $57,844, an increase of $12,066 on same time in 1866.

The Loughridge Car Brake Company.

The great success of this company, at the public exhibition and trial of their PATENT STEAM BRAKE on the Central Railroad of New Jersey, on the 1st inst., is well worthy the attention of Railroad Companies. This brake is thus described:

The power used for the application of the brake is steam. A 14 inch cylinder, with 34 inch throw of piston, is hung under the foot board of the engine, with a ¾ inch pipe running to the boiler. Under the cylinder is a "safety valve" with a 1¾ inch seat, which is held in position by means of a spiral spring, which is tightened or relieved at the will of the engineer, by means of a screw that sets upon his foot board. By this device the engineer is enabled to change his power to suit a wet or dry track, or in case of great danger to give power enough to slide all the wheels in the train. For stopping at stations, or other ordinary braking, he keeps only sufficient tension upon the spring of the safety valve to insure the best braking without sliding wheels. At all rates of speed, and at all conditions of steam in the boiler, this valve will prevent the application of too great power upon the brakes. A chain is fulcrated in the cylinder head, passes around a pulley on the end of the piston rod, returns, and passes around the pulley hung to the opposite side of the cylinder head, and from thence, to the tender and cars. By this means, *three* lengths of chain is obtained, to one throw of piston. The chain is again doubled under the tender, one end being fulcrated on the tender brake lever, from thence it passes, by rods and section of chain to the centre of the car, where it runs around four pulleys hung in swinging standards, which are fulcrated at the bearing of the lower pulleys, the upper end (or bearing of upper pulleys) being attached to the rods of the ordinary hand brake. By drawing the continuous rod and chain, at engine, (the chain being again fulcrated at end of rear car) the upper end of standards are drawn together, and the brakes applied.

The examining committee consisted of Mr. Hinckley, Prest., and Messrs. Kenny and Perry, of Phila., Wilm. and B. R. R. Co.; Mr. Wootten, of the Reading R. R. Co.; Mr. L. C. Braston, of the Lehigh and Susq. R. R. Co.; Messrs. Packer, Brown and Kinsey, of the Lehigh Valley; Mr. Spencer, of the N. Y. and N. Haven and Boston R. R. Co.; Mr. Guest, of Cincinnati and Zanesville R. R. Co.; Messrs. Guppy and Smith, of the Erie Railway Co.; Mr. J. O. Stearns, of New Jersey Central R. R. Co.; Mr. Baker, of the New Jersey R. R. and Transp. Co.; Mr. Van Houten of the Penn. R. R. Co.; Mr. Luce, Pres't. of Union Car Wheel Co.; Mr. Dinsmore, of National Car Spring Co., Mr. Haldeman of Union Car Spring Co.; Mr. Thompson of Southern Minnesota R. R. Co., and many others.

After the trial and exhibition had finished, the following resolutions were unanimously adopted:

Resolved, That we hereby tender our thanks to the Loughridge Car Brake Company, for the excellent opportunity they have afforded us of examining the working of their patent steam brake, and we congratulate them on its entire success, as shown in the many and varied tests to which it has been subjected, and which prove it to be simple and practical, and to have accomplished the results aimed at, viz:

That the control of all the brakes is under the sole management of the engineer, giving him at once the power to stop his train at pleasure, without the aid of brakesmen, and when under any rate of speed.

The regulation of power for use of brakes on a wet or dry track, enabling the engineer to graduate the pressure to the degree required, without leaving his post.

The positive prevention of sliding wheels, economy of time in stopping at stations, its reliability and uniformity at all times—simplicity of construction and fitness for adaptation to the ordinary hand brake now in use, without dispensing with the same—its great safeguard for human life, and the saving of property and stock; and the great superiority of the patent steam brake over all other engine or hand brakes now in use.

And that we strongly recommend its adoption to the railway companies of the country, on the score of economy to themselves and safety to the travelling public.

At a former test seven brakesmen exerted their full power at the brake-windlass, and the indicator showed the following difference:

A exerted a power of	....	320
B	"	304
C	"	288
D	"	272
E	"	226
F	"	192
G, a beginner, exerted a power of	....	160

The steam brake showed a power of three thousand five hundred pounds. The same power was exerted at the recent trial, with the same result.

The following will show how quickly a train may be stopped at different velocities:

	Distance run in feet.	Time stopping in seconds.
When running at a speed of 56 miles to the hour, the train was brought to a state of rest from the point where the signal was given in	624	16
2d speed of train 32 miles per hour.	408	16
3d speed of train 32 miles per hour.	412	16
4th speed of train 24 miles per hour.	250	16
5th speed of train 50 miles per hour.	721	21
6th speed of train 50 miles per hour, hand brakes	1817	51

The engineers who have used it express their admiration of it; and the engineer on the Central Road of N. J., says he can stop his train within 2 feet of any point designated, at any rate of speed, and would dislike ever to run an engine without this Brake. We learn that this Brake is adopted and is now in use on the New Jersey Central and Northern Central Railroads, and works to a charm. It is also adopted by the Pennsylvania R. R., and in use; and they are now adding the new improvement of the steam cylinder. It is also adopted and is now in use on several Western Roads.

The Loughridge Car Brake Company of New York City, whose office is No. 33 Wall street, and of which Mr. T. B. Oakley is the General Agent, are now prepared to make arrangements with the different railroad companies for the right to use the same on advantageous terme.

We do not hesitate to recommend this Steam Brake after such a public trial and exhibition, and under such a scientific committee who were present and examined the same; and we congratulate the Railroad Companies in having found at last the long desired power to control the Brakes regularly, surely and safely by the Engineer, which we fully think has proven to be the case in this Patent Steam Brake of the Loughridge Car Brake Company.

The advantages of a Steam Brake over any other Brake is its control at all times by the engineer, and its constant and daily use—and not a brake held in reserve in case of accidents—keeping the hand brakes the same as now, and ready for use at any and all times.

Uniform for Railroad Employees.

We give below the latter clause of Section 1, chap. 483, of the Act passed by the Legislature of this State, April 22, 1867, having reference to a uniform to be worn by the officers, agents, etc., of the railroads of New York, from and after six months from the passage of the act. This act, as we understand it, was inserted as an amendment to the act "to prevent injury and loss of life to persons on railroad cars." Sections 2, 3, 4 and 5 of the act apply only to the first clause of Section 1, and are printed elsewhere in connection with that portion of the act to which they belong:

* * * It shall be the duty of every railroad company operating a railroad in this State by the power of steam, to designate and prescribe such peculiar uniform or external apparel, to be worn by its officers, agents and employees, engaged in or about its passenger offices or stations, or on or about its trains upon its tracks, as shall plainly, to all travellers, distinguish all such persons; and such uniform or apparel shall also plainly indicate or distinguish the position or rank of the wearer in the employment of such company. It shall be the duty of every such person to provide and wear such apparel or uniform when employed as aforesaid. And every such company that shall fail to designate and prescribe such apparel or uniform and to also cause the same to be generally worn by all such persons from and after six months from the passage of this act, shall forfeit to the people of this State and be liable to pay to the Treasurer of this State, on the first day of January next following the expiration of said six months, and on every first day of January thereafter, the sum of ten thousand dollars. It shall be the duty of the Attorney-General of this State, in the name of the people thereof, to sue for and recover said penalties for the benefit of the State. And in case of the refusal or omission of any person aforesaid to wear said uniform or apparel, as contemplated by this act, or to obey any reasonable rule or regulation of any such company rela-

tive to the same, or the wearing thereof, it shall be the right and duty of every such company to deduct and retain the amount of five per cent. of the agreed or accustomed compensation of such delinquent person during the period of any such neglect or refusal. And every person who shall advise or use any persuasion to induce any person being an officer, agent or employee of any such company, to leave the service of such company by reason of any such apparel or uniform being required to be worn, or to refuse to wear the same, or any part thereof, every person who without authority shall wear such uniform or apparel, and every person being an officer or agent in any company aforesaid who shall use any inducement with any person aforesaid to come into the employment of any other such company, by reason of any apparel or uniform so required or designated to be worn, shall severally, by reason thereof, be guilty of a misdemeanor and be liable to be punished for such offence.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States June 1 and August 1, 1867:

	June 1, 1867.	August 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,431,350.00
Six per cent. bonds of 1867 and 1868	15,325,641.80	14,932,141.80
Six per cent. bonds of 1881	283,746,350.00	283,746,400.00
Six per cent. Five-twenty bonds	1,092,640,600.00	1,168,796,800 00
Navy pension fund	12,500,000 00	13,000,000.00
Total	$1,602,643,941.80	$1,678,906,691.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$13,722,000.00	$15,402,000.00
Three-year compound interest notes	130,030,240.00	108,329,430.00
Three-year seven-thirty notes	511,939,525.00	451,233,425.00
Total	$655,691,765.00	$574,964,855.00
Matured debt not presented for payment	9,713,020.32	15,636,815.87
DEBT BEARING NO INTEREST.		
United States notes	$373,209,737.00	$369,164 844.00
Fractional currency	28,458,075.46	28,554,729.72
Gold certificates of deposit	17,323,980.00	19,457,960.00
Total	$418,991,792.48	$417,177,533.72
Total debt	$2,687,040,519.58	$2,686,685,896.39
AMOUNT IN THE TREASURY.		
Coin	$98,758,417.61	$102,905,174.00
Currency	72,666,164.98	72,474,296.38
Total	$171,424,582.59	$175,379,470.38
Amount of debt less cash in the Treasury	$2,515,615,936.99	$2,511,306,426.01

By comparing this with the statement of June 1st, it is shown that the debt bearing coin interest has increased $76,262,750; the debt bearing currency interest has decreased $80,726,910; the matured debt not presented for payment has increased $5,923,795.55, and the debt bearing no interest has decreased $1,814,258 74, making the increase to the total debt since June 1, 1867, $354,623 19. The amount of coin in the Treasury during the same period has increased $4,146,756 39, and the amount of currency has decreased $191,-968 60, leaving the amount of debt less cash in the Treasury on August 1st, $3,954,887 79 more than on June 1st.

Michigan Central Railroad.

H. E. SARGENT, Esq., of Chicago, has been appointed General Superintendent of the Michigan Central Railroad, *vice* R. N. Rice, Esq., resigned. The office of the General Superintendent will in future be in Chicago, while the office of the President of the company, Hon. JAMES F. JOY, will continue to be at Detroit, where he resides.

Old Colony and Newport Railroad.

At the annual meeting of the stockholders of this company recently held in Boston, Ex-Gov. Cozzens, of Newport, offered a vote to the effect that the Directors of the company be authorized to make and issue, under the laws of the State, $1,500,000 of the company's bonds, in sums of not less than $100 each, and dispose of them as they may judge expedient, for paying or renewing the company's existing obligations, funding its floating debt, and borrowing money to complete the company's works; the bonds to be payable in not over twenty years from date, and to bear interest not exceeding seven per cent., payable semi-annually. Hon. P. R. Washburn moved to substitute ten for twenty years, but the amendment was rejected. On motion of Mr. Brewster, the stockholders ratified the action of the Directors in disposing of the company's bonds, to the amount of $1,000,000, dated Sept. 1st, 1866, and also bonds to the amount of $397,500, dated April, 1865. The following gentlemen were elected Directors: Onslow Stearns, Boston; Uriel Crocker, Boston; George A. Kettell, Charlestown; Benjamin Finch, Newport; Francis B. Hayes, Boston; Oliver Ames, Easton; Samuel L. Crocker, Taunton; Minot Tirrell, South Weymouth; John S. Brayton, Fall River.

Pocomoke and Wicomico Railroad.

A force of laborers have commenced laying the iron of this road and it will be rapidly pushed forward to completion. This road is to run from Salisbury to Berlin, and will be about 20 miles long. The Wilmington *Commercial* hopes that when the new road is completed to Berlin that it will be continued down to Easton, and having thus reached the centre of the southern end of the Peninsula, that the road will be pushed on down through Accomack and Northampton to Cherrystone, or as much nearer to Cape Charles as it is possible to find a good harbor. From Cape Charles to Norfolk in a direct line it is but about 25 miles, while from Cherrystone to Norfolk it is less than 40 miles.

☞ The Baltimore City Councils have passed an ordinance providing that the sinking fund for the payment of the principal and interest of the second mortgage bonds of the Western Maryland Railroad Company shall be the same as that on the five million loan to the Baltimore and Ohio Railroad Company, viz: 10 per cent. of the proceeds of sales of said bonds, and not 20 per cent., as provided for the first mortgage bonds; and also authorizing the City Register to endorse the second mortgage bonds to the amount specified in the advance, as each mile of the road is built from Union Bridge in the direction of Hagerstown.

☞ We learn that contracts have been entered into for the construction of a road leading from Pekin, on the Illinois River, by way of Blooming ton and Champaign City to Danville, on the Tole do, Wabash and Western railroad. The line extends through one of the richest sections of the State.

☞ Townsend has been fixed upon as the Northern terminus of the Kent County Railroad.

☞ The Virginia Central Railroad was formally opened to Covington on the 31st of July.

Prevention of Accidents.

We are indebted to Hon. H. N. Lockwood for a certified copy of an Act passed by the Legislature of this State on the 22d of April, 1867, "to prevent injury and loss of life to persons on railroad cars, and in relation to a uniform for the employees thereof." We omit that portion relating to the "uniform," and give only that having reference to the prevention of accidents by the use of the means designated in the bill, of which the following is the text:

SECTION 1. It shall be the duty of every railroad company or corporation in this State, and every railroad company or corporation running, or that may hereafter run its passenger cars in this State, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together, or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided. * * * * *

§ 2. Each and every violation of this act by any railroad company or corporation, shall, on conviction, be punished by a fine of not less than fifty dollars nor more than five hundred dollars, to be sued for and collected in the name of the people of the State of New York by the Attorney-General, and the moneys, when collected, to be paid into the general fund of the State.

§ 3. This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provisions of this act.

§ 4. Time shall be allowed to all railroad companies or coporations to comply with the provisions of this act as follows, to wit: One quarter of all the said cars of each of said companies or corporations shall be made to conform to the requirements of this act within three months from and after the passage of this act, one other quarter thereof within six months, one other quarter thereof within nine months, and the remaining one quarter thereof within one year from and after the passage of this act.

§ 5. This act shall take effect immediately.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1867, is as follows:

LAND DEPARTMENT.		
Acres Construction Lands Sold	9,493.10 for	$91,999 72
Acres Int. Fund Lands sold	366.55 for	6,732 18
Acres Free Lands sold	3,315.96 for	40,007 94
Total sales during month of July, 1867	13,175.61 for	$138,739 84
To which add Town Lot Sales		985 00
Total of all	13,175.61 for	$139,724 84
Cash collected in July		$218,987 13
TRAFFIC DEPARTMENT.		
Receipts from Freight		$330,020 00
do. Passengers		127,500 81
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		30,000 00
Total Receipts in July, 1867		$497,879 14
Total Receipts in July, 1866		$467,115 29

☞ The track of the Minnesota Central Railroad, between Cresco and Owatonna, is now being laid at the rate of two miles per day. At the present rate of work, the road will be ready for the cars on the 15th of December, or immediately after the close of the river navigation.

Flour and Grain Trade of Buffalo.

The eastward movement of flour and grain through Buffalo from the West from Jan. 1 to Aug. 1 this year, as compared with last year, shows a decrease of 215,859 barrels of flour and 13,364,770 bushels of grain.

The following will show the imports of flour and grain into Buffalo from the West by lake and Grand Trunk Railway for the month of July, and since Jan. 1, 1867, as compared with previous years:

FOR THE MONTH OF JULY.

	Flour bbls.	Grain bush.	Grain, including Flour bush.
1867.....	70,694	4,945,333	5,298,803
1866.....	132,265	7,854,136	8,517,261
1865.....	183,988	5,300,073	6,220,013
1864.....	242,831	4,911,734	6,125,889
1863.....	226,787	8,380,142	9,514,077
1862.....	294,844	8,612,215	10,076,435
1861.....	197,274	6,025,409	7,911,679

FROM JAN. 1 TO AUG. 1.

	Flour bbls.	Grain bush.	Grain, including Flour bush.
1867	257,208	11,034,269	12,320,309
1866	473,067	24,399,029	26,764,364
1865	813,672	15,795,250	19,863,620
1864	1,054,391	18,785,671	24,067,626
1863	1,155,079	26,064,496	32,339,891
1862	1,254,398	22,591,524	28,863,514
1861	659,856	17,477,113	20,776,393

CANAL EXPORTS.

The following will show the canal exports of flour and grain from the opening of the canal, May 1, to Aug. 1, from 1864 to 1866, inclusive, and from May 6, 1867, to Aug 1.

	1865.	1866.	1867.
Flour, bbls....	94,200	13,825	324
Wheat, bushels.	3,576,701	1,801,365	298,592
Corn, bushels .	5,619,906	11,417,330	5,868,743
Oats, bushels..	4,359,079	4,627,808	1,565,758
Barley, bushels	237,951	73,515	46,850
Rye, bushels..	172,973	367,971	86,320
Tot'l grain, bus.	13,966,610	18,287,989	7,866,263

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 31st July, inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866 ..	108,300	1,372,000	9,999,400	105,300
1867 ..	54,000	286,000	4,812,300	30,100
Dec..	54,300	1,086,000	5,187,100	75,200

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 271,500 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.....	282,500	108,300	54,000
Wheat, bushels...	2,958,900	1,372,000	286,000
Corn, bushels....	3,595,900	9,999,400	4,812,300
Barley, bushels..	159,500	105,300	30,100
Oats, bushels....	4,386,800	3,679,900	1,551,100
Rye, bushels.....	177,700	410,600	125,800
Malt, bushels....	249,000	103,700	116,700
Beef, bbls.....	7,190	100	.....
Pork, bbls.....	14,050	7	523
Bacon, lbs.....	1,231,900	.....	34,400
Butter, lbs.....	49,100	39,600	19,400
Lard, lbs.....	1,745,500	56,900	176,400
Cheese, lbs.....	824,500	126,600	97,800
Wool, lbs.....	151,900	104,400	47,600

Millville and Glassboro' Railroad.

At a meeting of the stockholders of this company on the 16th ult., the following gentlemen were elected directors for the ensuing year: Thomas H. Whitney, R. D. Wood, George Wood, John McNeal, F. F. Sharp, M. R. Crane, Lewis Mulford, Isaac B. Mulford and W. D. Wilson. At a meeting of the directors on the same day, Thomas H. Whitney was elected President, and William D. Kemble, Secretary and Treasurer. A dividend of six per cent. was declared out of the earnings of the past six months.

☞ The Bethlehem (Pa.) *Times* says that work was to be resumed on the Bath Railroad, on the 29th ult., it having been suspended during the harvest season. From Bethlehem to near Chapman borough, the rails are already down, while the remaining parts are fast being graded. The road will not be completed before the first of November next, and will be about nine miles in length.

Ilgenfritz & Schall,

CAR WORKS,

YORK, PA.

ESTABLISHED IN 1845.

Build Passenger and Freight Cars on short notice. Large stock of material always on hand. Capacity of shops seventy-five to one hundred freight cars per month.

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BANKERS AND MERCHANTS,

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Bonds and Loans for Railroad Companies.

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Iron or Steel Rails, Locomotives, Cars, etc.

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All business connected with Railways.

CIVIL AND MINING ENGINEERING at the RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11th. For the ANNUAL REGISTER, containing full information, apply to
7t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

NEW YORK, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
D. P. MORGAN,
31td AUGUSTUS SCHELL.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE,
ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

4t33 E. D. WORCESTER, Treasurer.

FOR SALE.

3 PASSENGER CARS—4 8½ or 4-10 Gauge—Rebuilt at Buffalo—first-class finish—Patent Trucks—will seat 66 @ 58 Passengers.

To be had separately or together at a Bargain.

KASSON & CO.,
62 Broadway,
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THE MOSELEY

IRON BRIDGE AND ROOF CO.,



Are prepared to Execute Orders for the **MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE**, which is the most **perfect combination** of **Strength** and **Lightness** of **Material** and for **Simplicity, Durability** and **Cheapness** is unequalled by any bridge in use and is applicable for **RAILROAD** as well as **HIGHWAY** uses of any desired span.

Also for **IRON BUILDINGS** for **RAILROAD DEPOTS, MACHINE SHOPS, FACTORIES, &c.**

CORRUGATED IRON for Roofs, Siding, Partitions, Fences, Floors, Window-Shutters, Doors, &c.

Models of the Bridge and other work, with references, to be seen at the office

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HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, **TRENTON, N. J.**

MEAD & MANNING,

June 8th, 1867.

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JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

PLASTIC SLATE

FOR

Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21ST, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

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MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

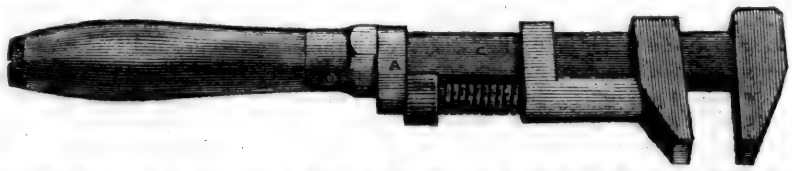
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Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

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THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as *the best* by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

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3 LOCOMOTIVES, 4-8 1-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,

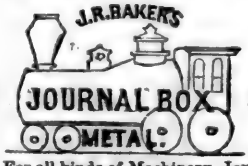
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JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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Sole Manufacturers of

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JOURNAL BOX & LINING METALS.

For all kinds of Machinery, Journal Boxes where the use of Anti-Friction Metal for Bearings is desired.

Important to Railroad Companies, Steamboat and Steamship Proprietors, Engineers, Mill-Men, Machinists and all persons putting up new works.

The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

☞ Prices set at a low figure.

No. 1 Journal Box, cast in shape, 30, 35 and 40 cts. per pound.

Lining Metals—No. 1, 30 cents per pound. No. 2, 25 cts.; No. 3, 20 cts.

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J. TAYLOR, Superintendent.

C. B. CROSSMANN,

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PAINTS for Cars, Bridges, Roofs and Houses, at ONE THIRD the cost of lead; 100 lbs. will paint as much as 250 lbs. of lead, and wear better. Extract from a testimonial received from the U. S. Mint, "have used the PECORA CO.'S BROWN PAINT where it is subject to the fumes of ACID and STEAM, and find it SUPERIOR to all others in protecting wood and metal." For joints it is superior to red lead. The floors and joints of bridges should all be painted with it as they are laid.

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THE UNION PACIFIC RAIL ROAD CO.

Are now constructing a Railroad from

OMAHA, NEBRASKA,

westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT.

The Company now offer a limited amount of their

FIRST MORTGAGE BONDS

having thirty years to run, and bearing annual interest payable on the first day of January and July, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT

Ninety Cents on the Dollar.

This road was completed from Omaha 305 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc., to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1st of this year, and it is expected that the entire road will be in running order from Omaha to its western connection with the Central Pacific, now being rapidly built eastward from Sacramento, Cal., during 1870.

Means of the Company.

Estimating the distance to be built by the Union Pacific to be 1,555 miles, the United States Government issues it Six per cent. Thirty-year Bonds to the Company as the road is finished at the average rate of about $28,250 per mile amounting to $44,308,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the bonds of the United States *being subordinate to them.*

The Government makes a donation of 12,800 acres of land to the mile, amounting to 20,032,000 acres, estimated to be worth $30,000,000, making the total resources, exclusive of the capital, $118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required.

The cost of the road is estimated by competent engineers to be about one hundred million dollars, exclusive of equipment.

Prospects for Business.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections already finished for the month of May were $361,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

Value and Security of the Bonds.

The Company respectfully submit, that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would suggest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expended;—on 350 miles of this road the cars are now running, and the remaining 167 miles are nearly completed.

At the present rate of premium on gold these bonds pay an annual interest on the present cost of

Nine Per Cent.,

and it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate and retain the right to advance the price at their option.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 Nassau St., CLARK, DODGE & Co., BANKERS, 51 Wall St., JOHN J. CISCO & SON, BANKERS, No. 33 Wall St., and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*

NEW YORK.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

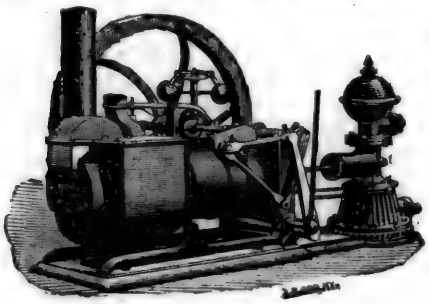
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

ERICSSON

Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade.
Leufsta, in Sweden, 29th April, 1867.
CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

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Made by a new process, and superior to any polished Iron ever manufactured in America.

Sheets, from 6 lbs. to 14 lbs.

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Manufacturers of every variety of

Railroad and Ship Spikes,

BOLTS AND RIVETS.

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Orders solicited and promptly executed at the lowest rates. **Samples** and **price-lists** sent to Railroad Companies, Manufacturers and Dealers, when desired.

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Steamboat Company,

FOR Albany and Troy, and all points north and east, EVERY EVENING, (Saturdays excepted,) at 6 o'clock, from Pier No. 44 North River, foot of Spring st.

N. B.—This is the cheapest, pleasantest and most direct route for Saratoga and Lake George, and, via railroads and steamers for Whitehall, Rutland, Burlington, North Adams, Cambridge, St. Albans, Ogdensburgh, Montreal, and all intermediate stations. Tickets sold, baggage checked, and state-rooms engaged at the principal hotels and offices on the wharf.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 33.] SATURDAY, AUGUST 17, 1867. [WHOLE No. 1,635, VOL. XL.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 17, 1867.

Minnesota and Northwestern Railroad.

This road is chartered to run from the Minnesota State line (where it unites with a road from McGregor, Iowa,) through Austin, Geneva, Wilton, Winnebago Agency, Mankato, New Ulm, Redwood, to Big Stone Lake, connecting there with the Northern Pacific Railway, which passes through the gold mining region to the Pacific coast. The country over which it will pass is comparatively level and of easy grade, and is also among the most fertile lands in the State. A St. Louis paper says: "Not a mile of rail will be wasted by circuitous routes, as the points designated are on an air line its entire length. This road will in fact be from Chicago, the commercial heart, the ascending aorta leading to the great cereal regions of the Northwest."

North Missouri Railroad.

The gauge of the North Missouri Railroad has been changed from 5 feet 6 inches to 4 feet 8 inches, and now conforms to the gauge of all the roads in Iown and Illinois, and the Hannibal and St. Joseph road. Trains will run direct from St. Louis to St. Joseph hereafter. The work of changing the gauge, the distance being one hundred and seventy miles, was accomplished in three days.

Chesapeake and Delaware Canal.

The fiscal year of this company closes on the 1st of May. The gross income for the year 1866–'67 then ending was as follows:

Receipts from tolls		$346,195 75
Received from Government U. S. tax 2½ per cent. on gross receipts of tolls paid in July and August 1864.		2,052 00
Interest account—on money loaned out		3,559 87
Sales of old iron and lead	$1,983 13	
Rents of real estate	280 50	
Material to credit of new Summit Bridge	88 50	
		2,351 63
Balance on hand May 31, 1866, (incl. notes $55,000)		124,246 07
Total current resources		$478,405 42

The disbursements chargeable to income during the year were as follows:

General expenses—supplies, labor, &c.		$62,115 75
Water works at Chesapeake City, repairs, &c		13,152 93
Dredging work		7,254 42
Incidentals: salaries, office rent and supplies, &c.		17,401 70
Interest on mortgage		136,064 62
Dividend on capital, 3 per cent. declared 1866		37,554 00
U. S. tax on dividend		1,976 53
U. S. tax of 3@5 per cent. on $75,000 stock dividend issued to stockholders from cancelled loan		3,250 00
Contingent toll account		7,921 44
Dividend Fund—being $54,000 mortgage loan purchased under provision of the mortgage at a cost of		52,368 02
Bal. May 31, 1867, notes	$100,000 00	
" " in hand	39,345 11	
		139,345 11
Total, as above		$478,405 42

This work, though somewhat divested of its importance since the completion of so many railroads in its direction, and with the same objective points, consists of a deep cut or ship canal across the neck of the Chesapeake-Delaware Peninsula, connecting the navigation of the Delaware river with that of Chesapeake Bay and its tributaries, the Potomac, Susquehanna, &c. It cuts off the long stretch of navigation, *via* the Cape Charles and materially shortens the sea way between the cities on the opposite side of the land—Philadelphia, New York, &c., on the one hand, and Baltimore, Alexandria, &c., on the other. It is one of the principal outlets for the coal of the Cumberland region, *via* Alexandria, and of the semi-anthracite region of Central Pennsylvania, toward the East; and in this view has aided largely in the development of these important mining centres. It is also used very extensively by the traders and oystermen of Virginia on the whole Chesapeake border. The work was constructed in 1824–'29 and was one of the first canals in the United States. On account of unexpected difficulties its completion was delayed, and cost much more than the estimate; and for many years its revenues were small. The finances of the company, under these circumstances, became embarrassed; nor was it till some fifteen years from its final completion that it earned interest on its debts. In 1847 the amount in default had reached the sum of $796,592; but by this time the revenues had so increased as to afford a prospect that for the future the earnings would discharge current interest, and the overdue balance (arrears) was converted into twenty year certificates. In 1856 the whole funded debt of the company amounting to $2,800,000 was consolidated and secured by a mortgage, the bonds issued under which will become due July 1, 1886. No default has been made in interest since the settlement of 1867. The stockholders received in 1853 a dividend of 3 per cent.; but nothing further until June 1866, when another three per cent. dividend was declared and a similar dividend was paid in June 1867. Under the mortgage, however, the stockholders have had distributed to them shares equivalent to the amount of bonds purchased from income and cancelled. In January last acts were passed by the legislatures of Delaware and Maryland respectively, amending the charters and the supplementary acts, which restricted the amount of dividends to be paid; and under these acts the company now propose to pay, as their earnings may warrant, two dividends a year.

The near approach of the two great indentations of the coast formed by the Chesapeake and Delaware Bays, naturally suggested their connection by artificial means for commercial pur-

poses, as well as for the maintenance of internal communication in time of war. For these purposes charters were granted, in 1799 by Maryland, and in 1801 by Delaware; and in 1808 a careful survey of the route was made and the feasibility of the work ascertained. Capital was not so redundant at this early period as in the present era of Pacific Railroads; and hence we find that nothing was done towards construction until 1824 when the route was finally located and operations commenced. The canal commences in Delaware City, on the Delaware River, 42 miles below Philadelphia, and extends West to Back Creek, a tributary of Elk River which falls into Chesapeake Bay, a distance of 13½ miles. It has three locks —one having a lift of 16 feet on the Chesapeake side, and two of 8 feet each on the Delaware side. These locks are 220 feet by 24 feet and pass vessels drawing 9 feet of water. There is also a tide lock at either terminus. The canal in many parts is cut through solid rock, and the cuts in several instance are very deep—the most extensive being a cut of 86 feet. Water is supplied to the canal by pumping engines located at Chesapeake City. It has a general depth of 10 feet and a width of 66 feet.

The statement which follows, compiled from the annual reports of the company, exhibits an account of the passages through the canal, the tonnage of the vessels &c., and the amount received from tolls from the commencement of business in 1829 to the close of the fiscal year, May 31, 1867:

Years ending May 31.	Tolls received.	Tonnage.	No. of passages.
1830	$24,658 16	.....	.....
1831	61,223 15	153,400	5,280
1832	63,073 47	154,000	5,633
1833	61,160 38	160,490	6,790
1834	54,091 66	105,479	5,438
1835	47,511 30	91,600	4,889
1836	35,572 26	114,680	2,467
1837	56,481 66	100,000	5,433
1838	67,495 09	131,700	6,568
1839	67,548 11	120,260	6,034
1840	54,112 51	112,430	4,363
1841	69,414 93	125,980	6,384
1842	78,008 02	139,520	7,528
1843	66,018 45	127,200	5,973
1844	98,013 90	188,410	8,413
1845	97,559 40	195,040	8,778
1846	101,208 42	291,380	9,684
1847	167,510 26	341,580	12,054
1848	186,285 82	338,800	12,810
1849	178,029 82	351,550	11,802
1850	198,364 48	361,640	12,912
1851	215,889 28	389,440	13,582
1852	190,141 15	411,340	12,833
1853	246,282 54	477,630	15,065
1854	246,695 02	535,080	14,897
1855	225,224 13	586,970	14,391
1856	225,482 76	568,680	13,554
1857	229,081 33	616,170	14,628
1858	207,005 90	563,510	12,863
1859	202,350 24	496,100	12,134
1860	216,255 54	623,150	12,710
1861	195,946 39	596,294	11,347
1862	231,555 49	501,389	11,713
1863	293,124 18	674,305	14,293
1864	369,112 83	782,670	15,417
1865	424,312 59	916,973	12,811
1866	350,939 94	729,918	11,494
1867	346,195 75	726,666	12,131

The passages of 1866–'67 are accounted for thus:

	Steamers.	Barges.	Sail vessels.	Rafts.	Total.
Going West	936	2,430	1,914	.....	5,280
Going East	999	2,505	2,340	1,007	6,851
Total	1,935	4,935	4,254	1,007	12,131

The following presents a general statement of the leading features of the business of the canal for the last 20 years, covering the whole period during which the earnings have been sufficient to pay current expenses:

Years ending May 31.	Coal Tons.	Lumber Square feet.	Timber Cubic feet.	Grain Bushels.	Flour Bar. els.	Groceries Pounds.	Dry Goods Pounds.	Iron, all kinds Tons.	Oysters Tons.
1848	36,175	49,374,400	1,641,000	1,141,360	115,639	25,518,000	24,499,430	55,392	15,176
1849	39,314	49,549,400	1,944,340	1,667,262	91,910	27,918,910	21,520,932	48,760	11,326
1850	53,693	44,795,300	2,145,000	1,626,476	113,583	32,102,555	23,644,551	30,273	10,344
1851	60,016	46,454,000	2,231,400	1,831,000	133,760	36,450,925	22,342,426	29,594	13,007
1852	59,547	49,294,200	1,528,200	2,044,466	120,321	37,933,551	16,734,541	23,284	10,945
1853	86,985	58,967,800	3,991,900	2,017,900	123,419	40,169,190	17,681,648	31,923	15,751
1854	122,692	56,548,100	3,413,760	2,112,647	110,159	39,129,824	15,243,290	38,670	14,754
1855	177,524	62,261,590	2,930,130	1,470,337	115,925	37,946,732	14,276,988	36,036	9,103
1856	160,832	64,534,230	4,013,630	1,759,944	155,935	37,578,946	13,107,642	45,974	4,172
1857	102,983	63,144,450	2,699,700	1,908,359	201,391	36,641,696	14,755,419	41,700	6,891
1858	177,962	52,544,100	2,903,860	1,896,177	154,657	34,192,622	16,978,334	27,000	16,926
1859	175,144	35,648,230	2,151,540	1,065,422	100,510	34,358,372	26,812,453	36,215	12,489
1860	193,404	58,832,682	3,142,530	1,645,589	147,630	43,071,816	31,302,765	37,230	16,668
1861	194,690	55,079,993	3,194,971	1,277,114	198,226	43,800,534	31,591,694	27,000	6,131
1862	150,385	32,211,495	4,148,053	2,350,006	117,207	69,069,861	31,654,723	23,270	10,277
1863	176,773	59,690,480	4,023,955	2,882,807	180,104	59,834,730	20,155,900	42,060	17,909
1864	217,949	52,740,400	5,309,272	1,340,646	206,005	78,470,500	19,997,700	37,760	29,006
1865	360,791	33,597,000	7,937,060	866,309	167,560	67,419,400	14,671,500	26,000	21,620
1866	268,397	28,665,370	4,722,870	706,585	121,523	61,057,440	17,573,700	34,880	12,737
1867	381,572	42,924,770	4,770,029	1,553,607	113,521	53,637,180	19,743,760	41,636	11,848

Of the coal forwarded in 1866–'67 there were shipped—eastward from the Pennsylvania Canals, 63,798 tons of semi-anthracite; southward from Philadelphia, 92,823 tons anthracite, and eastward from Cumberland, *via* Washington and Baltimore, 221,851 tons bituminous.

The distribution of the business of the canal as indicated by the amounts collected at the several business points is shown for three years in the annexed table:

	1864–'65.	1865–'66.	1866–'67.
Baltimore	$169,765 73	$165,759 49	$176,705 32
Havre de Grace	25,145 95	24,189 28	37,495 53
Port Deposit	82,644 77	57,051 89	61,630 43
Norfolk, &c.	1,577 43	9,807 91	8,476 98
District of Columbia.	85,811 54	44,103 66	23,462 20
Canal Levels	2,492 42	3,110 61	1,576 26
Chesapeake Bay, viz:			
Wood	3,479 44	4,372 76	5,547 42
Oysters	13,075 98	11,123 29	8,553 46
Fish	789 15	1,251 45	1,326 20
Mdze., &c.	33,787 13	25,763 60	17,997 96
Empty vessels	5,743 05	4,406 00	3,424 00
Total	$424,312 59	$350,939 94	$346,195 75

The tolls collected in the District of Columbia in the years named were swelled in amount by Government transportation. In 1860–'61, only $9,667 51 were collected at this point, but in the next three years $34,756 21, $60,014 92, and $80,461 65, respectively. Hay, grain, military stores, &c., were the principal articles of Government transportation.

The general balance sheet showing the financial condition of the company as of June 1, 1867, furnishes the following statement:

Capital stock—including united, old and new, also the stock issued from cancelled loan		$1,818,963 50
Mortgage loan, (1866)		2,254,000 00
Total		$4,072,963 50
The charges against this amount are as follows:		
Cost of canal, including the cost of old feeder ($110,925)		$3,364,975 91
Amounts held by Trustees, viz:		
Stock of the Ches. & Del. Canal Co.	100,000 00	
Mortgage loan of the company	120,511 03	
Stock of the Del. R. R. Company	16,600 00	
Stock of the Delaware & Chesapeake Towboat Company	3,400 00	
Contingent fund, viz:		
City of Philadelphia 6 per cent. bonds	$13,600 00	
Camden and Amboy R.R. Company's bonds	8,000 00	
United States 5-20s	4,000 00	
Schuylkill Navigation Co. Loan	6,200 00	
Lehigh Coal and Navigation Co. loan	10,000 00	
Delaware Division Canal Co.'s stock	10,000 00	
		51,800 09
Dividend fund, viz:		
1,165 shares of stock of the company issued from cancelled loan purchased under the mortgage		233,000 00
Mortgage loan of the company, purchased as above and not yet cancelled		26,600 00
Real estate of the Co. on the line of the canal		16,731 45
Balance on hand		139,345 11
Total, as above		$4,072,963 50

At the general meeting of the stockholders held in the city of Philadelphia, June 3, 1867, the following gentlemen were elected to the Board of Directors to serve during the ensuing year:

President.—ANDREW C. GRAY.

Directors.—Samuel W. Jones, George Cadwalader, Francis R. Cope, Joseph Swift, Joseph Jones, J. F. Fisher, John Bohlen, Wm. Harmar, H. Pratt McKean, J. F. Gilpin, T. A. Biddle, I. V. Wilkinson, Isaac Ford, Charles H. Hutchinson.

Treasurer.—HENRY V. LESLEY.

Lexington and Arlington Railroad.

The annual meeting of this company was held in Boston on the 7th inst. The President, R. D. Blinn of Lexington, submitted the report of the Directors, and the Treasurer, Geo. O. Davis, the financial statement. From these reports, we learn that the receipts of the year from all sources were $37,420 54; expenditures, including extraordinary repairs provided for last year, $35,726 28. Under the present management the road has been placed, year by year, in a better condition. About $10,000 have been expended the past year in extra improvements, and $5,400 paid out as dividends, showing a decided gain in the financial condition of the road. The following gentlemen were elected Directors for the ensuing year: R. D. Blinn and David Wood of Lexington, George F. Fay and Charles P. Crocker of Fitchburg, and W. E. Parmenter of Arlington. The Directors

were authorized to lease or sell the road. Mr. Bliss was re-elected President of the company, and Mr. Davis, Clerk and Treasurer.

Warren and Franklin Railroad.

The cost of this road is represented by: 1st mortgage bonds, $1,300,000; stock, 28,000 shares, $1,400,000—total, $2,700,000, which were issued to contractors; and 2d mortgage bonds, $700,000, the proceeds of which were used in the purchase of rolling stock, and in the construction of sidings and stations—making the total stock and bonds, $3,400,000. According to a statement of the Secretary of the company to the Common Council Committee on merger of the Philadelphia and Erie and Warren and Franklin Railroads, on the 7th inst., the receipts of the road have been as follows:

From August 1, 1866, to December 31, 1866		$168,158 63
January 1, to July 1, 1867		172,984 55
Total		$341,143 18
Expenses August to December 31, 1866	$107,463 46	
January 1, to July 1, 1867	100,848 69	
		208,312 15
Net receipts for 11 months		$132,851 03

Chicago, Ill.—Its Trade and Commerce.

"This little mushroom town is situated on the verge of a level tract of country, for the greater part consisting of open prairie lands, at a point where a small river, whose sources interlock—in the wet season—with those of the Illinois River, enters Lake Michigan. It, however, forms no harbor, and vessels must anchor in the open lake, which spreads to the horizon on the northeast, in a sheet of uniform extent." Thus wrote Latrobe, an intelligent traveller who visited Chicago in 1833.

This "mushroom town" has now become the metropolis of the trade of the northwest, and the largest city of the great interior of the Union. In the short space of the third of a century it has risen from the position of a small trading post to that of the most important grain and provision depot in the world.

The Chicago *Times*, in speaking of the development that has made the city what we find it at the present day, thus apostrophizes—"Its growth may well be styled unprecedented; the work of thirty years has effected what has before been achieved only by the combined labors of generations. Commercial transactions on a much larger scale than ever before have characterized her business; rivers of wealth have poured into her Treasury; improvements of the most substantial and commodious character, and equalled in grandeur and beauty of architecture only by the temples of the ancients, have been made; its population has been increased by men of enterprise and energy, who have been attracted hither to swell the ranks of the professions of commercial and manufacturing pursuits. And while this is true of the city, it is no less a fact, that the country with which she carries on her immense commerce, and which furnishes the basis of her prosperity, has increased in a corresponding ratio. Thus, whether we look at Chicago, as she presents herself to day, or to the country with which her railroads and navigation place her in conjunction, we see on every hand the existence of numerous elements of prosperity and rapid growth, evidences of a future which shall place our city's name, at no distant point, the most famous of the American continent."

In substantiation of this glowing description of the city, we now proceed to measure its advance by statistics, and mark thus its footsteps at yearly intervals from the first dawnings of its infancy to its present magnificent developments. The figure we shall present will demonstrate the revolution which a few years of well applied industry and perseverance have effected in the city itself, as well as in the country tributary to it. The natural outlet of the greater part of the country referred to, is the Mississippi, which traverses the section from which Chicago draws so much wealth from its northern extremity southward throughout, and thence to the Gulf of Mexico. But the trade and commerce of this grand avenue has not kept pace with the development of the country through which it passes, and for which it is the natural channel to the ocean. The artificial highways of trade, canals and railroads, have tapped the great interior and carried its products eastward across the continent, making Chicago one of its great re-shipping places. The live stock, grain and other produce of the regions, on this and the further side of the Mississippi, have thus been almost entirely diverted to the lakes, the Erie Canal, the St. Lawrence River and the great trunk lines of railroad that diverge from the heart of the producing regions to the seaboard at Boston, New York, Philadelphia and Baltimore. The reasons for such a change of route, beyond the vast enterprise which has erected the cheaper and more convenient outlets, are natural and apparent. The disadvantages of the Mississippi route are many. The risk of damage to grain or flour and other commodities, staples of the upper valley, and which are liable to receive injury from heat by passing through the more southern parallels is not the least important drawback, and the uncertainty of river navigation is a great objection; while the advantage of cheaper and speedier transportation by railroads and canals on the eastern routes, with the better markets on the seaboard, are obvious and have aided chiefly in effecting the divergence of the commerce of the interior from the river channels. It is to this change of direction that Chicago owes its progress and present prosperity, the impetus of which is ever gaining by the force of events, and will most certainly continue to advance the great city as we now find Chicago to be, into a commercial emporium of such proportions, such wealth and such importance, that the records of the great cities of the world, as they now exist, will fail to produce a parallel wherewith to measure its growth and circumstances.

In illustration of the growth of Chicago no better test can be applied than the increase of its population from time to time. The following figures taken from actual enumeration prove this phase of the development of the city, and no less the development of the tributary country which could demand such an increasing volume of agencies through which to transact its business and exchanges. The growth of Chicago, indeed, may be said to have been the result of the widening and filling up of its commercial circuit, which already extends west of it fully ten degrees of longitude, and includes the breadth between 36°, 30′ and 49° north latitude. The increase of the city population* has been thus:

1830	70	1849	28,047
1840 U. S. census	4,470	1850 U.S. census	29,963
1843	7,580	1852	38,734
1844	10,864	1853	60,625
1845	12,088	1860 U.S. census	109,260
1846	14,169	1862	138,835
1847	16,859	1865 State cens's	178,539
1848	20,023		

* A local census in 1866 resulted in 200,418.

The County of Cook, in which Chicago is located, had in 1860, 143,947, and in 1865, 217,309 inhabitants, being an increase in five years of 73,362, or more than 50 per cent.; and thus the city and country are filling up at a constantly increasing rate.

The country tributary to Chicago comprises the following States and their population from 1840 to 1865. In 1830, Illinois had a population of 157,445; and Missouri, 140,455:

	1840.	1850.	1860.	1865.
Illinois	476,183	851,470	1,711,951	2,141,510
Wisconsin	30,945	305,391	775,881	868,937
Minnesota	.....	4,077	172,123	210,000*
Iowa	43,112	192,214	674,913	754,732
Nebraska	.....	.....	28,841	40,000*
Missouri	383,702	682,044	1,182,012	1,400,000*
Kansas	.....	.....	107,206	145,000*
Total	933,942	2,037,196	4,652,927	5,560,179

* Estimated.

This exhibit shows a wonderful progress: where stood one inhabitant in 1830, there stood in 1840 *thirty-two*; from 1840 to 1850 the population doubled, and from 1850 to 1860, the two million at the former date increased to more than 4½ millions at the latter date, and thence to the present time another million has been added. Truly there must be an enticing prize in this region to attract so many adventurers.

But much of this progress has been due to the ever increasing facilities of travel and transportation. Before 1850 there were no railroads in all this region. In 1850 there were 111 miles, in 1855 the length had been increased to 1,800 miles, in 1860 to 5,400 miles, and in 1865 to 6,300 miles. It is now about 7,500 miles. These railroads, with very few exceptions make Chicago their ultimate point of concentration, and the depot of their trade. The railroads from Chicago eastward both north and south of the lakes continue this system to the seaboard at Montreal and Quebec, Portland, Boston, New York, &c., giving every facility to personal migration and the transportation of produce and merchandize.

Starting up in 1838 with an export trade of seventy-eight bushels, the grain and flour trade of Chicago has developed with such rapidity, and has already reached proportions so gigantic as to stamp it as one of the chief marvels of modern commerce. To trace its rise and progress would be completing the record of the great city itself, for this trade has been the food on which it has built its growth. At the period noted the whole trade of the city was supplied by two small lake vessels. Now Chicago estimates the tonnage of her fleets by thousands. The grain traffic of the country, beginning at an early period with the meagre productions of the Eastern States, was gradually extended westward, and when navigation east and west was opened, then it was that our inland seas became the highways of a com-

merce which has already attained a magnitude greater than that of most nations of the old world. Then it was that the vast territory which lay west of the lakes, hitherto uncultivated, became the field for the pioneers of industry and civilization, who laid the foundation of what are now flourishing States. And to-day Chicago, occupying the centre of this traffic, takes rank as the leading grain market.

In order that the magnitude of the commercial interests of Chicago may be fully comprehended, we cite the following table, showing the receipts and shipments of the different grains and other products at the port in 1866:

	Received.	Shipped.
Flour, bbls	1,821,494	1,784,833
Wheat, bu	11,874,934	9,711,226
Corn, bu	33,073,323	23,540,406
Oats, bu	10,182,141	9,820,824
Rye, bu	1,735,208	1,463,344
Barley, bu	1,513,830	1,242,245
Seeds, lbs	16,975,096	10,231,190
Broom corn, lbs	8,281,218	5,863,494
Cut meats, lbs	10,542,485	61,874,365
Beef, bbls	6,053	79,691
Pork, bbls	38,239	106,978
Lard, lbs	5,558,431	20,971,597
Tallow, lbs	2,133,574	7,151,376
Butter, lbs	3,560,566	6,783,634
Dressed hogs, No	274,124	75,092
Live hogs, No	982,563	472,476
Cattle, No	386,065	380,448
Sheep, No	209,737	75,447
Horses and mules, No	1,351	167
Hides, lbs	20,086,093	19,523,787
Highwines, lbs	56,451	75,326
Wool, lbs	8,602,834	9,202,502
Tobacco, lbs	7,933,201	4,336,927
Lumber, feet	683,406,000	487,714,000
Shingles, No	401,933,000	282,503,000
Lath, No	119,824,000	67,166,000
Salt, bbls	490,597	433,838
Salt, bags	8,067	4,836

The table which follows shows the receipts of all grains at Chicago since the opening of the trade in 1838; the flour being reduced to and noted as wheat. This table gives a fair index of the unprecedented growth of the city from year to year:

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.
1838	78	----	----	----	----
1839	3,678	----	----	----	----
1840	10,000	----	----	----	----
1841	40,000	----	----	----	----
1842	586,906	----	----	----	----
1843	688,967	----	----	----	----
1844	923,494	----	----	----	----
1845	1,024,620	----	----	----	----
1846	1,559,619	----	----	----	----
1847	2,136,994	67,135	38,192	----	----
1848	2,286,000	566,460	65,280	----	----
1849	2,192,809	614,848	26,849	31,453	----
1850	1,387,989	262,023	186,054	22,872	----
1851	799,380	3,221,317	605,827	19,997	----
1852	914,470	2,757,011	2,039,317	127,028	17,815
1853	1,680,998	2,780,153	1,748,403	120,275	82,162
1854	2,744,850	6,837,809	3,239,987	148,421	41,153
1855	7,110,270	7,547,678	1,888,533	92,032	20,132
1856	9,419,365	11,129,658	1,014,547	19,051	590
1857	10,783,292	6,814,615	316,778	17,993	----
1858	10,909,243	7,493,212	1,498,134	127,008	7,589
1859	10,759,359	2,217,654	1,174,177	478,162	131,449
1860	16,054,379	13,743,172	1,039,779	129,156	291,211
1861	22,913,830	24,186,382	1,655,384	422,492	185,293
1862	22,902,765	29,452,610	3,112,606	871,796	532,195
1863	17,025,336	24,444,147	7,514,994	835,133	668,735
1864	16,396,689	12,891,785	13,747,887	758,201	261,110
1865	11,569,160	24,277,221	8,773,403	717,709	460,210
1866	20,982,404	33,073,323	10,182,141	1,735,908	1,513,830

The manufacture of flour within the city has become a large interest, and may now be reckoned at nearly 500,000 barrels a year. The returns for the last seven years are thus reported—in 1860, 232,000; in 1861, 291,852; in 1862, 260,980; in 1863, 236,261; in 1664, 255,058; in 1865, 288,809, and in 1866, 444,524 barrels. During the current year the manufacture promises to be largely increased. This result will be the same even if no additional mills be built, by the increased production of the mills built in 1866, which have not been in operation a sufficient length of time to enter largely into the statistics of 1866. The receipts and shipments of flour and grain, for the twelve years 1855–'66, are shown in the following table:

	Flour.		Wheat.	
	Receipts.	Shipped.	Received.	Shipped
1855	320,312	163,419	7,735,097	6,298,155
1856	410,989	216,389	8,767,700	8,364,420
1857	489,934	259,648	10,554,761	9,846,052
1858	662,540	470,402	9,639,644	8,850,257
1859	726,321	686,351	8,069,766	7,166,698
1860	713,348	698,132	14,427,083	12,402,197
1861	1,479,284	1,603,920	17,285,002	15,835,953
1862	1,666,391	1,739,849	13,978,116	13,808,898
1863	1,474,284	1,536,691	11,180,344	9,341,881
1864	1,141 791	1,453,486	11,257,196	10,554,389
1865	1,186,561	1,022,527	9,455,618	6,777,818
1866	1,821,494	1,784,100	12,874,934	9,711,226

	Corn, bu.		Oats, bu.	
	Received.	Shipped.	Received.	Shipped.
1855.	8,532,377	7,517,625	2,947,188	1,889,538
1856.	11,883,398	11,126,668	2,919,987	1,014,637
1857.	7,490,000	6,814,615	1,707,245	506,778
1858.	8,252.000	7,726,264	2,282 507	1,519,069
1859.	5,401,870	4,349,300	1,757,696	1,185,703
1860.	15,262.394	13,700,113	2,198,199	1,091,698
1861.	26,369,999	24,372,725	2,067,018	1,633,237
1862.	29,574,328	20,452,610	4,668,722	3,112,366
1863.	26,450,568	24,444,147	9,139,525	7,574,994
1864.	13,623,087	12,657,925	18,653,941	14,588,096
1865.	25,125,638	24,648,153	10,337,899	9,531,095
1866.	33,073,323	33,540,406	10,182,141	9,820,824

	Rye, bu.		Barley, bu.	
	Received.	Shipped.	Received.	Shipped.
1855	68,166	19,818	201,875	98,011
1856	47,701	591	128,457	19,051
1857	37,711	no repts.	127,689	17,993
1858	71,012	7,569	413,812	132,020
1859	231,514	134,404	652,696	486,218
1860	318,976	156,642	617,619	267,749
1861	490,989	393,813	449,488	226,534
1862	1,038,825	87,796	872,058	532,195
1863	839,760	835,133	1,098,346	668,784
1864	969,116	793,703	740,446	262,145
1865	1,166,109	839,827	1,595,754	481,913
1866	1,735,208	1,463,344	1,513,830	1,242,245

The second most remarkable instance of the wonderful development of Chicago, is the extraordinary proportions which have within a very short period been attained by her packing business. The commencement of this branch of industry in Chicago dates from the year 1835, when 3,000 head composed the total number of cattle, cut and packed in the city. Since that time the packing business has been increased with the growth of the city. The other cities and towns of the interior, which have hitherto been considered prominent packing points, were successively led by Chicago, and in 1861, Cincinnati yielded to the lake city the title of the Porkopolis of the country. And now Chicago furnishes one-third the entire packages in all the States engaged in this business. The same causes which made Chicago the greatest grain market in the country have contributed towards making it the most important packing point. The development of the great interior and the grand network of railroads which extends, and is still extending wider and further over its great bosom, have rendered this the chief collecting point for the immense numbers of cattle and hogs which are raised by the farmers and stock-breeders; and wherever the cattle and hogs are, there will concentrate the capital to purchase, to pack and to ship the product to the Eastern States and Europe.

The tables which follow illustrate the yearly movements of this great arm of the business of Chicago.

The receipts and shipments of live and dressed hogs, and the number of hogs dressed in Chicago during the past twelve years are shown in the following table:

	Number of Hogs.		Hogs packed.
	Received.	Shipp'd.	Number.
1855	302,068	145 580	1855–'56 80,380
1856	293,625	281,540	1856–'57 74,000
1857	251,115	131,216	1857–'58 99,262
1858	540,486	192,016	1858–'59 179,684
1859	271,204	110,243	1859–'60 151,339
1860	392,864	227,166	1860–'61 271,805
1861	675,902	289,094	1861–'62 505,691
1862	1,348,890	491,134	1862–'63 970,264
1863	1,900,519	810,455	1863–'64 904,659
1864	1,582,047	701,853	1864–'65 760,514
1865	876,572	599,044	1865–'66 507,355
1866	1,256,687	548,079	1866–'67 639,332

The following table shows the receipts and shipments of cattle from Chicago during the past twelve years:

Year.	Received.	Shipped.
1855	10,715	6,253
1856	21,950	22,502
1857	48,524	25,502
1858	140,534	42,638
1859	111,694	87,584
1860	177,101	97,474
1861	304,579	124,145
1862	209,655	112,745
1863	300,622	187,068
1864	262,446	479,520
1865	335,761	242,766
1866	386,065	260,448

The number of cattle packed in Chicago during the same series of years is shown in the following table:

	Packed.		Packed.
1854–'55	23,691	1861–'62	53,754
1855–'56	28,972	1862–'63	59,687
1856–'57	14,970	1863–'64	70,086
1857–'58	34,675	1864–'65	92,459
1858–'59	45,503	1865–'66	27,172
1859–'60	57,606	1866–'67	25,998
1860–'61	34,623		

Next in importance the Lumber trade of the city commands attention; and here again Chicago stands foremost, the most considerable lumber trade market in the world. Like the grain trade it has sprung up, at first almost imperceptibly; but soon gaining pace with the meteor like progress of the city, it, too, has developed into the most enormous and startling proportions. From thirty-two millions of feet, which comprised the whole amount of lumber received in 1847, in the next ten years it increased millions on millions, until it had reached four hundred and forty millions of feet. Hitherto a very large portion of the country bordering on the Mississippi was supplied by the upper tributaries of that river; but these sources have been drawn upon until they are well nigh exhausted, and can no longer be worked as before, because the distance which it is necessary to draw the logs before they can be floated, renders it more expensive than it is to bring the lumber from Chicago. And thus has Chicago supplanted the other sources from which lumber has been supplied, until now its trade is almost a monopoly. The lumber regions of Canada, Michigan, and Wisconsin, inexhaustible as it would appear, are all accessible to the lakes, and the lumber is readily transported to Chicago at a trifling expense, so that in purchasing at this port dealers can do almost as well as

if in the very heart of the lumber region many miles distant.

The receipts and shipments of lumber, lath and shingles in the eight years 1859–1866 are shown in the following statement:

RECEIPTS.

Year.	Lumber, ft.	Shingles, No.	Lath, No.
1859	302,845,207	105,927,000	49,102,000
1860	262,494,626	127,894,000	36,691,000
1861	249,308,705	79,356,000	32,637,000
1862	365,674,045	131,255,000	23,880,000
1863	413,301,818	172,361,878	41,768,000
1864	501,592,406	199,169,750	65,953,900
1865	606,645,300	304,412,000	60,840,000
1866	683,406,000	461,933,000	119,824,000

SHIPMENTS.

Year.	Lumber, ft.	Shingles, No.	Lath, No.
1859	226,120,389	195,117,700	28,236,535
1860	225,372,340	168,302,525	32,170,420
1861	189,379,445	94,421,186	33,282,725
1862	189,277,079	55,761,630	16,966,600
1863	221,799,330	102,634,447	33,293,547
1864	269,496,579	138,497,256	36,242,010
1865	385,353,678	258,251,450	61,516,000
1866	487,714,000	282,503,000	67,166,000

The detailed consideration of the other great branches of the city's business, many of them extensive and important, is prevented by the want of sufficient space. Among these, the manufacture and trade in high wines stands prominent. The progress of this interest for the ten years ending with 1866 is shown in the following statement:

Year.	Bbls. received.	Bbls. shipped.	Galls. manuf.
1857	28,185	10,657	3,050,000
1858	28,644	28,007	3,600,000
1859	29,431	24,529	3,180,000
1860	62,426	65,223	3,744,000
1861	89,915	111,240	5,394,000
1862	61,703	130,170	3,702,000
1863	137,947	159,312	4,850,000
1864	102,032	138,644	3,498,000
1865	26,509	45,070	476,000
1866	56,451	75,326	2,162,185

We close this article with the yearly returns of the trade in salt, hides, seeds, wool, coal and cordwood, which together form interests respectively of large value and importance. The following are the receipts at the city for the last eight years:

Year.	Salt, bbls.	Hides, lbs.	Seeds, lbs.	Wool, lbs.	Coal, tons.	Wood, cords.
1859	316,291	12,681,446	5,241,547	918,319	131,204	114,352
1860	255,148	11,233,918	7,071,074	899,248	131,080	83,071
1861	390,499	9,962,723	7,742,614	1,184,208	184,089	76,770
1662	612,003	12,747,123	8,176,432	1,523,571	218,423	101,781
1863	775,364	17,557,728	9,885,208	2,831,194	284,196	110,703
1864	680,346	20,052,235	10,180,781	4,304,388	323,275	149,312
1865	609,844	18,133,515	10,583,636	7,590,687	303,770	129,566
1866	493,407	20,086,098	16,795,046	8,602,834	402,243	143,080

The following extract from the Chicago *Times*, of Jan. 1, 1867, will give some idea of the yearly advance of the city in a variety of ways:

Probably no city in the country has advanced during the past year in population and public improvements more rapidly than Chicago. Notwithstanding the high price of labor and building material, there have been erected during the year not less than 9,000 buildings, ranging in cost from that of the simple cottage to the most costly public and private edifices. The cost of these structures will not fall far short of $9,000,000.

Of these structures a considerable number are church edifices, and it is estimated that the cost of the improvements put upon this class of buildings, including new ones, is about $900,000.

Five public school houses have been erected during the year, at an expense of $91,000, and two fine Catholic school houses have been constructed at a cost of about $65,000.

Many of the structures completed during the year just passed will stand among the most beautiful and costly in the city. Among these may be mentioned the great union depot for the Michigan Southern and Northern Indiana, and the Chicago, Rock Island and Pacific Railroads, and the Oriental and Mercantile buildings on La Salle street, nearly opposite the Board of Trade Hall.

The list of buildings includes a large number of business blocks, costing from $20,000 to $175,000 each. These buildings have been constructed in the most substantial manner of brick and Illinois marble. Many first class private residences have been built during the year, ranging in price from $15,000 to $100,000.

The total assessed valuation of the real estate of Chicago was $66,495,116, divided among the different divisions as follows: South, $37,400,007; West, $29,476,256; North, $8,628,863.

In public improvements there has been an unusual activity during the year. The lake tunnel has been completed, the Washington street tunnel commenced, and a more than average amount of sewerage and wooden block pavement have been constructed. The following facts will give some idea of the work done in the various branches of public improvement: There have been laid eight miles of water pipe, mostly of 4 inches diameter, and the consumption of water has ranged at from six to seven millions of gallons per day. The lake tunnel has been completed, and a new tower, well and engines, capable of affording 18,000,000 gallons of water daily, have been begun and are far on the way towards completion. A bridge has been erected at Clark street at a cost of $16,000, and another across the north branch at Halsted street, at a cost of $7,500.

The Washington street tunnel was commenced on the 2d day of October, and at the present time about 9,000 cubic yards have been excavated, and the work is progressing with a degree of rapidity, that augurs the early completion of the undertaking; the coffer dam has been commenced and piles are being already driven in that work.

Of sewerage there have been built between 8 and 9 miles, distributed as follows. South, 16,411 linear feet; West, 23,180 linear feet; North, 7,680 linear feet. The sewers so constructed range in diameter from 1 to 5 feet. A large number of streets have been opened, extended or widened. A considerable portion of Archer road and Noble street have been cindered. Several have been macadamized. The following have been paved with block pavement: West Randolph and Madison from the river to Halsted; Wabash avenue from the river to Twenty-second street Washington from State street to Michigan avenue; Van Buren street from State street to the river. In the three divisions about 54 miles of sidewalk have been ordered during the year, and 215 lamp posts erected.

☞ The Legislature of New Jersey, at its last session, passed an act authorizing the construction of a railroad from Atsion, on the Raritan and Delaware Bay Railroad, to the Delaware River. The road will pass through Hammonton, Winslow, and Vineland, and within a few miles of the cities of Millville, Bridgeton, and Salem. A company to prosecute the work has been organized by the election of a board of directors, of which Chas. K. Landis Esq., of Vineland, is President.

Commerce of New York.

The foreign imports at New York for the month of July are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$14,304,403	$11,036,960
Do. for warehousing	11,301,274	11,226,514
Free goods	899,549	766,786
Specie and bullion	345,961	56,606
Total entered at port	$26,851,187	$23,086,866
Withdrawn fr. wareh'use	9,084,242	7,560,396

We also present our usual statement of the comparative totals since the beginning of the year:

The foreign imports at New York for the seven months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$103,064,165	$76,009,575
Do. for warehousing	77,727,741	75,297,805
Free goods	7,936,165	6,742,477
Specie and bullion	1,526,147	1,613,302
Total entered at port	$190,254,218	$159,663,159
Withdrawn fr. wareh'se	59,078,096	67,048,287

The relative imports of dry goods, specie and general merchandise at New York for the first seven months of the last sixteen years, was:

Seven mos. of	Imports of Dry Goods.	Imports of Gen. mdse	Imports of Specie	Total Imports.
1851	$42,240,217	$43,174,714	$1,480,476	$86,895,407
1852	34,994,294	37,215,342	2,028,248	74,237,884
1853	57,421,919	59,393,895	1,099,516	117,915,020
1854	55,308,993	58,126,642	1,606,090	115,041,725
1855	34,724,393	49,008,832	523,151	84,256,376
1856	60,296,946	72,757,795	963,500	134,081,241
1857	66,716,293	84,156,030	5,857,310	156,729,633
1858	30,169,358	48,305,765	1,815,258	80,290,381
1859	71,782,984	83,366,928	1,301,082	156,450,994
1860	63,362,687	78,465,850	751,188	142,599,725
1861	31 515,606	54,375,955	32,906,166	118,797,727
1862	30,183,764	74,488,315	731,556	105,403,635
1863	35,112,935	70,860,800	1,036,013	107,009,748
1864	53,122,729	106,064,043	1,555,066	160,741,838
1865	31,850,399	68,018,028	1,305,463	101,173,890
1866	80,442,325	108,285,746	1,526,147	190,254,218
1867	53,451,860	104,617,997	1,613,302	159,663,159

The following statement will show the revenue from Customs at New York for the month of July, the previous six months, and for the seven months ending July 31st:

	1866.	1867.
In July	$11,507,186 60	$9,505,432 94
Previous 6 months	67,548,189 78	59,354,688 90
Total since Jan. 1	$79,055,376 38	$68,860,121 84

The exports from New York to foreign ports in the month of July, were:

	1866.	1867.
Domestic produce	$13,057,476	$13,666,098
Foreign free goods	27,269	20,168
Do. dutiable	401,724	382,595
Specie and bullion	5,821,459	13,519,894
Total exports	$19,307,928	$27,588,755
Do. exclusive of specie	13,486,469	14,068,861

The exports from New York to foreign ports for six months from January 1, were:

	1866.	1867.
Domestic produce	$117,311,612	$104,813,956
Foreign free goods	486,063	307,406
Do. dutiable	3,427,711	4,594,128
Specie and bullion	51,603,889	28,115,556
Total exports	$172,829,275	$147,831,057
Do. exclusive of specie	121,225,386	109,715,501

☞ The Nashville and Northwestern Railroad has been completed to Paducah, and trains will commence running to Memphis on the 22d instant. This new connection saves five hours between Nashville and Memphis.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St. Louis 100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point..100	1,232,200		
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ..50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,350,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine 100	4 070,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000		
Buff., New York & Erie*..100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	777,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,84 2,200	F. & A.	Aug. '67 5
Camden and Atlantic,pref. 50	650,000		
Cape Cod Branch 00	721,926	J. & J.	Jul. 67 3½
Catawissa, ... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110	----	Jul.'67 4½
Central of Georgia.....100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A. J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n'67 2½
Chicago and Alton.....100	3,888,643	M & S.	Mar. '67 5
" " pref...100	2 425,576	M. & S.	Mar.'67 5
Chicago, Burl. & Quincy ..50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..100	1,000,000		Jul. '67 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,000	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	469,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7
Eastern (Mass.).....100	3,578,394	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul. 67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,480		
Granite..... 100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,602,746		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3
Hartford and New Haven.100	3,000,000	J.A J&O	Jul. '67 5
Hannibal and St. Joseph..100	$1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 5
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 5
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	J. & J.	Jul. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence...100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.....50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,360	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. 67 4
Mississippi Central 100	2,030,361		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,560,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,000	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	A. '67 3
New York and Harlem.... 50	5,2 5,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston ..100	1,75a,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	795,360		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,80.		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Feb.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 195	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,500	J. & J.	Jul. '67 3
Orange and Newark 100	287,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3 581,000		
Panama..... 100	7,000,000	J.A.J&O.	Jul. '67 6
Paterson and Ramapo.....100	248.000	J. & J.	Jul.'67 2½
Paterson and Hudson. Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,600		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'n't'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 6
Phila. and Trenton*..... 10	999,200	F. & A.	Aug.'67 8
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan.'67 6
Pittsburg & Connellsville. 50	1,791,653		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 5
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,4 0	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,088,000		
" " pref.100	388,073	M. & N.	M'y '67 3
Sand. Manuf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,600	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 100		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,240,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jn.'67 1½
Vermont Valley 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Ma chester.....100	1,130,4 0		
Wilm. and Weldon.....100	1,340,275		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division 50	1,623,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated..... 10	1,05 ,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Aug.'67 5
Schuyl. Navigation (com.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2 052,083		
Union..... 50	2,907,820		
" preferred 50			
W. Branch and Susq..... 50	1,100 000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Sep.'66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000.000	M.J.S& D.	Ju.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.J.S& D.	Jun.'67 3
Union Navigation 100	4,000.000	M.J.S& D.	Dec.'66 5
West'n Union Telegraph..100	28,460,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Pennsylvania Coal 50	3,200,000	F.M.A.N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut'and Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	F.M.A.N	Nov.'66
American Express 500	9,000.000	F.M.A.N	Nov.'66 3
Merchants Union Express.100	20,000.000		
United States Express 100	6,000.000	M.J.S&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

Tonnage of New York.

The number of vessels arriving and departing from the port of New York, together with the tonnage and seamen employed during the second quarter of the year 1867, is officially stated as follows:

Entered at New York from foreign ports for the three months ending June 30, 1867:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels ...	631	319,818	9,900
Foreign vessels	948	548,454	20,670
Total.....	1,579	868,272	30,570
Same time in 1866..	1,619	862,768	29,432
" 1865..	1,316	595,654	21,107
" 1864..	1,564	722,273	35,777
" 1863..	1,405	685,587	22,462
" 1862..	1,297	545,047	17,754
" 1861..	1,435	725,677	22,499
" 1860..	1,330	605,729	19,827

Entered at New York from foreign ports for six months ending June 30, 1867:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels...	941	504,042	15,808
Foreign vessels.....	1,455	906,062	33,522
Total.....	2,396	1,410,104	49,330
Same time in 1866..	2,546	1,458,313	49,943
" 1865..	2,197	1,011,509	35,629
" 1864..	2,491	1,205,529	53,391
" 1863..	2,468	1,207,704	39,717
" 1862..	2,543	1,205,790	38,122
" 1861..	2,400	1,184,480	37,846
" 1860..	2,138	1,024,727	35,558

The following is a comparative statement of arrivals of American and Foreign vessels at this port under our own and all other flags during the first six months in each of the last seven years:

First half of	American. No. of Vessels.	Tons.	Foreign. No. of Vessels.	Tons.
1861.....	1,676	810,619	724	373,860
1862.....	1,386	724,546	1,157	481,144
1863.....	1,065	591,405	1,400	616,298
1864.....	720	421,604	1,771	783,925
1865.....	650	349,569	1,547	661,940
1866.....	837	519,974	1,709	938,337
1867.....	941	509,042	1,455	906,062

Cleared at New York for foreign ports during the three months ending June 30, 1867:

	No. of Vessels.	Tonnage.	No. of Seamen.
American vessels...	383	244,765	7,668
Foreign vessels.....	866	553,382	19,331
Total.....	1,249	798,147	26,999
Same time in 1866..	1,334	776,539	26,474
" 1865..	1,220	567,577	19,531
" 1864..	1,215	607,237	19,795
" 1863..	1,134	578,821	18,560
" 1862..	1,169	576,046	17,898
" 1861..	1,127	607,580	19,020
" 1860..	1,085	515,851	17,525

Cleared at New York for foreign ports during the six months ending June 30, 1867:

	Vessels.	Tonnage.	Seamen.
American vessels...	715	446,713	14,091
Foreign vessels	1,421	909,183	31,847
Total.....	2,136	1,355,896	45,938
Same time in 1866..	2,282	1,340,772	46,531
" 1865..	2,054	981,206	33,610
" 1864..	2,217	1,134,277	37,155
" 1863..	2,281	1,190,851	37,192
" 1862..	2,262	1,063,846	35,433
" 1861..	2,093	1,026,133	35,227
" 1860..	1,794	872,249	30,573

Coastwise commerce of New York during the three months ending June 30, of each year since 1860:

	Entered Coastwise. No. vessels.	Tons.	Cleared Coastwise. No. vessels.	Tons.
1860.....	430	133,047	1,587	644,545
1861.....	355	99,541	1,020	233,229
1862.....	144	39,110	300	88,867
1863.....	470	164,391	779	223,320
1864.....	357	149,740	811	223,822
1865.....	481	220,832	897	304,227
1866.....	739	386,098	1,183	482,372
1867.....	593	314,358	1,107	452,368

Coastwise commerce of New York during the first six months of each year since 1860:

	Entered Coastwise. No. vessels.	Tons.	Cleared Coastwise. No. vessels.	Tons.
1860.....	806	258,706	2,725	1,704,302
1861.....	651	204,095	1,864	571,906
1862.....	300	87,344	459	241,384
1863.....	893	342,943	1,513	439,298
1864.....	672	299,661	1,507	451,306
1865.....	767	357,173	1,429	529,068
1866.....	1,305	691,381	2,286	1,009,594
1867.....	1,103	639,432	1,859	872,208

Finances of Georgia.

The following statement from the Treasurer of Georgia will show the resources and liabilities of the State, together with the taxable property therein, July 1, 1867, and the probable disbursements, exclusive of interest, for the year 1867:

Assets, exclusive of taxes.....	$11,018,600
Bonds in the Treasury not sold.....	990,000
Total.....	$12,008,600
Total debt, including interest.....	6,256,635
Assets over all liabilities.....	$5,751,965
The assets and resources of the State of Georgia are, first, the property of the State, consisting of: the Western and Atlantic Railroad, now paying into the Treasury as net profit $50,000 per month, or $600,000 per annum, being 6 per cent. on.....	$10,000,000
10,000 shares of stock in the Atlantic and Gulf Railroad Company, connecting Savannah with the waters of the Gulf at Bainbridge, Ga., and the Gulf shore at St. Marks, Fla., promising, in the early future, handsome dividends at $100 per share.....	1,000,000
186 shares stock in the Georgia Railroad Company, paying annual dividends of 10 to 15 per cent. at $100 per share.....	18,600
Total.....	$11,018,600

The taxable property of the State, exclusive of railroads, banking, express and insurance companies, is estimated at low figures by the Comptroller General, at $200,000,000.

Estimated receipts from general tax at ¼ per cent. on that amount.....	$500,000
Estimated receipts from specific taxes on polls, professions, &c.....	150,000
Estimated recipts from tax on banks, railroads, express, home and foreign insurance companies, &c.....	33,000
Estimated receipts from miscellaneous sources.....	10,000
Estimated receipts from net earnings Western and Atlantic Railroad.....	600,000
Estimated receipts from dividends from other stocks.....	2,000
Total.....	$1,295,000
The estimate by the Comptroller General in his last report of the necessary, usual and probable disbursements for the year 1867, exclusive of interest to public debt, amounts to..	572,000
Leaving a balance for payment of interest and reduction of public debt annually of.....	$723,000

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool.....	$3,292,614	$1,161,602
" cotton...	1,259,181	854,512
" silk	1,325,940	749,014
" flax	1,280,976	562,152
Miscellaneous dry goods..	703,837	396,989
Total entered for consump.	$7,862,548	$3,724,269

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool.....	$1,122,225	$546,904
" cotton...	298,789	182,032
" silk	432,720	201,938
" flax	323,982	23,437
Miscellaneous dry goods..	51,792	90,108
Total withdrawn from warehouse.....	$2,229,508	$1,254,419
Add entered for consump.	7,862,548	3,724,269
Tot. thrown on the market.	$10,092,056	$4,978,688

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool.....	$1,595,144	$1,838,768
" cotton...	273,892	213,522
" silk	629,488	386,133
" flax	224,305	271,487
Miscellaneous dry goods..	141,086	98,396
Total entered for wareh'g..	$2,864,915	$2,808,306
Total entered for consump.	7,862,548	3,724,269
Total entered at the port.	$10,727,463	$6,532,575

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool....	$19,322,311	$8,817,833
" cotton..	10,765,280	7,109,906
" silk	11,300,731	5,558,895
" flax	8,862,662	5,139,699
Miscellaneous dry goods.	4,605,037	3,552,956
Tot. entered for consump.	$54,820,021	$31,179,289

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool....	$9,463,346	$9,669,788
" cotton..	4,356,599	5,021,601
" silk	4,204,203	4,369,193
" flax	3,494,731	4,460,824
Miscellaneous dry goods.	695,127	993,192
Total withdrawn from warehouse.....	$22,214,006	$24,514,598
Add entered for consump.	54,820,021	31,179,289
Total thrown on the market.....	$77,034,027	$55,693,887

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool....	$11,899,684	$10,099,237
" cotton..	4,065,742	4,384,584
" silk	5,055,649	3,671,595
" flax	3,720,460	2,980,874
Miscellaneous dry goods.	880,589	1,116,281
Total entered warehouse.	$25,622,304	$22,252,571
Add entered for consump.	54,820,021	31,179,289
Total entered at the port.	$80,442,325	$53,431,860

Steam on Canals.

A new invention to propel boats on canals was recently tried in this city, the novelty of which consists in applying the piston stroke directly to the paddles, without a change of motion, as is the case in both side wheel and screw tugs, where the vertical or horizontal motion is changed to a rotary one, thereby losing at least 50 per cent. of power.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1867.					
Loan of Jan. 28, 1847 registered	14 932,141	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	109
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	110
" " " coupon		5	" "	1871	----
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,315,400	6	Jan. & July.	1881	111½
" " " coupon		6	" "	1881	111¾
Loan of Feb. 25, 1862 (5-20s) registered	1,108,796,860	6	May & Nov.	1882	110
" " " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	108¾
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	108¾
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99¾
" " " (10-40s) coupon		5	" "	1904	104¾
Pacific R. R. Bonds (currency)	15,402,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	451,233,425	7.3	Feb. & Aug.	1867	107⅜
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	107⅜
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	104⅜
Matured Debt not presented	15,752,815	---	presentation.	----	----
Gold Certificates of Deposit	19,457,960	---	presentation.	----	----
Coupon Interest Notes 1861-'65	108,329,450	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	369,164,344	---	----	----	----
Fractional currency	28,554,729	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 "	198,000	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	----
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 65 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	85
" — " " (Act Mar. 12, '66. "	3,630,000	7	Jan. & July	1886	----
" — " " (Railroad) "	1,569,000	8	" "	'68-'74	----
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	74½
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1889	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,220,057	6	" "	1870	----
" —State Bonds coupon	918,910	6	" "	'60-'70	----
" — " " "	4,367,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,492	2½	Jan. & July.	1886	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	93,845	6	Jan. & July.	1875	----
" —War Loan Bonds "	500,000	7	" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174 000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,632	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	21,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120 000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6	" "	1870	----
" — " " (Balt. & Susq. R.R.)	1,000 000	6	" "	1870	----
" — " " (Bounty)	501 000	6	" "	abt.'74	----
" — " " (Ches & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6	" "	1890	----
Massachusetts—Funding Loan	15 000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
—General Statutes Loan	150 000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	114
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	----
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	111½
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	101½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	100½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	----
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	465,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	103½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	80
" —*Pacific R.R.	7,060,000	6	" "	'81-'87	103½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte Country R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	----
" — " " " registered	27,726,500	7	" "	1877	106½
" —General Fund Bonds	1,186,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	59½
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	2,500,000	6	Jan. & July.	1900	57½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,000,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	100
" — " " registered	5,043,052	5	"	'68-'70	98
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1887	----
" — " " 1st series	4,907,150	6	" "	1877	102
" — " " 2d series	7,909,520	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	103
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,000	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	269,000	6	April & Oct.	1883	----
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,000,000	6	Jan. & July	30 yrs.	68½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	66½
Vermont—State War Bonds	1,567,700	6	June & Dec.	'71-'78	----
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " coupon	21,469 398	6	" "	long.	42
" — (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	" "	1876	50
" — " (") "	489,300	6	" "	1886	38½
Wisconsin—State Bonds	39,600	6	" "	1890	37
	406,100	6	Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	588,589	533,150	599,670	474,066	388,573	5,496 110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,116	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,097
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	-----	-----	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,880	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	228,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,234	296,169	473,186	551,122	436,945	407.683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,968,980
1866	523,566	405,634	523,744	518,786	735,082	922,892	776,990	778,284	989,053	1,210,654	1,005,680	698,679	9,089,995
1867	690,832	586,743	747,391	720,651	757,736	893,357	800,325	-----	-----	-----	-----	-----	-----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,396	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,843	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,108,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	-----	-----	-----	-----	-----	-----
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division.. 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	-----	-----	-----	-----	-----	-----
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,583	459,762	422,797	468,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,086	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,097	91,809	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,953	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	93,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	135,000	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	368,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,557	311,088	379,761	391,163	358,601	304,232	312,879	-----	-----	-----	-----	-----	-----
Michigan Central:													
1862	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,106	413,501	476,651	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,063	324,956	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,096	283,661	375,210	362.783	333,952	284,977	313,021	-----	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	123,404	123,957	121,533	246,622	244,376	208,785	188,816	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,648	230,497	221,690	193,000	-----	-----	-----	-----	-----	-----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,858
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,650	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,390	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,449	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,350,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	-----	-----	-----	-----	-----	-----	-----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,684	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,173	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	666,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,804	1,109,267	1,140,201	996,841	1,252,396	833,742	887,793	874,974	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	231,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,558	914,062	7,120,466
1865	660,144	678,504	857,583	733,866	637,186	646 935	544,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,936	556,242	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,686	534,733	-----	-----	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162 604	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,14
1867	149,658	149,342	174,152	188,162	171,736	156,066	-----	-----	-----	-----	-----	-----	-----
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,605	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	24 ,840	221,570	220,209	205,154	2,060,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	-----	-----	-----	-----	-----	-----
Western Union:													
1865	43,716	37 265	32,378	35,972	63,862	82,147	63,189	59,862	75,677	92,715	61,770	27,830	689,398
1866	45.102	36,005	39,301	43,382	86,913	102,918	85,276	60,698	84,462	100,315	78,268	44,463	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	-----	-----	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628,500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	109
"	200,000	6	April & Oct.	"	1879	96
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	250,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1870	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1883	101
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.	"	1883	91

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	86
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	82½
Equipment Bonds	270,483	7	May & Nov.	" "	1874	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	83
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	" "	1892	72½
River Line bonds	4,000	7			1887	
Dividend bonds	16,725					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'84–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000					
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	506,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1876	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	92½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	80
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,060	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	264,000	10	" "			100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	70,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,500,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
2d Mortgage	500,000	6	" "	"	1870	
Extension Bonds	175,000	7	May & Nov.	"	1890	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	81
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,285,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,780,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May. & Nov.	New York.	1883	95½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6		" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	104½
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	4,441,000	7	April & Oct.	" "	1890	101
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	87
Sterling Bonds	3,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		100½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	90
New York and New Haven:						97½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1873	95
N. York, Providence and Boston						
1st Mortgage	500,000	6	Feb. Aug.	New York	75-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Jn. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct.	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	88
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1856, "	182,400	5	" "	"	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	96½
1857. (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April,	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	84–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	
Racine and Mississippi						
1st Mortgage (Eastern Division)	680,000	8		New York.		
1st Mortgage (West'n Division)	757,000	8		" "	1875	85
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	143
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	261,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg'k f'd b'ds after Jan. 1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
South-West Pacific:						
Bonds guar. by At. and Pacific.	2,000,000	7	Jan. & July.	New York.	1871	49½
Steuben'v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,800,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	6		"	1876	
Funding Interest bonds	83,125	6		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,900	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	650, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	95
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1868	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,616,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644 104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—				—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	—	23.8	53,885	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,611	—	2,037,940	1,936,740	—	—	122.4	319,433	644,745	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '66	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	—	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	—	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000 000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	125
30 Nov. '66	69.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	760,678	250,528	10	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 000	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	...	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	...	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	...	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	...	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	—
31 July '59	50.0	—	...	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May,'58	68.1	—	...	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,563	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	...	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934.115	3,693,153	1,484,616	54	118
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	150
31 May, '65	242.0	688 0	...	—	154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	47½
31 Mar. '67	181.8	181.5	...	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,574,034	1,413,999	10	103½
31 May, '63	174.5	5.5	14.3	—	21	22	604	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	262.5	—	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	120
31 Dec. '66	111.0	—	...	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	51
								INDIANA.													
— — —	224.0	—	...	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,000,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	...	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	...	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442.893	168,541	—	—
31 Dec. '58	89.8	20.2	...	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	81
31 Dec. '64	84.0	—	...	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384.539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	...	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '65	73.0	—	...	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,966,428	73 0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	...	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	...	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	980,000	653,985	5,429,203	156 5	319,880	805.271	237,861	—	—
1 Jun. '58	38.5	—	...	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	468,821	21,366	—	—
30 Jun. '65	135.0	95.0	...	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	...	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	239,629	174,049	46,707	7	80
30 Jun. '66	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	66.1		389,171	108,903	5	66
30 Jun. '66	185.0	119.0	28.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,764,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	...	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628 793	80.0	106,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	...	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	...	135.8	...	...	—	*Vicksburg, Shreveport & Texas*	1,562,691	*	—	1,284,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	...	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	...	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,006,360	188.6	.....	340,898	.....	—	—
31 May '6',	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 070.663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,909,387	—	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	—	57½
28 Feb. '66	182.0	—	17.7	210.0	23	37	429	*North Missouri*	6,944,583	815,063	266,715	2,489,540	4,400,000	106,235	8,025,361	182.0	.....	1,020,089	267,904	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,160,743	15,628,184	283.0	831,433	1,794,356	400,836	—	—
30 Feb. '67	90.0	—	3.9	200.0	8	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
Sept.'64	86.5	3.0	8 2	—	16	18	319	*St. Louis and Iron Mountain*	5,437,063	250,029	—	1,971,322	3,501,000	40 558	6,352,109	90.1	240,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,853	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,878	1,116,113	177,873	—	45
31 Dec. '65	63.0	9.5	8.0	—	12	11	129	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,316	97,709	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '65	51.3	—	.....	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	—	—	1,690,904	51.3	161,056	450,222	236,767	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	288.8	3,493,376	8,577,692	5,307,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	268,462	10	127
31 Dec. '65	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,880,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	354,644	10	139
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	140
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,866	61,983	721,925	—	11,050	1,093,808	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	114
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	23.5	477,106	1,107,444	347,247	7	120½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	553,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	30.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	851	Old Colony and Newport	6,666,571	354,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	106½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	99.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,550	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	166.1	17.3	144.4	—	83	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	6,945,020	—	17,190,503	166.1	1,660,062	3,982,017	1,406,791	10	138½
30 Nov. '66	46.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,868	8	68½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	.....	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	.....	.....	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	140,453	3,674,262	82.2	392,640	681,201	242,907	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,989	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,331,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,652	1,444,705	15	127½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	398,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,981	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	—	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	363,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,066	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	12½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,578	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	83.0	—	371	180	5,525	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	14,586,413	2,238,704	4	72
30 Sep. '65	144.0	—	128.3	—	75	102	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	105½
30 Sep '65	130.8	2.1	45.0	—	43	83	587	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,609,726	422,348	—	115
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	63
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,760	135,041	—	482,400	311,500	19,875	979,810	36.7	57,202	240,637	59,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '66	18.5	—	1.3	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.8	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and Saratoga R. R					6	.....
30 Sep. '65	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	"	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	185,486	78,540	5	.....
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,593	*	—	1,545,225	400,000	376,372	2,419,401	94.9	.....	108,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,240,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,381	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,679	106,133	1,028,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	28
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	289,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100
3 1 Oct. '65	95.5	—	33.5	1.0	36	26	993	Clev., Painesville & Ashtabula	3,802,784	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	572,916	2,359,222	1,148,561	35	150½
30 Nov. '65	101 0	102.5	.....	—	68	31	1,175	Cleveland and Pittsburg	9,320,163	*	354,145	5,403,911	3,880,848	83,292	9,674,307	203.5	1,429,741	2,696,377	736,794	5	94½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,528	2,492,215	1,107,377	14	123½
30 Nov. '65	54.5	61.5	16.5	—	—	—	—	Columbus and Xenia	1,451,415	—	691,826	1,786,200	284,600	54,717	2,143,240	ope	r. w. Lit.	Miami	291,148	10	—
31 Mar. '67	142.0	—	7.9	—	18	6	418	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '65	83.5	—	39.6	—	45	40	682	Little Miami	3,585,680	—	1,535,042	3,572,400	1,400,000	2,020	6,120,723	138.0	1,089,067	2,446,391	582,296	10	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,384	595 400	291,992	3,382,163	1,218,972	109,818	4,372,746	205.9	346,671	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
8 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,902	6,700,000	14,345,000	795,301	22,113,900	250.6	.....	3,717,386	906,200	—	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.			p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,879 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	607.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,062	130,841	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	126
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	58
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.0	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,160,150	3,124,787	—	6,887,2 5	67.5	345,588	902,213	382,500	—	36½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	355.5	7,080,026	16 583,883	5,967,520	9	53½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	258,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,568	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	52
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	318,764	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	54
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pitts'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	106
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,500	113,865	1,760,501	35.4	144,402	357,540	148,650	—	—
31 Oct. '66	35.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	35.6	120,084	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,355	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	263,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,225	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	.....	1,312,788	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	606,214	614,000	99,110	1,137,907	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,985,990	1,402,314	11,098 891	291.0	406,061	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	962,089	3,01 ,107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,500	521,102	3,171,811	110.3	171,499	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	668	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,802	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	686,703	127,035	—	18
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,609	2,000,000	1,717,500	900,839	7,301,983	196.6	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,980	96,528	.....	78.6	159,981	279,945	145,388	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	523,722	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	5,229,000	—	18,508,374	275 0	996,727	2,538,800	934,103	—	49½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,933,000	*	—	11,750,000	183,000	—	11,933,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,85	—	—
31 July '63	229.0	115.5	63.0	—	92	125	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,886	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	.....	.....	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,5 5	—	1,380,000	18,100	136,000	1,709,282	60 0	.....	122 455	38,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 62	8.			—	11	22	120	Pan ma	9,000,000	*	—	8,000,000	—	—	10,761,73	48.7	.....	1 887,438	1,333,92	—	287

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	29
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	60
Chicago & Alton (preferred)	2,425,400	7	7	121
Chicago & Northwestern (pref.)	12,994,720	7	7	71½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	78
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76⅜
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	67⅜
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	80
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,361	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	87,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6			89
Boat Loan	232,807	6			90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1878	21½
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	21
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	89
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	46½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	51½
" (preferred)	100	1,175,000	10	113
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	20
" " (preferred)	50	2,888,983	—	30
Susquehanna and Tide Water	50	2,048,260	—	16
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 (cash) per ton	41 — @ 44 —
Pig, American, No. 1	42 — @ 44 —
Bar, Refined, English	85 — @ 90 —
Bar, Swedes, assorted sizes (in gold)	92 50 @105 —
Bar, Swedes, assorted sizes	155 — @ — —
Bar, English & American, Refined	100 — @105 —
Bar, English & American, common	90 — @ 95 —
Scroll, English	132 50 @180 —
Ovals and Half-round	127 50 @137 50
Band, English	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, English	105 — @105 —
Hoop, English	137 50 @192 50
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia per lb.	— 19½ @ — 20
Sheet, English, Single, Double and Treble	— 5½ @ — 8 —
Rails, English (gold) per ton	52 50 @ 53 —
Rails, American	79 — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18 @ — 23
English Spring (1st & 2d qlty.)	— 10½ @ — 12½
English Blister (1st & 2d qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
German	— 14 @ — 16
American, Blister	— 11½ @ — 17
American, Cast, Hammered	— 19 @ — —
American, Cast, Rolled	— — @ — —
American Spring	— 12 @ — 15
American Machinery	— — @ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 ox. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— 33 @ — —
Sheathing, Yellow	— — @ — 26
Pig, Chile	— — @ — —
Bolts	— — @ — 35
Braziers'	— 33 @ — —
American Ingot (cash)	— 25 @ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @ — —
Spanish	6 50 @ 6 62½
German Refined	6 50 @ 6 62½
English	6 50 @ 6 87½
Bar per lb.	10 — @ — —
Pipe and Sheet	10 25 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold). per lb.	— @ — 26½
Straits (gold)	— 24½ @ — 25
English (gold)	— — @ — 28½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 25 @ 9 50	13 — @ 13 75
Plates, I. C. Coke	7 50 @ 8 50	10 50 @ 12 50
Plates, Coke Terne	7 — @ — —	— — @ 9 50
Plates, Charcoal Terne	8 75 @ 9 25	12 50 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @60d (cash) per 100 lb.	5 62½ @ 5 75
Clinch (cash)	7 25 @ — —
Copper	— — @ — 42
Ausable Horse, Norway Iron, Forged	— — @ — —
Zinc Nails (6 mos.)	— 18 @ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½ @ — 14
Refined, free L. S. to White	— 41½ @ — 42
Refi'd, in bond, prime L. S. to White	— — @ — 22
Refi'd, in bond, Standard White	— 23½ @ — 24
Naptha, Refined (60@63 gravity)	— — @ — 23

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th 8.	F. 9	Sat. 10.	M 12.	Tu. 13.	W. 14
Atlantic M. S. S. Co.	112	111½	112	112	----	112
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	92	----	----	----	----	----
California 7s	----	----	125½	----	----	----
Canton Co.	50	----	----	48½	49½	49½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	117½	----	117½	118	----	----
" " pref.	----	----	119	121	----	----
" " 1M.	----	----	----	----	----	----
" " S. F.	----	----	----	102½	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	46½	45	46½	47½	47	47½
" " pref.	69½	68½	70	70½	----	70½
" " 1st M.	----	----	----	----	86	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	83	82½	----	----	82	82½
Chicago & Rock Isl.	101½	101½	102½	103	102½	103
" " 1st M. '70	----	----	----	102½	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	95½	93	94	93½	93½	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	73	72½	----	----	----	----
Clev. and Toledo	123½	123½	123½	123½	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	----	----	35½	----	----	----
Del. & Hudson Canal	152	----	----	----	152	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	69½	68½	69½	70	70	70½
" pref.	----	76½	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	120½	120½	----	121	121	123½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	119	119	----	119½	119½	119½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	26	----	----	----	26½	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10	10½	10½	10½	10	10½
Michigan Central	110½	----	----	----	110	110
" S F. 8 p.c. '82	----	----	----	113½	----	----
" conv. 8 p.c. '59	----	----	----	----	----	----
M. S. and N. I.	80½	80½	81½	81½	81½	82
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	99½	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St. Paul	50	----	51	50½	49½	----
" " pref.	66½	66½	67½	67½	67	67½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	102½	102½	----	103½	103½	----
" iss. to H. & St. J. R.	80	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	104½	104½	104½	104	104½	105½
Real Estate	----	----	----	----	----	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	95½	----	----	----	----	----
" " 6s, S. F. '87	91½	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	103	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	57½	57½	----	----	----	57½
" new	57½	57½	58	57½	----	57½
Ohio & Miss. cer.	27½	27½	27½	27½	27½	27½
" " pref.	69	----	----	----	----	----
Pacific Mail S.S. Co.	146½	146	146	145½	145½	145½
Panama	261	----	----	----	----	----
Phila. and Reading	105	104½	105	106½	104½	105½
Pitts. Ft. W. & Chicago	106	105	105½	105½	104½	105½
" 1M.	104	----	----	----	----	----
" 2M.	----	98½	----	----	98½	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	32	32	----	32	32	----
St. L., Alton & T. H.	----	----	----	----	----	51
" " pref.	----	----	----	----	----	80
" " 1M.	----	----	----	90	90	----
" " 2M. pref.	----	----	----	----	82	----
" Inc. b'ds.	79	----	----	----	----	79
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	69½	----	69½	----	68½	69
" new	67½	67½	67½	66½	66	66½
Tol. Wab. & Western.	51	50	50	51	----	51
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	89
" 2M.	----	80	80½	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th 8.	F.9	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	109
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	103	102⅞	----	102⅞	102⅞	
U. S 5s, 10-40s, reg.	99⅛	----	----	----	99⅞	
U. S. 6s, 1881, reg.	111	----	109⅞	----	111⅛	
U. S. 6s, 1881, cou.	112⅛	----	111⅞	111⅛	111⅞	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862	114	113⅝	113⅜	114	114	
U. S. 6s, 5-20s, c. 1864	110⅛	110⅛	110⅛	110	110⅛	
U. S. 6s, 5-20s, c. 1865	111	110⅝	110⅝	----	110⅝	
U. S. 6s, " reg.	----	----	----	109⅛	109	
7.30 Notes, 1st series.	107⅛	107⅛	108	107⅛	107⅛	107⅛
" " 2d series.	107⅛	----	107⅛	107⅛	107⅛	107⅛
" " 3d series.	----	----	107⅛	107⅛	107⅛	101⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	W.7.	Th 8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	----	----	----	----	----	----
" preferred	----	----	----	----	----	----
Camden & Amboy	126⅛	126⅛	126⅛	----	127⅛	127⅛
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	94⅛	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	88⅛	----	88⅛	----
" " 6s,'89.	----	----	----	----	----	89
" mort. 6s,'89.	96⅛	----	96⅛	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref. 42	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	46	46	46	----	----	----
" " 6s, '84.	88⅛	----	----	----	----	88⅛
Lehigh Valley R. R.	58	----	58⅛	58⅛	58	
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	57⅛	----	----	----	----	----
Morris Canal	----	----	52	----	51⅛	
" " pref.	----	113	----	113	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	----	----	90	90	----	90
" " 10s.	----	----	----	----	----	----
Northern Central	46	----	----	----	----	----
Pennsylvania R. R.	53⅛	53⅛	53⅛	53⅛	53⅛	
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	96⅛	96⅛	96⅛	----
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon.	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	96⅛	96⅛	96⅛	97	----	----
" " new 100	101	101⅛	101⅛	101⅛	101⅛	
" " munc.	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	53⅛	52⅛	53	----	52⅛	52⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	96⅛	----	96⅛	----	----
Philadelphia & Erie	----	----	----	----	----	27⅛
" 6s.	----	----	----	94⅛	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	30⅛	----	----	----	----
" " 6s '82	----	----	----	----	----	75
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	16	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	----	13	----	13⅛	----
Chestnut & Wal. "	----	----	----	----	46	----
Green & Coates, "	----	30⅛	----	----	----	----
2d and 3d streets, "	----	----	----	----	79⅛	----
Spruce & Pine, "	----	----	29⅛	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	W.7.	Th.8.	F.9	Sat.10.	M 12.	Tu.13
Baltimore City 6s, 1875.	----	----	98⅛	----	----	----
" " 1886.	----	----	97⅛	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98⅛	----	----	98⅛	----	----
Balt. and Ohio	----	----	----	117⅛	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	99⅛	----
" " " '80.	----	----	----	----	----	----
" " " '85.	98⅛	----	----	----	98⅛	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th. 8.	F.9.	Sat.10.	M.12.	Tu.13.	W14
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	133	----	133	132	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	139	----	----	----	140	----
Cheshire, pref.	62	----	62½	----	60	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	110	----	110	110½
Eastern, N. H.	----	----	----	----	----	109½
Fitchburg	----	----	----	----	120⅛	120½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	112	----	----	----
Old Colony & Newport	89	88⅛	88⅛	88⅛	----	88⅛
Ph., Wil. & Baltimore	54⅛	----	54⅛	54⅛	54⅛	54⅛
Portl'd, Saco & Ports.	----	----	101	----	----	----
Vermont & Canada	----	98⅛	97½	98	----	98
Vermont & Mass.	----	56½	----	----	----	56
Western	----	138	139	137	138	138⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	92½
Metropolitan "	56	55½	----	56	----	56
Middlesex "	----	----	----	----	41	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	25⅜	25½	----	----	24⅜	24⅛
Franklin "	17⅛	----	17½	----	----	17
Huron "	----	----	40c	----	40c	45c
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	11⅛	11⅛	10⅛	----	10⅛	----
Pittsburg "	----	----	33	----	----	----
Quincy "	----	----	----	----	----	22
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 19th and 26th of July.

	Closing Prices July 19.	July 26.
United States, 5-20s, 6 per cent 1882.	72⅛@ 72⅜	72⅛@ 72⅝
Do. do. 6 do. 1884.	69 @ 71	70 @ 72
Do. do. 6 do. 1885.	71 @ 71⅛	71⅛@ 71⅛
Do. do. 6 do. 1868.	87 @ 90e	87 @ 90
Do. 5 per cent., 1874.	69 @ 71	69 @ 71
Virginia State, 5 per cent	45 @ 50e	45 @ 50e
Do. 6 per cent	33 @ 55e	32½@ 33½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	48 @ 52	45 @ 50
Do. do., 2d mort., 1881	48 @ 52	45 @ 50
Do. Penn., 1st mort., 1877	48 @ 52	45 @ 50
Do. do., 2d mort., 1882	48 @ 52	45 @ 50
Do., consolid. mort. bonds, 1890	21½@ 22½	22½@ 23½
Erie shares, $100 (all paid) 8 p. c.	45 @ 46	47 @ 48
Do., convertible bonds, 6 p. c.	67 @ 69	66 @ 68
Do., 3d mort., 1883, 7 p. c.	63 @ 68	63 @ 68
Illinois Central, 6 p. c., 1875	88 @ 92	90 @ 95
Do., 7 p. c., 1875	75 @ 80	80 @ 85
Do., $100 shares (all paid)	76 @ 77	76½@ 77½
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	101 @103	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p c.	89 @ 91	91 @ 93
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	79 @ 80	80 @ 82
Do. with option to be paid in Phil.	79 @ 80	80 @ 82

American Railroad Journal.

Saturday, August 17, 1867.

Stock Exchange and Money Market.

The Money Market is remarkably easy for all responsible borrowers. Capital is unusually abundant. Call loans are available in very full measure at 3@4 per cent. on the pledge of national and railway stocks. Some of the Government houses have had time advances made to them, in round sums, at the inside rate; and temporary deposits placed at their disposal at the exceptional figures of 2½ per cent. At these prices, the supply is in excess of the requirements of street borrowers, particularly in view of the reduced volume of business at the Stock Boards. With the approach of the season of activity in commercial circles, the supply of business paper is increasing. The banks, as well as private parties, are discounting promptly all that grades up to prime to good at 6@7 per cent. per annum. Some very choice names are rated as favorably as 5½ per cent. per annum; but this, too, is an exceptional quotation. The Government continues its disbursements with liberality; but its sources of revenue are so prolific, that it is enabled to do so without materially disturbing its cash reserves. The Department is paying off the matured and maturing compound interest notes, promptly on presentation. It is also exchanging new Five Twenty bonds for the August series of Seven Thirties, which matured on Wednesday, and of which only about ten millions remain to be funded. The time for funding this small outstanding balance of a three hundred million loan has been officially extended by Secretary McCulloch to Sept. 15, or a month after the full maturity of the series. The city banks made a respectable exhibit on Monday, showing for the past week, an increase of $948,669 in the legal tender reserve, with a decrease of $1,745,049 in the deposits, $1,512,776 in the loan averages, and $1,149,972 in the specie hoard. The specie reserve of the banks is now $5,311,997, against $8,424,209 same time last year. The city bank deposits are now $199,408,705, against $214,232,363 week ending Aug. 4, 1866. The legal tender reserve amounts to $76,047,431, against $86,861,834 same time last year. The circulation now stands at $33,565,278, against $27,528,522 same time last year. The loans are now $253,427,240, against $258,263,063 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $83,311,344 a day, against a daily average of $78,003,624 the preceding week; and $80,182,871 the week ending with July 27. The current week's exchanges average about $75,000,000 a day.

National Bank notes to the amount of $68,020 were issued last week, making the total issue to 1,671 banks thus far, $303,571,496, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,595,862, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,975,634. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,649,500; and for the public deposits, $38,787,950—making a total of $379,437,550. The Treasury Department last week redeemed and destroyed $232,300 of worn and mutilated fractional currency, and issued $49,563 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 10, were $18,505,725, including $2,685,076 from customs duties; payments, $18,180,193; balance at the close of the week, $129,087,202, against $128,761,670, at the close of the preceding week, showing an increase of $325,235. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $10,317,129 including $381,179 from customs, and payments, $10,386,720; on Tuesday, receipts, $2,631,398 including $387,676 from customs, payments, $1,007,125. The balance at the close of business on Tuesday stood at $130,641,884, against $128,073,723 a week previous.

The Philadelphia Bank movement the past week shows an increase in loans, of $129,729; an increase of $2,924 in specie; a decrease in legal tenders of $824,008; a decrease of $1,233,-

066 in deposits; and a decrease of $8,164 in circulation. The Bank Clearings show a decrease of $1,074,801, and the balances, a decrease of $802,029.

Government revenues keep up to a very satisfactory average. The customs are quite full, though the excises are lighter in their yield. The excises, last week, yielded $3,744,460, against $6,789,305 the preceding week; customs at the port of New York $2,685,076, and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal about $8,693,566 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st inst., have been about $34,000,000.

Gold has been dexterously manipulated by the operators for a rise, so that slightly higher figures have been made on speculation, despite the abundant supply available. The range, during the week, was from 137⅞@141, and the closing figures on Wednesday were 140½@140⅝. On Tuesday, some little excitement was occasioned in the street by the circulation of a broad sheet of defamation, specially designed to lessen the public confidence in the present conservative administration of the Treasury Department, by the publication of cunningly-devised reports of over-issues of bonds and notes, official corruption in the Department, etc. This sheet, which was issued under the title of the *Globe*, was read, talked of, and almost uniformly denounced in the street. Every word of its allegations is false, absolutely and unqualifiedly false; but this makes little difference to the parties in whose interest, and under whose auspices, the disreputable sheet was published. The export demand for coin is very light. The customs call is moderate, this current week. By the steamers of Wednesday, only $162,000 were sent to Europe. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,892,396. The customs demand for Gold last week, averaged $447,512 a day; thus far, this week, it has been equal to $384,500 a day, or equal to a weekly aggregate of $2,307,000. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $148,836, and from California, $1,171,944. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $73,965,915, against $83,983,466 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $18,995,126, against $24,283,721 same time last year, showing a decrease this year, of $5,288,595. The exports of specie from this port, last week, were $412,351. The total outflow of specie from the port, since Jan. 1, 1867, has been $39,674,712, against $51,977,146 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $174,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $39,331,199, against $29,016,712 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to July 13, reached $23,281,424, against $25,051,327 same time last year, showing a decrease, in 1867, of $1,769,903.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 8th May, and at subsequent intervals:

	Issued.	Redeemed.	Outstanding.
20s ...	$333,900	$206,600	$127,300
100s ...	5,221,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	.....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st..	200,092,100	174,475,000	25,617,100
Total 22d.	205,743,720	178,185 000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980
Total 6th..	209,639,360	180,156,000	29,483,360
Total 20th.	212,213,220	182,490,000	29,723,220
Total 27th.	213,587,720	183,892,000	29,695,720
Total 3d..	214,104,220	185,466,000	28,638,220
Total 10th.	214,473,220	186,518,000	27,955,220

Rather more activity has been reported in the foreign exchange line, on a fairly supplied and yet buoyant market. Commercial drafts are rather plentier. Bankers' 60 day bills on London closed steadily on Wednesday at 109⅝@109⅞, and on Paris to 5.16¼@5.15; sight bills on London to 109⅞@110¼; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,928,544, making the total value of exports since Jan. 1, 1867, $116,463,388, against $125,019,079 same time in the preceding year.

Government securities have met with a ready sale, during most of the week, despite the base assaults made, privately and in printed form, on the integrity of the Treasury officials, whose uprightness has not been questioned by any responsible party. The attacks on the department were designed less to damage the individual heads of the Treasury Bureaus, than to injure the public credit, so as to help on the process of inflation in the Gold Board. The good sense of the business community proved a formidable, indeed, an insurmountable obstacle in the way of the success of these nefarious schemes of speculators in Wall street, and adventurers in journalism. Prices of the public funds were well maintained throughout the week. The foreign and investment call runs mainly on the Five-Twenties of the several issues. U. S. sixes of 1881 closed here on Wednesday at 111¾; U. S. Five-twenties of 1862, 113¾@113⅞; U. S. Five-twenties of 1864 at 110 @110⅛; U. S. Five-twenties of 1865 at 110¾@110⅞; U. S. Five-twenties of 1865, consolidated, 108½@108¾; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Ten-forties at 102⅝@102¾, and U. S. Seven-thirties at 107½@107⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1864....119¼	August, 1865....115⅞
October, 1864....118½	September, 1865..115⅜
December, 1864..117½	October, 1865....114⅞
May, 1865 .....116⅞	

Secretary McCulloch has issued the following notice, of interest to all holders of the matured August Seven-thirties:

TREASURY DEPARTMENT, WASHINGTON, August 13, 1867.

The privilege of converting Seven-thirty Notes falling due on the 15th instant into Five-Twenty bonds, bearing date the 1st day of July, 1867, will be extended to the 15th day of September next. All notes of this issue, which shall not have been presented for conversion by the day last named will be paid on presentation at the Treasury of the United States, and at the offices of the Assistant Treasurers, at Boston, New York, and Philadelphia, in currency.

HUGH MCCULLOCH.

The conversions of this series, through the Sub-Treasury office in this city, thus far, this week, have averaged over $1,500,000 a day. The street brokers were exchanging on Wednesday new Five-twenties for all three series of the Seven-thirties on the following conditions: For August notes they give new 5-20 bonds, and pay $26 58 difference; June notes the same, and charge 50 difference; July notes the same, and charge $6.50 difference on each $1,000 conversion.

Railway and miscellaneous share property has been less freely dealt in through the past week. Neither interest has manifested courage enough for decisive action one way or another. The fluctuations in prices have not been important, as a rule. The closing transactions on Wednesday were light, but indicative of buoyancy in prices.

General business is gradually reviving, chiefly in the produce lines. Breadstuffs have been freely dealt in, but at variable prices. Cotton has improved, on a better inquiry, closing with middling grades on Wednesday at 29@30½ cents per lb. as extremes. The stock of cotton now here is estimated at about 58,000 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 638,500 bales, against exports of 466,120 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,853,000 bales, against 2,008,000 bales same time last year; exports, 1,550,000 bales, against 1,513,000 bales same time last year; estimated stock at latest dates, 120,000 bales, against 265,000 bales same time last year. In the Live Stock line, beeves have been more active and firmer this week, ranging from 10@16½c. per lb.; receipts, 5,997. Sheeps and lambs in less demand at 4½@6½c. for the former, and 7@9½c. for the latter per lb.; receipts, 27,664. Swine freely sought after at $7.35@$7.90 per 100 lbs., live weight; receipts, 15,269. Foreign merchandise has been in fair demand. Groceries have been less buoyant. Metals have been about steady. Dry goods, of seasonable make, have been held with greater confidence. The total imports of foreign dry goods, last week, were $2,933,148, and the total amount marketed $2,310,362. The value of foreign merchandise imported last week, was $3,044,506—making the grand total specie value of last week's imports of dry goods and merchandise, $5,977,654, and since Jan. 1, 1867, $155,865,760, against $186,962,801 same time in the preceding fiscal year. The ocean freight market has been quiet; rates have been quoted steady with 500 vessels of all classes in port. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. per bbl.; grain at 3@3½d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 31.	Aug. 7.	Aug. 14.
Consols	94 3/16	94	94 13/16
U.S. 5-20's of 1862	72 13/16	73 5/16	74
U.S. 5-20's of 1865	71	71 3/4	72 1/2
Erie	49	45 1/2	46
Ill. Central	77	76 3/4	78

The New York exports, exclusive of specie, for the week ending Aug. 13, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,592,151	$3,928,544
Prev. reported	122,426,928	112,534,844
Since January 1	$125,019,079	$116,463,388

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,267,108	$2,933,148
Gen. merchandise	2,291,031	3,044,506
Total for the week	$4,558,139	$5,977,653
Previously reported	182,404,662	149,888,106
Since January 1	$186,962,801	$155,865,760

The balance in the Sub-Treasury on Wednesday was $131,009,551 15.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 5s, 1874@1875, 93; do., 7s, Bounty Loan, reg., 106½; Virginia 6s, ex-coupon, 50; do., new, 50; Illinois War Loan, 100; Georgia 7s, 85; do., 6s, 74½; Brooklyn 6s, W. L., 95; Troy, Salem and Rutland 1st mort., 97; Great Western 2d mort., 74¼; Long Dock bonds, 98½; Chicago, Rock Island and Pacific 7s, 91; Morris and Essex 1st mort., 97; do., 2d mort., 82; Tol., Peoria and Warsaw 1st mort., 79; N. Y. and New Haven R. R., 125; Stonington, 100; American Coal, 48; Ashburton Coal, 140⅛; Boston Water Power Co., 21¾; Am. Exp., 72½; Adams' Exp., 73; U. S. Express, 75; Merchants' Union Express, 30 per cent. paid, 18; Wells-Fargo, Exp., 66¾; Mariposa pref., 21; Western Union Telegraph, 46; Bank of America, 140; Ninth National Bank, 107; Continental Bank, 108; Bank of Commerce, 118½; Metropolitan Bank, 131; Park Bank, 147; Tenth National Bank, 104; Ocean Bank, 104; Fourth National Bank, 108¼; Bank of North America, 106½; Phœnix Bank, 105; Shoe and Leather Bank, 112; Benton Gold, 1.15; Corydon, 1.30; Columbian G. & S., 1.05; Consol. Gregory Gold, 6.65; Davidson Copper, 2.00; Edgehill Mining, 2.30; Gunnell Gold, 2.75; Harman G. & S., 7.65; Holman Gold, 0.12; Kipp and Buell, 0.40; La Crosse Gold, 0.85; Midas Silver, 2.15; Montana Gold, 0.25; Manhattan, 1.00; New York and Eldorado, 2.50; New York Gold, 1.10; Nye Gold, 0.05; People's G. & S., 0.35; Rocky Mt., 1.60; Smith and Parmalee Gold, 5.50; Walkill Lead, 0.52.

Philadelphia.—Penna. coupon 5s, past due, 100; do., 1870, 98; do., 6s, 1st series, 102; do., 3d series, 103; Warren and Franklin 7s, 79¾; West Penna. R. R. 6s, 80; Connecting R. R. bonds, 89; Reading 6s, 1843-'80, 91⅛; Phila. and Trenton R. R., 125½; West Philadelphia R. R., 66½; 13th and 15th streets R. R., 20; St. Nicholas Coal, 56; Preston Coal, 12¾; New York and Middle Coal Fields, 3⅛; Big Mt. Coal, 3½; McKean Oil, 5⅛; Keystone Zinc, 1⅜; Bank of North America, 239; Commonwealth Bank, 57¼; City Bank, 70; Philadelphia Bank, 165; Girard Bank, 60; Union Bank of Tenn., 8. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101@101¼; State 5s, reg., 1870, 97@97¼; do., coupon, 95@97; do., 6s, W. L., 101@103½; Reading, 52⅝@52¾; do., 6s, 1870, 96½@98; do., bonds, 91@91; Camden and Amboy, 127@127¼; do., 6s, 1889, 96@96⅛; do., 1883, 88½@88¾; Penn. R. R., 53⅜@53½; do., 1st mort., 99½@—; do., 2d mort., 96½@97; Little Schuylkill R. R., 28@29; Morris Canal, 48@51½; do., pref., 111¾@112½; do., bonds, 90@92; Wyoming Valley Canal, 45@50; do., 6s, 80@85; Susquehanna Canal, 16@16¼; do., 6s, 62@64; Sch. Nav., 18¾@19½; do., pref., 30@30¼; do., 6s, 1882, 74¾@75; Union Canal bonds, 20@20½; Delaware Div. Canal, 56½@57½; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@43½; do., 7s, 1873, 92½@95; do., 5s, 63½@—; Lehigh Coal and Navigation, 46¾@47; do., bonds, 1884, 88⅜@88¾; North Pennsylvania, 35@37; do., 6s, 90@90¼; Philadelphia and Erie, 28@28¼; do., 6s, 94@95; Minehill, 57@57½; Catawissa, 10@13; do., pref., 28¼@29; Lehigh Valley, 58@58¼; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 78@80; West Philadelphia, 66@67; Spruce and Pine, 29¼@30; Green and Coates, 30@31; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 19@20; Girard College, 26@28; Tenth and Eleventh, 62@64; Union, 36@40; Hestonville, 13⅜@14.

Boston.—Ogdensburg 1st mort., 100; N. Y. and Boston Air Line 6s, 44; Vermont Central 2d mort., 34; New Bedford and Taunton R. R. 6s, 1881, 97; Cheshire R. R. 6s, 1880, 91¾; Rutland 1st mort., 143; Old Colony and Newport 6s, 1875, 95; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 90; Bos. and Low'l 6s, 1879, 96; Essex R. R. 6s, 1876, 91¼; Ogdensburg and Lake Champlain R. R., 63; do., pref., 103; Boston, Hartford and Erie R. R., 14; do., 7s, 56¼; Indianapolis and Cincinnati, 40⅜; Sandusky, Dayton and Cincinnati pref., 31¾; Boston Water Power Co., 21; Cary Land Co., 7⅝; Boston and Worcester R. R. Rights, 4; Nashua and Lowell R. R., 125; do., Rights, 26½; Ophir (N. S.) Gold, 1.80; Massachusetts 5s, 1894, gold, 101¼; do., 6s, 1872, gold, 114; New Hampshire 6s, 1870, 97¼; Cook Co., Ills. 7s, 94½; Boston 6s, currency, 101¼; do., 5s, 1886, gold, 102½; Portland 6s, 1876, 95; Salem 6s, 1877, W. L., 99; Lynn 6s, 1887, 98¼; Hartford 6s, 1879, W. L., 96; Brooklon 6s, 1896, W. L., 93; St. Louis 6s, 1887, municipal, 80¼; do., W. L., gold, 95½; Chicago 7s, 1892, sewerage, 98; do., W. L., 97; Bangor 6s, 1850, 94; Bath 6s, 1891, 91¼; Howard National Bank, 107¼; Maverick National Bank, 106¾; Traders' National Bank, 102; Market National Bank, 108¼; Merchant's National Bank, 110¾; Webster National Bank, 110; Boston National Bank, 111¾; Atlantic National Bank, 120½; Hide and Leather National Bank, 142¼; Eliot National Bank, 110¼; National Bank of Commerce, 119¾; Allouez Mining Co., 8½; Bay State, 3½; Calumet, 24; Concord, 2; French Creek, 20c.; Huron, 45c.; Hancock, 7; Hecla, 20; Petherick, 1.

Baltimore.—Marietta and Cincinnati 1st mort., 83; N. W. Va. 1st mort., 90¼; do., 3d mort., 88; Parkersburg R. R., 18; Central Ohio R. R., 28; do., 1st mort., 85; Virginia 6s, old, reg., 42; do., 6s, 1867, 37; do., 1866, 88¼; Bare Hill, 0.26; Gardner Hill, 1.10; George's Creek, 65; Atlantic Coal, 0.75; Bank of Commerce, 28; Citizens Bank, 14¼; Farmers' and Merchants' Bank, 43⅛; Marine Bank, 32¾; Mechanics Bank, 9¾; Bank of Baltimore, 105. The latest quotations are: Balt. and Ohio, 117@118; do., 6s, 1875, 98⅞@99; do., 1880, 98⅞@—; do., 1885, 98@98¼; Northern Central, 43½@44; do., bonds, 1885, 84½@84½; N. W. Va., 17@18; do., 1st mort., 92@93; do., 2d mort., 90@91; do., 3d mort., 1873, 88@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 83@83; Central Ohio, 28¼@29; do., 1st mort., 85@85; Western Md. 6s, 70@71; do., 6s, guar., 92@96; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 98@98½; do., 1873, 98@98; do., 1875, 98@98½; do., 1886, 97½@97¾; do., 1890, 98¾@99; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 80@81; City Passenger R. R., 18⅞@19½; Canton Co., 48@—; Gardner, 1.00@1.20; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 3¼@6½; George's Creek, 60@65; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.25@0.26; Atlantic Coal, 0.70@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of July, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$552,377 01	$534,732 75
Expenses	407,933 34	375,035 19
Net earnings	$144,444 67	$159,697 56

This shows a decrease in earnings of $17,645 26; with a decrease in expenses of $32,898 15—making the increase in net earnings $15,252 89.

The earnings and expenses from January 1 to July 31, 1866 and 1867, were:

	1866.	1867.
Earnings	$4,171,492 90	$3,915,097 49
Expenses	3,065,153 18	2,840,935 17
Net earnings	$1,106,339 72	$1,074,162 32

This shows a decrease in gross earnings, during the seven months, of $256,395 41; in expenses, of $224,218 01; and in net earnings, of $32,177 40.

Macon and Warrenton R. R.

The Milledgeville *Recorder* says that the track laying has commenced, and is progressing at a very satisfactory rate at that end of the road. Hopes are entertained that the road will be opened to Milledgeville early in the fall—in time to move this year's cotton crop.

☞ An Omaha dispatch says the United States railroad commissioners arrived there en route west to examine another section of the Union Pacific Railroad, extending forty miles west of Julesburg.

☞ The work on the Vineland, N. J., Railroad is to be commenced in a short time, the necessary amount of stock having been subscribed and paid in.

☞ The Philadelphia and Darby Railway, has recently been sold to Messrs. S. G. Fry and Charles Thompson. The price paid was $150,000.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Rock Island Railroad for the 1st week in Aug., 1867, were $70,000 00
Corresponding week of previous year.. 64,562 00

Increase $5,438 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Aug. 1867, were $82,810 00
Corresponding week of 1866 ..... 68,012 00

Increase $14,798 00

The earnings of the Michigan Central Railroad for the 1st week in Aug., 1867, were. $75,025 09
Corresponding week of previous year.. 66,647 08

Increase $8,378 01

The earnings of the Chicago and Alton Railroad for the first week in Aug., 1867, were $84,726 00
Corresponding period previous year.. 77,781 00

Increase $6,945 00

The earnings of the Detroit and Milwaukee Railroad for the week ending August 8, 1867, were $32,400 00
Corresponding week of 1866..... 28,640 00

Increase $3,760 00

The earnings of the Western Union Railroad for the 1st week in Aug, 1867..... $11,671 92
Corresponding week previous year.... 11,655 79

Increase $16 13

The earnings of the Marietta and Cincinnati Railroad the 1st week in Aug., 1867... $24,775 00
Corresponding week previous year.... 23,165 00

Increase $1,610 00

The earnings of the Virginia and Tennessee Railroad for the first week of Aug., were $16,167, an increase of $2,969 on the same week last year. Total for the fiscal year commencing 1st of July, $74,002, an increase of $16,035 on same time in 1866.

Peninsular Railroad.

On the 1st inst., a number of gentlemen representing the interests of Port Huron and Lake Michigan, the Peninsular Railway, Peninsular Extension and Peninsular Railway of Indiana, met in convention at Battle Creek, Mich., for the purpose of consulting upon measures tending to facilitate the completion of their respective lines. They found, upon examination, that the filling of the track through the pond was nearly done, the bridge over the race completed, the bridge over the Kalamazoo River ready to put up, in fact, the road bed nearly ready for the ties through the city, and all parties expressed their satisfaction at the progress of the work. After a general interchange of sentiment in regard to the prospects of prosecuting the work west of Battle Creek, an adjournment was made until the following morning. Upon the re-assembling of the convention, Hon. W. L. Bancroft, of the Port Huron and Lake Michigan road stated that he had secured the iron for the road to Lapeer, a distance of 20 miles from Flint, that contracts for the road from Flint to Lansing would be let at once, and gave assurances for securing the iron all the way through upon the completion of the road bed. The Battle Creek *Journal*, from which we have obtained the above, says: "With a full confidence in the energy, determination and business capacity of those who have this great chain of railroads in charge, we hail this meeting as another event pointing to the ultimate success and completion of each and all the roads to which we have here referred."

Hanover Branch Railroad.

This road is 12.2 miles in length, extending from Hanover, York Co., Pa., to Hanover Junction, a point on the Northern Central Railway, 39 miles from Harrisburg. The gauge of road is 4 ft. 8½ inches. Weight of rail per yard, 50 lbs. Roads worked or leased by the company 2, viz: Gettysburg Railroad, and Littlestown Railroad, the former 17, and the latter 7¼ miles in length. Number of engine houses and shops, 3. The company have 4 locomotives, 3 first-class passenger cars, 1 baggage, mail and express, and 10 freight cars. Number of wooden bridges, 11. Number of stations on main road 5. Number of road and water stations, 2. The track is laid on part earth and part stone ballast. Number of through passengers on main road, 24,956. Number passengers, all classes, carried in cars, 30,226. Total amount of tonnage for the year 43,982. Weight of engines 19 to 25 tons.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$24,262 56	$16,152 56
" freight	20,724 02	23,850 07
mails	650 00	650 00
" use of cars and motive power	.....	11,160 80
miscellaneous	3,049 47	3,987 86
	$48,686 05	$55,801 29
Expenses, viz:		
Maintenance of way and buildings	$17,162 90	$13,092 48
Taxes	65 70	83 71
Repairs of engines	7,596 53	8,548 27
" cars	1,827 72	1,278 42
" tools, etc.	14 60	.....
Office expenses	325 25	152 71
Agents and clerks	289 62	500 00
Labor, handling freight	391 25	392 50
Conductors, etc	1,984 10	2,227 98
Engineers and firemen	2,168 01	2,379 34
Fuel and preparing	3,109 66	11,050 22
Oil and waste	1,096 85	1,241 88
Loss and damage	28 20	1 62
Use of freight cars	1,047 98	1,275 18
General superint'dence	1,028 55	317 00
Contingencies	100 73	364 70
	$38,237 65	$42,906 01
Earnings less exp	$10,448 40	$12,895 28

Summary of Payments.

	1865.	1866.
For construction and equipment	$3,831 57	$11,377 36
Maintaining and operating the road	38,237 65	33,080 31
Dividends	37 00	33 00
Interest	153 18	159 60
State tax on capital stock and tonnage	332 91	459 01
United State tax	1,316 36	1,176 20
Miscellaneous	.....	950 00
Totals	$43,908 67	$47,235 48

Cost of Road and Equipment.

	1865.	1866.
Construction	$185,327 57	$191,500 00
Equipment	38,745 00	42,210 10
Totals	$224,073 57	$233,710 10

Stock and Debts.

	1865.	1866.
Capital stock	$116,850 00	$116,850 00
Floating debt	5,800 00	4,800 00
Totals	$132,650 00	$121,650 00

The amount of capital stock authorized by law is $500,000, in shares of $50 each. Dividend, October 26, 1866, 5 per cent. on $116,850.

Pres't & Sup't.—A. W. Eichelberger, Hanover, Pa.

Directors.—Joseph Dellone, Joseph Althoff, Reuben S. Young, Henry Wirt, David M. Wortz, and John L. Jenkins.

Treasurer.—R. A. Eichelberger.

☞ We learn that the tunnel at the Point of Rocks on the Baltimore and Ohio Railroad, has been so far completed as to be ready to receive the track. The tunnel at Williams' Point, a mile and a half beyond, is being vigorously worked, in order, it is said, to have the double track completed by the 17th of September.

Lehigh Valley Railroad.

This road is 71 miles in length, extending from Phillipsburg, N. J., to White Haven, Penn. Length of double track, 68 miles. Length of sidings, 62 miles. Gauge of road, 4 feet 8½ inches. Weight of rail per yard, 57 lbs. Branch roads owned by the company and their length, viz: Penn Haven to Audenried, 17½ miles; Black Creek to Mount Carmel, 22½ miles. Number of engine houses and shops, 21. The company have 86 locomotives, 19 first class passenger cars, 8 baggage, mail and express, 246 freight, and 3,221 coal cars. Number of iron bridges, 15. Number of wooden bridges, 49. Number of stone bridges, 17. Number of stations on main road, 28. Number of wood and water stations, 29. The track is laid on oak and chestnut cross ties, stone and gravel ballast. Number of passengers all classes carried in cars, 552,804. Gross amount of tonnage for the year, 3,050,624. Weight of first class passenger engines, 52,000 lbs.; do., freight engines, 73,000 lbs.

The receipts from operations of this road for the fiscal years ending October 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$287,034 27	$330,372 00
" freight	404,181 19	566,758 36
" mails	7,008 33	8,491 41
" use of freight cars	1,089 75	3,196 58
" coal	2,850,546 26	2,809,861 64
	$3,049,859 80	$3,718,679 99
Expenses, viz:		
Maintenance of way & buildings	$299,721 30	$405,324 97
Taxes	7,907 70	5,161 38
Repairs of engines	131,968 78	114,964 61
" cars	228,494 34	314,456 95
Office expenses	8.446 96	9,458 44
Agents and clerks	58,766 46	45,755 07
Porters, watchmen and switch tenders	36,181 64	46,281 91
Conductors, etc	87,591 41	114,573 41
Engineers and firemen	80,903 34	100,482 27
Fuel and preparing	181,056 07	196,313 84
Oil and waste	45,708 57	63,037 25
Loss and damage	3,135 03	.....
Use of freight cars	11,969 43	19,087 94
General superintend'ce	16,384 26	23,750 00
	$1,198,230 29	$1,458,643 04
Earnings less exp.	$1,851,629 51	$2,260,036 95

SUMMARY OF PAYMENTS.

	1865.	1866.
Construction and equipment	$668,477 49	$1,045,863 43
Maintaining and operating road	1,198,230 29	1,458,643 04
Dividends	663,177 50	1,481,050 00
Interest	95,172 00	89,127 37
Miscellaneous	15,237 20	22,280 95
State tax on capital stock and tonnage.	53,727 69	61,222 43
United States tax	120,033 40	160,357 21
Totals	$2,814,075 57	$4,318,544 43

COST OF ROAD AND EQUIPMENT.

	1865.	1866.
Construction	$7,804,067 82	$9,941,432 01
Equipment	2,037,526 14	3,052,790 34
Totals	$9,841,593 96	$12,994,222 35

STOCK AND DEBTS.

	1865.	1866.
Capital stock	$6,632,250 00	$9,408,200 00
Funded debt	1,477,000 00	1,477,000 00
Totals	$8,109,250 00	$10,885,200 00

The date and rate per cent. of dividends was as follows: January, 1865, 2½ per cent. on $6,631,250; April, 1865, 2½ per cent. on $6,631,450; July, 1865, 2½ per cent. on $6,632,150; October, 1865, 2½ per cent. on $6,632,250. January, 1866, 12½ per cent. on $6,632,650; April, 1866, 2½ per cent. on $7,262,350; July, 1866, 2½ per cent. on $9,408,200; and October, 1866, 2½ per cent. $9,408,200. Rate per annum of interest on funded debt 6 per cent. Number of shares, 188,164. Par value of each share, $50.

	1865.	1866.
Miles run by passenger trains	161,180	231,020
" freight and coal trains	485,900	847,391
Total miles run	647,080	1,078,411

President.—W. W. LONGSTRETH, Philadelphia.

Directors.—Asa Packer, John Taylor Johnston, William H. Gatzmer, J. Gillingham Fell, Elisha A. Packer, Ashbel Welch, John N. Hutchinson, Edward H. Trotter, David Thomas, Josiah O. Stearns, Joseph H. Duller and Charles Hartshorne.

Secretary & Treasurer.—L. CHAMBERLAIN, Phila.

Sup't.—ROBERT H. SAYRE, Bethlehem, Pa.

Petroleum as a Steam Generator.

The following facts and suggestions are extracted from an interesting article in a recent number of the Titusville *Herald*, published in the centre of the oil regions. The article is important as furnishing new data and material aid in the way of statistics to those now engaged in experimenting upon the introduction of petroleum as fuel for generating steam and other purposes. The *Herald* says:

"With regard to the abundant supply, there can be no question, as it is now generally conceded that the amount of oil produced altogether depends upon the number of wells sunk. The average product, both in good and doubtful territory, and of producing and unproducing wells, is one thousand four hundred and sixty-seven barrels for each well sunk or in other words, for every 1,000 wells put down a product of 1,467,700 barrels would be the result; in fact, this is as certain as any other law of average, either of life, accident or fire, and capital may realize, by following this law, with as great precision and certainty as it does in any of the first-class insurance companies of the day.

"This much being settled, we come to the cost of such production. Wells can now be sunk, tubed and tested for an average of $3,500 each; there are hundreds of men who would gladly contract at that figure. This would be a total cost for each barrel of $2.31. Allowing an ample margin for profit, $3 per barrel would be the outside figure for which the article can be produced, and that in any quantity desired."

"Therefore," continues the *Herald*, "let a demand spring up for the article as fuel, and in a few months we can pour a flood of it on the country sufficient to meet all demands."

The article then proceeds to call the attention of Government to the further point of the "enormous freight charges made by the railroad companies for carrying oil to the seaboard; it is a matter over which producers have no control whatsoever, and one with which the Government alone can cope."

Then follows a comparative statement, extracted from a foreign scientific journal, of the amount of heat relatively produced by the combusition of petroleum and coal or wood, which is greatly in favor of the first; and finally, the various machines used for burning crude petroleum thus classfied and commented upon:

"They may be divided into two classes, those which use power to produce perfect combustion, such as a jet of steam or air, and those which use heat to produce the same result, such as any contrivance for converting the petroleum into vapor or gas before being burned. A third class may be added which fail to produce perfect combustion, by either not consuming the whole smoke or leaving a residuum of tar or coke."

The "Foote" machine, in use by the Government, is a combination of all three of these principles, "but," says the *Herald*, "there are various others which are less objectionable. For instance, there is A. J. Work's machine, which, although it has the iron turnings and decomposition of steam, does away with the retort, and also with the red hot pipes and power requisite to force the air through them. There is Spence's, which does away with the iron turnings and substitutes an iron plate to be kept red hot at a loss; it does away with red hot pipes and the power requisite to force the air, but still uses steam, and claims to produce perfect combustion at the sacrifice of the steam and heat required to decompose it. And there is Suhr's, which still uses the steam at a sacrifice, or perchance an artificial draft to produce the same effect. There are other contrivances which either produce combustion partially or totally at a less sacrifice than was the case on the Palos. There was an experiment of this sort made in Buffalo the other day, with a new machine, belonging to Titusville parties, where the most perfect combustion was produced by the peculiar construction of the machine, and arrangement of the air and flame alone, without resort to the loss of either heat or power. No steam was used, and the natural draft alone produced the result. A heat sufficiently intense to melt iron without a blast was one result of his experiment."

Many other experiments have been made by private persons throughout the country, and some are still in progress, but the results have not yet been made public.

☞ A company has been organized at New Orleans called the "Electrical Brake Co. of America." It is claimed that a railway train running forty-four miles an hour can be stopped by electricity between fifty and one hundred yards.

Portland and Ogdensburg Railroad.

The adjourned meeting of the corporators and associates of this road was held at Portland, on the 10th inst. John F. Anderson and Charles J. Noyes, Civil Engineers, were appointed to survey the route between Portland and Conway. They are to commence their labors at once; and in company with Mr. Lindsay, the Engineer of the Vermont and New Hampshire portion, go over the line to Vermont. A meeting of the corporators and associates of the New Hampshire part of the road will be held at Littleton, N. H., in a few days. A meeting of all the corporators and persons interested will also be held at St. Albans or Oswego at an early day, for general consideration of the whole route from the West to Portland.

After the route is surveyed, which will take some twenty days, the committee will make a report and the subscription books will be opened. A public meeting will also be called to present the subject more fully to the citizens.

Narrow Gauge Railways.

Mr. Carl Pihl, engineer of the Norwegian Government railways, has attained very successful results with lines of a gauge of but 3 feet 6 inches, on which the weight of the loaded wagons is 2 tons only per wheel. He is about ordering additional locomotives having four coupled wheels and a two-wheel Bissel bogie, the weight on the coupled wheels being 8 tons only, and the total weight about 11 tons. The weight of the rails is 40 lb. per yard. Mr. Pihl believes that still lighter railways, of the same gauge, are likely to be yet constructed in Norway, the weight of the rails being possibly 30 lb., or even 24 lb. only per yard.

Portsmouth and Dover R. R.

At a meeting of the grantees of this road a Portsmouth N. H. on the 12th inst., the following named gentlemen were elected directors: Albert L. Jones, George L. Treadwell, John H. Bailey Daniel Marcy of Portsmouth; and Ames N. Purrinton, Wm. F. Estes, Joshua G. Hall of Dover.

At a subsequent meeting of the Directors, Albert L. Jones was elected President, George Wallace Tucker, Treasurer, and John S. H. Frink, Clerk. The road is soon to be built.

☞ Steps are being taken preparatory to the construction of a branch road from No. 9, on the Central (Ga.) Railroad to Swainsboro', in Emanuel county. The length of this contemplated line will be about seventeen miles—three of which including a fine bridge over the Ogeechee river and swamp, have already been constructed, leaving only fourteen miles to be provided for. The route of the proposed line is over a level, open pine region, free from swamps and large streams, and can be built very cheaply. The Macon *Telegraph* says that the Central Road will furnish the iron and rolling stock, if the road is graded and prepared for the iron by the new company about to be organized.

☞ C. F. Miller, Esq., Chief Engineer of the Peninsular Railroad, commenced on the 6th inst., the survey of the route from Battle Creek southwesterly to the Indiana State line.

☞ The San Paulo (Brazilian) Railway was opened on 16th of February, 1867. It is 86½ miles in length. The traffic for the month of May was about $64,000.

European and North American Railway.

We are glad to learn that all the hindrances and obstacles in the way of the International Railway, have been overcome, and that the work is now going forward with every assurance of success, not only in Maine but in the Provinces.

The carrying out of this work has been a matter of no small difficulty, owing to the conflicts of parties and changes of administration in the different Provinces; and the interference, direct and indirect, of the British Government with its plans. For more than seventeen years there has been a constant struggle between two projects, one known as the Intercolonial and the other as the International Railway. The British Government at one time pledged aid to both projects, but this was afterwards withdrawn—the Provinces refusing to give up the Commercial line for the sake of the Intercolonial alone.

Without going over too much ground, we may say, that New Brunswick and Nova Scotia, unwilling to accept of the Confederation and the Intercolonial railway, as sufficient for their prosperity, adhered to the plan of the Portland Convention. Nova Scotia built a line from Halifax to Truro, 61 miles toward St. John, and New Brunswick built 108 miles in the direction of Halifax, leaving only 100 miles unfinished between the two cities, which have of late been put under contract.

In 1863, the people of St. John moved for western extension in concurrence with the people of Maine, and a union of interests has been effected, so that the line from Bangor to St. John is being built by one company—the Government of New Brunswick, in 1865, donating $10,000 per mile as a gift to that portion of the road lying in New Brunswick.

The Maine corporation in 1863 and 1864, having purchased the rights of the Penobscot Railroad Company and of the Oldtown and Lincoln Railroad Company on its route, on which $400,000 had been expended—issued stock to the amount $100,000 and bonds to the amount of $98,500 in payment for these purchases. It then obtained the grant from Maine and Massachusetts of their claims against the United States Government accruing prior to 1860, and a conditional grant of the public lands of Maine amounting to over 800,000 acres, and then contracted with Messrs. Pierce and Blaisdell for building the entire line. The work commenced in New Brunswick in the fall of 1865, and in Maine one year later.

The work in New Brunswick proving very expensive the Provincial Government at its late session increased its subsidy or gift, from $10,000 to $13,500 per mile, made more favorable terms as to payment for work, and took off the Government lien, enabling the New Brunswick Company to issue $2,000,000 of first mortgage bonds as the *first* and only lien upon the road. Work is now in progress on about 50 miles of the line from St. John to the Maine boundary.

The city of Bangor loaned its credit for $1,000,000, and the citizens of Bangor subscribed $300,000, payable as soon as $150,000 are paid in and expended by the contractors toward the Bangor end—the contractors undertaking to build the line from Bangor to Winn, a distance of 57½ miles, having the benefit of the Bangor loan, less the outstanding bonds of the company which are by agreement to be exchanged for city bonds at *par*. Several wealthy and influential railroad men here became associated with Messrs. Pierce and Blaisdell in the contract, and have paid $150,000 into the hands of the Treasurer, and of this amount $64,875 had been expended to the 1st day of July last, and the balance of the $150,000 is in process of expenditure, so that the Bangor subscription of $300,000 is already, or about due.

The work of laying the rails was delayed by a change of the draw across the Kenduskeag at Bangor—the authorities at Bangor insisting upon a draw upon each side of the stream, which had to be changed at their request and their expense, requiring a pivot draw and a heavy pier in the centre of the stream as first proposed by the company.

This work is now well advanced, so that the laying of rails may commence the present month, and proceed as far as Lincoln the present year. The bridges at Orono and Oldtown are being replaced with new structures, and the grading is in a condition for receiving the rails.

The funds not already provided, for completing the line to the New Brunswick border, are to be supplied by a sale of bonds secured on the line of the road and the public lands of Maine, beyond what money may be obtained from the claims of Maine and Massachusetts against the United States Government.

The opening of Front street in Bangor, 90 feet in width from the depot of the Maine Central Railroad across the Kenduskeag, is a work not unlike the opening of Commercial street in Portland, with even more promise of good results to the commercial business of that city.—*Portland Press, Aug.* 3.

☞ The track of the Minnesota Central Railroad between Cresco and Owatonna is now going down at the rate of two miles per day. At the present rate of work, the road will be ready for the cars on the 15th of December.

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7t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

NEW YORK, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

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AUGUSTUS SCHELL.
31td

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE,
ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

4t31 E. D. WORCESTER, Treasurer.

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June 8th, 1867.

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W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

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Frost does not Crack nor Heat Dissolve it.

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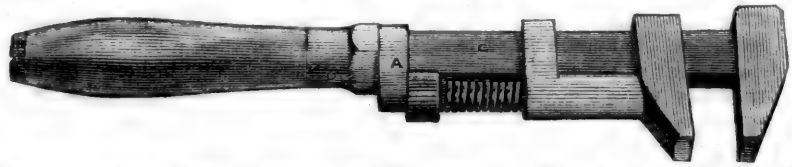
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1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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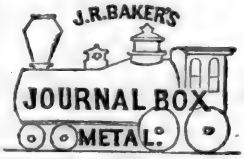
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THEIR FIRST MORTGAGE BONDS

As an Investment.

THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

1st. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 425 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 92 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

7th. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

9th. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. Stocks.

10th. At the current rate of premium on gold, they pay

Over Nine per Cent. Interest.

The daily subscriptions are already large, and they will continue to be received in New York by the

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CLARK, DODGE & Co., BANKERS, No. 51 Wall St.,
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and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer*,

NEW YORK.

THE ELNATHAN SAMPSON

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RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

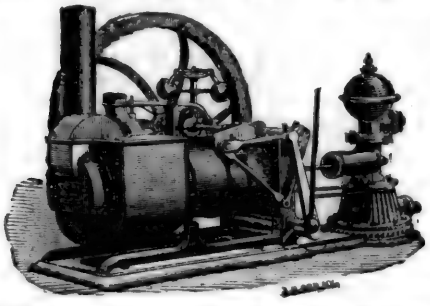
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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CARL EMANUEL DE GEER, Proprietor.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 24, 1867.

Congressional Land Grants for Railroads.

On the 20th September 1850, an Act of Congress granting to the States of Illinois, Mississippi, and Alabama public lands within said States, in aid of the construction of a railroad from Chicago, Ill., to Mobile, Ala., received the President's approval. So early as 1827 grants of land had been made by Congress to certain States for canal purposes, but this was the first occasion on which any grant had been conferred for the purpose above alluded to. It was the experiment, the successful issue of which determined the establishment of a system of grants which already cover more than one-tenth the whole area of what have been specifically termed the land States, and which is destined to an indefinite extension as the territory yet in wilderness condition is demanded for settlement.

The terms of this grant are fully set forth in this act, and are in substance as follows:—The right of way not exceeding 100 feet on each side of the length thereof, through the public lands, is granted to the State of Illinois for the construction of a railroad from the southern terminus of the Illinois and Michigan Canal, to a point at or near the junction of the Ohio and Mississippi Rivers, with a branch of the same to Chicago on Lake Michigan, and another *via* the town of Galena, in said State, to Dubuque, in the State of Iowa, with the right also to take materials necessary for its construction from adjoining lands.

To aid in making the railroad and branches, every alternate section of land, designated by even numbers, for six sections in width on each side of said road and branches, is granted to the State; or where any lands within the specified zone have been sold or pre-empted, then their equivalent within a breadth of not more than fifteen miles from the line; and these lands shall be disposed of only as the work progresses and be applied only to its construction. Construction shall be commenced at both ends simultaneously and continued from each of said points until completed, and then the branches shall be constructed according to their survey and location. If not completed within ten years the title to the lands granted to reinvest in the United States, and where any lands have been sold, the State of Illinois to refund the purchase money.

The grants to Mississippi and Alabama were made on the same terms and conditions as the grant to Illinois.

In this act, however, the United States did not lose sight of its own interests. The act provided that the remaining sections within the breadth of the grant should not be sold for less than double the minimum price of the public land. It also provided that the road and branches should be a public highway, free from toll or other charge upon the transportation of any property or troops of the United States, and that the mail should at all times be transported on said railroad at such price as Congress might direct.

The provisions of this act have been given more at large than might otherwise be warranted, for the reason that they are essentially those of all subsequent land-grant acts, and the summary presented will render unnecessary cumulative repetitions in recording the progress of legislation on the specific topic.

It will be seen from what has already been stated that the grantee is the State, and the State alone is made answerable to Congress for the proper disposal of the grant. It was not, however, supposed that the State itself would undertake the construction of the works in aid of which the grant was made, and hence we find that the State legislature on receipt of the granted lands reconveyed them to companies under the same terms and restrictions generally as imposed by Congress. Illinois, furthermore, made a bargain with the company to which its portion of the grant was transferred securing to the public treasury seven per cent. of the gross earnings from operating the road when completed; and the result is that the amounts now collected annually from this source are so considerable as to make up a large portion of the total public revenue. At the same time the peopling of those portions of the State along the 708 miles of road constructed under the grant has added vastly to the taxable capacity of lands, which without such access as the railroad has provided would have still continued unclaimed and unproductive. In order to show exclusively what benefits Illinois has received from the construction of the Central and other railroads, reference is made to the following statement from the census of the United States which exhibits the condition of the State as regards population and wealth in 1850 and 1860:

	Population.	Valuation.
1850	851,470	$156,265,006
1860	1,711,951	871,860,282

By 1865 the population had increased notwithstanding the war-drain to 2,141,510 and is probably at the present time not less than two millions and a half, while the estimated wealth or value of all the property therein cannot be less than $1,250,000,000. These are figures and estimates which without the facilities afforded by works of internal improvement could not have been obtained in half a century or perhaps a much longer period of time. They are pertinent in this, that they fully warrant the policy of land grants in whatever section they have been or may be hereafter made. Population and wealth will always inure to that State or section which is opened up by easy means of travel and transportation. Illinois is the type of such a State. In

1850 but 110½ miles of isolated railroad were all that were in operation; in 1860 2,868 miles, and in 1866, 3,250 miles gave access to almost every section of the State, which in the meanwhile had developed into the richest grain and feeding State in the Union, and built up Chicago, its commercial metropolis into a city of 200,000 inhabitants.

Missouri was the next recipient of congressional favor in this direction. By the act of June 10, 1852, a railroad from Hannibal to St. Joseph, and a similar line from St. Louis to the western boundary of the State were provided for, the lands being granted on precisely the same terms as to Illinois.

The next grant was made under an act passed February 9, 1853. This was made to Missouri and Arkansas to aid in the construction of a railroad from a point on the Mississippi opposite the mouth of the Ohio River, *via* Little Rock, to the Texas boundary, near Fulton, Ark., with branches to Fort Smith and the Mississippi River.

In 1856 several land grant acts were passed. That of May 15 grants lands to Iowa; that of May 17 to Florida and Alabama; the joint acts of June 3 to Alabama, Louisiana, Wisconsin and Michigan respectively, and that of August 11 to Mississippi.

The act of March 3, 1857 granted lands to Minnesota and also additional lands to Alabama. A separate act of the same date authorizing the alteration of the direction of one of the Alabama lines named in the act of June 3, 1856.

In 1862 grants were made for the Union Pacific Railroad, and also for the Peninsular Railroad of Upper Michigan; in 1864 for the Central Pacific and the Northern Pacific; and various railroads in Wisconsin, Minnesota, &c. The laws relating to railroad grants passed in 1865 and 1866, were chiefly amendments to former acts, authorizing extensions of time and additional lands.

To extend this list of acts in detail, however, would take up more space than the limits of a single article would permit. We therefore throw the whole subject of land grants for railroad purposes into tabular form; and in the following will be found all the information requisite for a knowledge of their extent to the several States:

Date of Laws.	For what Railroad granted.	Estimate of Acres granted.	Acres certified to June 30,'66
ILLINOIS.			
1850	Illinois Central	2,595,053	2,595,053
MISSISSIPPI.			
1850	Mobile and Ohio	1,004,640	737,180
1856	Southern	404,800	171,550
1856	Gulf and Ship Island	652,800	.....
ALABAMA.			
1850	Mobile and Ohio	230,400	419,528
1856	Alabama and Florida	419,520	394,523
1856	Alabama and Tennessee	481,920	440,700
1856	N. East and S. West	691,840	289,535
1856	Coosa and Tennessee	132,480	67,785
1856	Will's Valley	206,080	171,920
1856	Mobile and Girard	840,880	504,146
1856	Coosa and Chattooga	150,000	.....
1856	Tenn. and Ala. Central	576,000	.....
1856	(No Map Filed.)		
FLORIDA.			
1856	Florida	442,542	281,984
1856	Alabama and Florida	165,688	165,688
1856	Pensacola and Georgia	1,568,730	1,275,213
1856	Fl. Atl. and Gulf Central	133,154	87,583
LOUISIANA.			
1856	Vicksburg & Shreveport	610,880	353,212
1856	N. O., Opel. & Gt. W't'rn	967,840	719,194
1856	(No Map Filed.)		
ARKANSAS.			
1853	Memphis & Little Rock.	438,647	127,238
1866	" "	365,539	.....
1853	Cairo and Fulton	1,100,067	1,115,408
1866	" "	966,722	.....
1853	Little Rock & Ft. Smith	550,525	550,520
1866	" "	458,771	.....
MISSOURI.			
1852	Hannibal and St. Joseph	781,945	493,821
1852	Pacific & S. W. Branch.	1,161,235	1,158,074
1853	Cairo and Fulton	219,262	63,540
1866	" "	182,718	.....
1866	Iron Mt. (Pilot Knob to Helena, Ark.)	1,400,000	.....
IOWA.			
1856	Burlington & Miss. R.	948,644	287,046
1864	" "	101,111	.....
1856	Mississippi & Missouri.	1,144,905	481,774
1864	" "	116,277	.....
1856	Cedar Rapids & Miss. R.	1,298,739	775,718
1864	" "	123,370	.....
1856	Dubuque & Sioux City	1,226,163	1,226,163
1864	" "		
1864	McGregor Western	1,536,000	.....
1864	Sioux City & Minn. Line	256,000	.....
MICHIGAN.			
1856	Port Huron & Milwaukee	312,384	6,469
1856	Detroit and Milwaukee	355,420	30,999
1856	Amb., Lansing & Trav. B.	1,052,469	719,386
1866	(Do. Time ext'd 7 yrs.)		
1856	Flint & Pere Marquette.	586,829	511,426
1856	Grand Rapids & Indiana	629,183	629,183
1864	" "	531,200	.....
1856	Bay de Noquet & Marq.	218,881	218,881
1865	" "	128,000	.....
1856	Marquette & Ontonagon.	309,315	216,919
1865	" "	243,200	.....
1856	Ontonagon Br. & C., St. P.	208,063	174,020
1856	Marquette Br. & F. d'L.	188,507	162,044
1862	Peninsula	375,680	.....
1865	"	188,800	.....
WISCONSIN.			
1856	Tomah & Lake Superior	894,908	324,943
1864	" "	675,000	.....
1856	St. Croix & L. Superior.	524,715	524,718
1864	" "	350,000	.....
1856	Branch to Bayfield	318,738	318,741
1864	" "	215,000	.....
1856	Chicago & N. Western	600,000	.....
1862	" "		
1864	Fond du Lac & Bayfield.	1,800,000	.....
MINNESOTA.			
1857	St. Paul and Pacific	660,000	466,566
1865	" "	500,000	.....
1857	Branch St. P. & Pacific	750,000	438,075
1865	" "	725,000	.....
1862	" "		
1857	Minnesota Central	353,403	174,075
1865	"	290,000	.....
1857	Winona and St. Peter	720,000	232,183
1865	" "	690,000	.....
1857	Minnesota Valley	860,000	269,709
1864	"	150,000	.....
1864	L. Superior & Mississ.	800,000	.....
1866	" "		
1866	Houston and Western	735,000	.....
1866	Hastings and Western	550,000	.....
KANSAS.			
1863	No Map Filed	2,500,000	.....
1866	St. Joseph & Denv. City.	1,700,000	.....
1866	Kansas & Neosho Val.	2,350,000	.....
CALIFORNIA.			
1866	California and Oregon	3,200,000	.....
1866	Placerville & Sac. Valley	200,000	.....

RECAPITULATION.

Showing the estimated number of acres granted to each State for railroad purposes, and the number of acres certified by the Land Office up to June 30, 1866:

States.	Estimated Acres.	Certified Acres.
Illinois	2,595,053	2,595,053
Mississippi	2,062,240	908,680
Alabama	3,729,120	2,288,139
Florida	2,360,114	1,760,468
Louisiana	1,578,720	1,072,405
Arkansas	3,940,272	1,793,167
Missouri	3,745,160	1,815,435
Iowa	6,751,208	2,770,702
Michigan	5,327,031	2,718,414
Wisconsin	5,378,360	1,379,545
Minnesota	7,783,403	1,580,609
Kansas	6,550,000	.....
California	3,400,000	.....
Total	55,291,581	20,683,617

The grants made by Congress in aid of the Pacific Railroads differ from all the other railroad grants both in their direction and extent. The grants are direct to the several companies proposing to construct them, and not to States as intermediary beneficiaries, and the amount of land granted is 6,400, 12,800 and 25,600 acres per mile of road, being every alternate section for 10, 20 and 40 miles on each side of the line. The Government also grants a money subsidy in bonds to the companies, ranging from $16,000 to $32,000 and $48,000 per mile, the amount varying with the nature of the surface traversed by the railroads, and the companies respectively are authorized to issue their own bonds to like amounts, said bonds to take precedence of the Government loans. The laws establishing these arrangements are as follows:

Date of Laws.	Companies.	Acres granted.	Acres certified.
1862	Union Pacific & Br.	35,000,000	45,510
1864	Central Pacific of Cal.		
1864	Northern Pacific	47,000,000	.....
1866	Do. (extend'g time)		
1866	Atlantic & Pac. (Springfield, Mo., West)	17,000,000	.....
	Total estimated acreage to Pacific R. R.'s	99,000,000	.....

Including this amount of lands, the total land grants made in aid of railroad construction to the present date is 154,200,000 acres, which is a fraction over one-tenth of the total superficies of the new States and territories—said superficies being estimated at 2,289,795 square miles, or 1,465,468,800 acres. This grand National grant is equivalent in dimensions to the original northwest territory, now the five great States of Ohio, Michigan, Indiana, Wisconsin and Illinois.

Besides these railroad grants the Government has at various times made land grants for canals and wagon roads—for the first to the amount of 4,405,986 acres, and for the latter to the amount of 3,274,213 acres.

☞ The Rutland Railroad Company is prepared to issue Guaranteed Preferred Stocks in accordance with its charter, in exchange for principal and interest to first of August, 1867, of the First Mortgage Bonds of the Rutland and Burlington Railroad Company. All such stock issued before the 1st day of October next will be entitled to the dividend payable on the first of February, 1868.

☞ Bids for the construction of the bridge across the Missouri at Council Bluffs are being received in the branch office of the company in Chicago. The work will commence in the fall, and the estimated cost is $3,000,000.

Land States and Territories.

Statement exhibiting the extent of the several States and Territories in which the United States have possessed or do now possess lands for public sales, and the condition of the surveys therein on the 1st July, 1866. (Made up from the Land Office Report for 1866.)

States and Territories.	Superficial Area. Sq. miles.	Acres.	Surveyed up to June 30, 1866.	Unsurveyed June 30,'66.
Ohio	39,964	25,576,960	25,576,960	.....
Michigan	56,451	36,128,640	36,128,640	.....
Indiana	33,809	21,637,760	21,637,760	.....
Illinois	55,410	35,462,400	35,462,400	.....
Wisconsin	53,924	34,511,360	34,511,360	.....
Minnesota	83,531	53,459,840	22,045,867	31,413,973
Missouri	65,350	41,824,000	41,824,000	.....
Iowa	55,045	35,228,800	35,228,800	.....
Kansas	81,318	52,043,520	16,171,776	35,871,744
Nebraska	75,995	48,636,800	13,561,132	35,075,668
Dakota T	240,597	153,982,080	1,859,989	152,122,091
Montana T.	143,776	92,016,640	.....	92,016,640
Idaho T.	90,932	58,196,480	.....	58,196,480
Washington T	69,994	44,796,160	3,530,645	41,265,515
Oregon	95,274	60,975,360	5,730,186	55,245,174
Colorado	104,500	66,880,000	1,622,251	65,257,749
New Mexico T.	121,201	77,568,640	2,293,142	75,275,498
Utah T	88,056	56,355,840	2,425,239	53,930,601
Arizona T.	113,916	72,906,240	.....	72,906,240
Nevada	112,090	71,737,600	728,119	71,009,481
California	188,981	120,947,840	27,680,685	93,267,155
Arkansas	52,198	33,406,720	33,406,720	.....
Indian T	68,991	44,154,240	.....	44,154,240
Louisiana	41,346	26,461,440	23,461,440	3,000,000
Mississippi	47,156	30,179,840	30,179,840	.....
Alabama	50,722	32,462,080	32,462,080	.....
Florida	59,268	37,931,520	26,631,520	11,300,000
Total	2,289,795	1,465,468,800	474,160,551	991,308,249

Statement of the acreage of the public lands granted by Congress in the several States and territories in aid of the construction of railroads, canals and wagon roads.

States and Corporations.	Estimated number of acres granted for—Railroads.	Wagon r'ds.	Canals.	Total.	Acres certified for railroads up to June 30, '66.
Illinois	2,595,053	.....	290,915	2,885,968	2,595,053
Mississippi	2,062,240	.....	.....	2,062,240	908,680
Alabama	3,729,120	.....	.....	3,729,120	2,288,139
Florida	2,360,114	.....	.....	2,360,114	1,760,468
Louisiana	1,578,720	.....	.....	1,578,720	1,072,405
Arkansas	3,940,272	.....	.....	3,940,272	1,793,167
Missouri	3,745,160	.....	.....	3,745,160	1,815,435
Iowa	6,751,208	.....	.....	6,751,208	2,770,702
Michigan	5,327,931	1,718,613	1,250,000	8,296,544	2,718,414
Wisconsin	5,378,360	250,000	325,431	5,953,791	1,379,545
Minnesota	7,783,403	.....	.....	7,783,403	1,580,609
Kansas	6,550,000	.....	.....	6,550,000	.....
California	3,400,000	.....	.....	3,400,000	.....
Oregon	.....	1,305,600	.....	1,305,600	.....
Ohio	.....	.....	1,100,361	1,100,361	.....
Indiana	.....	.....	1,439,279	1,439,279	.....
	55,201,581	3,274,213	4,405,986	62,881,780	20,682,617
Corporations, viz:					
Pacific Railway Companies	99,360,000	.....	.....	99,360,000	45,511
Aggregate	154,561,581	3,274,213	4,405,986	162,241,780	20,728,128

Railroads West of the Mississippi River and their Influence on the Western Plains.

A few years since, two facts (at least supposed facts) would have been stated by almost every one; first, that the great body of land on the Western plains (beyond the first row of States on the Mississippi was mostly a barren waste; and secondly, that it must be another generation before we should find railroads there. Both these supposed facts are now disproved. The largest part of the lands on the great Western plains are as fertile as ordinary lands in other parts of the country; and the railroad lines are now penetrating the country beyond the Mississippi with extraordinary speed. In looking over the last number of Appleton, and also some new maps of the Western plains, we thought it might be interesting to show the number of railroads beyond the Mississippi and their probable effect. Except two roads in Missouri, the whole have been made in the last half dozen years. Taking them by States, the following tables give a view of the number of miles and locality of these roads:

Missouri.	Miles.	
Cairo and Fulton	37	
North Missouri	305	to St. Joseph.
Hannibal and St. Joseph	70	
St. Louis and Iron Mountain	87	to Pilot Knob.
Missouri Valley	45	to Leavenworth.
Savannah Branch	15	to Savannah.
Pacific of Missouri	309	St. Louis to Leavenworth.
Southwestern	76	to Rolla.
Total Missouri roads	944	miles.
Iowa.		
McGregor Western	66	from McGregor.
Northwestern	356	Clinton to Omaha.
Dubuque and Sioux City	143	to Iowa Falls.
Branch to Cedar Rapids	56	to Cedar Rapids.
Des Moines Valley	162	Keokuk to Des Moines.
Keokuk and Muscatine	70	to Columbus.
Council Bluffs and St. Joseph	26	from Council Bluffs.
Burlington and Missouri	100	Burlington to Albia.
Rock Island and Pacific	133	Rock Island to Kellogg.
Washington Branch	50	to Washington.
Total Iowa roads	1,162	miles.
Minnesota.		
Southern Minnesota	60	from Rushford.
St. Paul and Pacific	75	St. Paul to St. Cloud.
Minnesota Valley	47	St. Paul to Belle Plain.
Minnesota Central	71	Minneapolis & Owatonna.
Winona and St. Peter's	161	Winona to St. Paul.
Total Minnesota roads	414	miles.
Kansas.		
Atchison and Pike's Peak	25	from Atchison.
Union Pacific, East Division	200	from Kansas City.
Total Kansas roads	225	miles.
Nebraska.—Union Pacific	400	miles on Great Platte.
Total, west of the Mississippi (north of Arkansas)	3,145	miles.

In the States above mentioned, there are two millions eight hundred thousand inhabitants—giving about one mile of railroad to a thousand inhabitants. This shows an important fact, that the railroads advance equally with the population westward. The extreme rapidity with which both divisions of the Pacific road are constructed makes it evident that hereafter railroads will advance even more rapidly than the population. On the other hand, the population will advance more rapidly as the roads are made, so that we may expect hereafter to see even a greater flow of population than we have heretofore.

The censuses show the population, *west* of the Mississippi and north of Arkansas to have progressed as follows, viz:

	1840.	1850.	1860.
Missouri	383,702	682,044	1,182,612
Iowa	43,112	192,214	674,913
Minnesota	.....	6,077	172,123
Kansas	.....	.....	107,206
Nebraska	.....	.....	28,841
Dacotah	.....	.....	2,576
Colorado	.....	.....	34,277
7 States and Territories	426,814	880,335	2,202,548

The ratio of increase from 1850 to 1860 is much greater than in the previous ten years; and as all things are now very encouraging to emigration West, and as the great Pacific Railroads are going rapidly on, we believe the ratio of increase, west of the Mississippi, is likely to go on quite as rapidly for many years. At any rate, the population is likely to be doubled the next ten years. But, as we have seen that railroad construction goes on in a parallel ratio with population, and even more, we expect to see at least 4,000 miles of railroad constructed between the Mississippi and the Rocky Mountains in the next ten years. It will probably be distributed in something like these proportions, viz:

Missouri	800	Nebraska	500
Iowa	800	Kansas	600
Minnesota	800	Colorado	500

We make this statement to show what a wide field for enterprise in railroads as well as general business, is opened to young men in the great—great West. Previous to the war there had been a financial dullness, which impeded the progress of railroads especially, as most of the railroads were very much embarrassed with debt. Then came the war, when all other things were almost disregarded. Now everything is different. Money is very abundant; most of the railroads are prosperous, and the return of peace has left hundreds of thousands of men ready to engage in new enterprises. The tide of immigration from Europe is again rising; and probably our estimate above, both in regard to population and railroad construction is much below the mark. At any rate, the great Western plains will now fill up with great rapidity, and probably the whole valley of the Platte will soon be filled with towns and people.—*Cincinnati Railroad Record.*

Philadelphia and Erie Railroad.

The following statement, showing the cost of this road, and the financial condition of the company July 1, 1867, was presented by the Treasurer at the meeting of the Committee of the Philadelphia Common Council having in charge the question of merger of the Warren and Franklin and Erie Railroads:

The cost of the road, after deducting the earnings of each year, agreeably to the act of Assembly, Feb. 10, 1862, was		$17,869,732 84
This amount has been increased to date by amount expended for sidings, depots, shops, &c	106,099 84	
Estimated interest on funded debt.	325,000 00	
		$18,300,832 68
Less earnings to July 1, 1867	1,315,937 86	
Total		$17,984,894 82

By the contract with the Pennsylvania Railroad Co., the Philadelphia and Erie Railroad Co. receives 30 per cent. of the gross earnings of the road, which receipts and their expenditures were submitted as follows:

Receipts:	
In 1862	$137,429 58
In 1863	218,300 96
In 1864	335,708 95
In 1865	613,908 31
In 1866	732,738 80
Total	$2,038,086 60
Expended:	
1862, Interest on funded debt, &c	$188,203 97
1863 " "	257,630 02
1864 " "	313,659 92
1865 " "	425,286 66
1866 " "	578,640 00
Balance unsettled	274,666 03
Total, as above	$2,038,086 60

The financial condition of the company, July 1, 1867, was as follows:

Capital stock issued to that date		$5,091,400 00
Seven per cent. bonds, due 1877		1,000,000 00
Six per cent. bonds, due 1881		5,000,000 00
Seven per cent. bonds, due 1885		3,000,000 00
Six per cent. bonds, due 1901		4,000,000 00
Preferred debt outstanding		600 00
Due the Pennsylvania R. R. Co. for advances on construction account		260,643 59
		$18,352,643 59
Less assets on hand:		
Earnings account with lessees	$200,702 02	
Agents, hands, unsettled	105,252 09	
In Treasurer's hands	1,004 66	
		367,748 77
Total, as above		$17,984,894 82

Ohio Falls Ship Canal.—Progress of Gen'l Weitzel's Survey.

The survey ordered by Congress for a ship canal around the falls of the Ohio is now in progress, a full corps of engineers being constantly in the field under the immediate charge of Geo. R. Eichbaum, First Assistant Engineer. A base line, giving the boundaries of the proposed survey, has just been completed from the mouth of Falling Run to a point a short distance above Jeffersonville. The whole length of this line is about seventeen miles. The furthest point from the river on this line is in the neighborhood of Very's Mill, about four miles distant, the line crossing Silver Creek a few hundred yards below the mill. The leveling of this line has been constantly made with reference to the lowest part of the present canal. The highest point was a short distance before reaching Silver Creek, the altitude being 106 feet. The whole ground between this base line and the river will be a network of section lines and offsets, parallel lines being run at a distance of 800 feet from each other, from this line to the river. The engineers commenced the work of running the cross lines yesterday, and it was expected that they would reach the streets in the lower end of the city before night. During the week the surveying party will be engaged in running these section lines through the streets of the city. The topography of the ground, that is its entire physical description, will be commenced to-day, and will be made in the most thorough manner. After this is done, which will require several months, the location of the canal will be made over the most eligible portion. This survey will undoubtedly be the most thorough and accurate survey of the vicinity of the falls ever made. All the gentlemen connected with the survey are accomplished engineers, and the results of their operations will settle forever the question of the feasibility of constructing a canal around the falls on the Indiana shore.—*New Albany (Ind.) Com., Aug.* 13.

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the years ending April 30, 1866 and 1867, have been as follows:

Earnings:	1866.	1867.
From passengers	$1,140,986 81	$937,129 15
" freight	1,139,781 84	1,415,444 97
" mails	25,849 98	25,850 00
" express	82,249 39	113,790 77
	$2,388,868 02	$2,492,214 89
Expenses, viz:		
Repairs of road	$320,333 42	$360,714 76
" bridges	19,381 39	47,481 49
" buildings	39,842 31	49,780 76
" fences	8,011 42	13,897 71
" engines	106,780 75	109,143 67
" cars	122,520 17	162,988 11
" tools, etc	6,189 29	7,083 81
Fuel	126.574 55	155,741 34
Oil and waste	13,615 15	30,219 13
Conductor & trainmen	55,409 42	63,043 92
Engine and firemen	52,040 72	64,042 02
Watchmen	13,102 49	19,075 99
Station expenses	142,261 99	167,193 99
Mail expenses	946 00	936 00
Loss and damages	11,951 28	31,111 33
General Sup't office expenses, etc.	30,925 55	36,072 06
Treasurer's office exp.	19,681 04	....
Foreign agencies	20,205 52	39,544 82
Train supplies	....	4,802 42
Advertising, stationery, etc.	....	13,268 71
Law expenses	....	5,858 72
Contingencies	26,983 08	2,836 79
Total running exp.	$1,136,755 54	$1,384,837 55
Government tax	69,454 84	37,369 47
State tax	61,535 83	54,482 56
Rents	65,823 96	61,641 78
Profit and loss	19,580 88	21,386 38
Total expenses	$1,353,150 55	$1,559,717 69
Net earnings	$1,035,717 47	$932,497 20
Interest on bonded debt 1866–'67	$202,577 66	
Dividend Oct. 25, 1866, 8 per cent.	413,918 40	
Dividend, April 25, 1867, 6 per cent	315,000 00	
		931,496 06
Balance to credit of income acc't.		$1,001 14
The gross earnings for the year were		$2,492,214 89
Running expenses	$1,384,837 55	
Rents, interest, taxes, and charges to profit and loss	377,457 80	
		1,762,295 35
Leaving for the stock a net of		$729,919 54

—or 14.6 per cent. on the capital.

The balance to credit of income account May 1, 1866 was	$666,942 98
Add income for the year ending April 30, 1867, after payment of interest	729,919 54
	$1,396,862 52
Deduct dividends Oct. and April, 14 per cent.	728,918 40
Leaving balance of income account, May 1, 1867 as shown in General Account	$667,944 12

The gross earnings show an increase over those of the preceding year of $103,346 87, with an increase in running expenses of $248,082 01; from which deduct decrease in general expenses, (including interest on bonds) $11,573 43—making the total increase in expenses, $236,508 50; and the decrease in net earnings, $133,161 71.

The running expenses were 55.56 per cent. of the earnings, and the total expenses, 70.71 per cent. In 1865–'66 they were 46.76 and 63.87 respectively.

The decrease in net earnings is largely attributable to the falling off in passenger receipts, with no corresponding reduction in train service; while the gain in freight receipts has been made at a much reduced rate for transportation, than was received the preceding year, and no compensating gain in net receipts has been realized from this source.

The sinking fund as shown by the report of the Commissioners, now amounts to $420,508 31. Of the Junction 1st mortgage 1st division bonds, due April 1st, 1867, $186,000 have been retired, leaving $27,000 still outstanding. The report says:

The road-bed and bridges have been materially improved in condition by ballasting done and masonry and bridge superstructure built during the year.

Very rapid wear of rails was caused by the heavy freight traffic during last winter, and although the renewals of rails were large during the year, they have not exceeded the depreciation.

Considerable additions have been made to your equipment, all of which has been fully employed.

Both engines and cars have been maintained in good condition.

Your new road between Elyria and Oberlin was opened for use on the 10th of September last; the track between Oberlin and Grafton has been taken up and the use of the C. C. & C. Railroad discontinued by your trains between Berea and Grafton. To provide your own track into, and the requisite facitities at Cleveland for your increasing traffic, the board have authorized the restoration of the track of the Northern Division of your road between Berea and Cleveland, and the construction of a drawbridge over the Cuyahoga river, near its mouth, to connect your track with those of the roads running East from Cleveland.

Authority for the construction of this bridge has been obtained from the proper authorities, and it is now in course of erection.

Most of the grading necessary to place the line between Cleveland and Berea in order for the track, has been done. The board have opened negotiations with the Cleveland and Pittsburgh Railroad Company for leasing to that company the right to use the Cuyahoga bridge, for approaching their proposed new freight docks.

The Union Passenger Depot has been completed, and a number of other buildings have been erected at different points; 1.7 miles of new sidings have been laid during the year, all of which have been charged to the construction account.

Of the falling off in passenger receipts, $50,403 98 is in military tickets, the balance being about proportionally divided between local and through travel. The large increase in freight tonnage,

amounting the past year to 38 per cent. over the preceding year, and to 76 per cent. in tons carried one mile over the year 1864–5, indicates the important position of the thoroughfare of which your road forms a part, and is gratifying to the board. The growing crops along the line of your road indicate that a large increase in receipts over the past two years will be realized this season from your local traffic.

The board have made your road a party to a fast freight line, reaching the seaboard, *via* the Erie Railway, since the last report, which with that *via* the New York Central Railroad, are proving of value in securing your proportion of through freights.

The following is a comparative statement of the capital stock and bonded debt of the company as given in their reports for the past and preceding year. The date of maturity of these bonds, and the time when and place where the interest is payable, is given in full on page 806 of this week's issue:

Bonds:	1866.	1867.
C. & T. dividend certificates	$280 00	$185 00
Junction 1st mort. 1st division	213,000 00	27,000 00
C. & T. income	6,000 00	6,000 00
Junction 1st mort. 2d division	146,000 00	126,000 00
C. & T. mort. bonds.	300,000 00	692,000 00
Sinking fund bonds.	2,081,000 00	2,021,000 00
Total bonded debt	$2,746,280 00	$2,872,185 00
Capital stock	4,841,600 00	5,000,000 00
Total stock & bonds.	$7,587,880 00	$7,872,185 00

Capital stock has increased during the year $158,400; the increase in the bonded debt is $125,905—making the total increase in bonds and stock, $284,305, which is represented by amounts expended on new improvements and increased inventories.

RESOURCES.

Net earnings	$729,919 54
Cash on hand June 1, 1866	178,612 27
Increase of capital and bonded debt	284,305 00
Bills receivable collected	7,300 00
Stocks and bonds of other companies sold	13,370 85
Real estate sold	7,176 56
Proceeds of old dividend bonds	3,840 00
Balance due from other companies, &c.	4,291 08
Total	$1,227,815 30

DISPOSITION.

Paid dividend No. 17	$413,918 40
" " No. 18	315,000 00
" into sinking fund	28,000 00
" on construction account	229,659 26
" bills payable	3,741 90
Increased equipment	105,832 00
" inventories of materials, &c	35,644 08
Reduction over last year in outstanding bills audited, dividends, payrolls and coupons	4,281 69
Cash on hand June 1st 1867	91,738 02
Total, as above	$1,227,815 30

The equipment of the road consists of 40 locomotives, 32 first-class, and 7 second-class passenger cars, 5 mail, 10 baggage and express, 412 box, 65 stock, 122 rack, 257 platform and 10 caboose cars.

Number of miles run by freight cars, 9,306,509; by passenger cars, 999,886; by emigrant cars, 192,059; by baggage cars, 439,380; and by mail cars, 99,154—total 11,036,988.

Miles run by freight engines, 800,633; by passenger engines, 303,539; by working engines, 119,351—total, 1,223,523.

The number of passengers carried eastward was 252,390, of which 79,551 were through and 172,839 were way; do., carried westward, 288,132, of which 111,648 were through, and 176,484 were way—total passengers carried 540,522, of which 145,309 were foreign, and 395,213 local passengers. Equivalent number of passengers carried one mile, 32,121,284, equal to 286,029 through. Number of passengers carried in 1865-'66 607,486—decrease 66,964.

Tons of freight transported eastward 427,461, of which 337,353 were through, and 90,108 were way; do., westward, 223,490, of which 150,808 were through, and 72,682 were way—total tons transported 650,951, of which 488,161 were through and 162,790 were way. Equivalent number of tons carried one mile, 61,206,114, equal to 559,708 through. Tons carried in 1865-'66 474,223—showing an increase in tonnage of 176,728.

GENERAL ACCOUNT.

Construction—cost of road to date.	$6,901,816 01	
Equipment	974,601 42	
Stocks and bonds of other companies	21,744 25	
Bills receivable	10,201 43	
Real estate	50,140 60	
Fuel and materials on hand	347,645 43	
Cash	91,738 02	
Due from P. O. Department	2,172 75	
" U. S. War Department	2,278 69	
Due from other companies and individuals	21,634 32	
Sinking fund	249,790 89	
	$8,673,763 81	
Capital stock	$5,000,000 00	
Bonded debt, as above	2,872,185 00	
Unpaid audited bills	24,871 52	
Dividends not called for	4,324 50	
Unpaid on pay rolls	2,682 06	
Coupons due but not yet presented.	2,065 00	
Portion of May earnings collected	99,691 61	
Income account, balance	667,944 12	
	$8,673,763 81	

President.—JOHN NEWELL.

Directors.—John Newell, James Mason, J. H. Wade, Amasa Stone, Jr., W. H. Vanderbilt, H. C. Stimson, J. H. Banker, John Gardiner, S. M. Young.

Secretary and Treasurer.—WM. F. STAUNTON.

Master of Transportation.—T. S. LINDSEY.

Peninsular Railway.

A large and well attended meeting was held at the office of the Peninsular Railway Company in this city, on Thursday and Friday, August 1st and 2d, in reference to the general and business interests of the projected line of railway from Port Huron *via* Lansing, Battle Creek, South Bend, and other places in Indiana, to Chicago, or by way of Joliet and Mendota, to connect with the Union Pacific Railway, at some point on or near the Mississippi River. There were present, representing the Port Huron and Lake Michigan Railroad Company, Hon. W. L. Bancroft, of Port Huron; representing the Peninsular Railroad of Indiana, Hon. Thos. S. Stanfield, of South Bend, the President of the Company, and Samuel J. Anthony, Deforest L. Skinner, and Ruel Starr, of Valparaiso, and R. Montgomery, of Mishawaka; and representing the Peninsular Railway and Peninsular Railway Extension Companies of Michigan, L. D. Dibble, the President of those Companies, and Hon. Joseph Musgrave, the Treasurer, and Hon. M. S. Brackett, the Secretary, C. Cummings, R. Fitzgerald, J. M. Ward, W. Wallace, and E. W. Pendill, Esq., Directors of the Peninsular Railway Co.; and also S. T. Read, Hon. W. G. Beckwith, President of the Michigan State Agricultural Society, S. D. Wright, Asa Kingsbury, Stephen Eldred, and Thos. B. Eldred, representing the Peninsular Railway Extension Company, and also many of the principal citizens of this city.

The executive officers of those four companies, constituting the entire line from Port Huron to the State line, between Indiana and Illinois, entered into an agreement in writing, consolidating their several companies, for all business and practical purposes, into one, simply reserving the local business and management of their respective companies to themselves. Through that arrangement, those companies will constitute a corporation as important as a through channel of communication and traffic, as either the Michigan Central, or Michigan Southern. By that, a new line of travel and trade will be opened between the East and West, as a resolution was unanimously adopted, that the entire line should be put in readiness for the iron on or before the first day of September, 1868. The gentlemen in whose charge the management of those roads has been, during the last twelve or fifteen months, will not permit the public to be disappointed. The project is one of the people along its line—they need the road, and they have the ability to construct it, and have decreed that it shall be done.

From Port Huron to Lansing, nearly two-thirds of the road bed is now ready for the iron, and nearly all the means necessary for that purpose have been raised to complete it for the iron to Lansing. The arrangements for the iron for the same have been made, and the company will commence laying it this fall. From Lansing to Battle Creek sufficient means have been already raised to complete the road between those places, and fully one half of the work is done, and nearly all the timber, lumber and ties are delivered along its line, and most of the bridges are erected. The whole road can be put in readiness for the iron in three months.

From Battle Creek to the Indiana State line, the company is organized, and nearly all the money necessary to make and tie the road has already been raised. The Engineers will commence the location of the same this week, and while that is being done, the right of way and the balance of the means will be obtained. The Directors have determined to commence the grading this Fall, so as to get out the ties and timber during the winter, and to lay the iron early next summer. The road passes through the wealthiest and best part of Southern Michigan.

The company through Indiana has been organized since last Fall, nearly one-half of the line has been located, and all the means necessary for the completion of the road within that State has been raised and pledged, as soon as the work commences west of Battle Creek in Michigan: it will also commence in Indiana, and will proceed *pari passu*.

This great work has now proceeded so far that it cannot be a failure. Its early completion only depends on the energy and liberality of its friends; it must be built by their money, and the sooner that is subscribed and paid in, on those parts of the line where they are yet in arrears, the sooner will they enjoy its great advantages.

The East and the West are looking with interest and anxiety to the success of this great enterprise; an enterprise equal in a commercial point of view to any existing road, or to any in contemplation; superior to any other, because it is not projected by foreign capitalists, but by the people along its line, who seek its conveniences, and will secure its profits.—*Battle Creek (Mich.) Journal, August 8.*

Western Union Railroad.

The Rock Island *Union* says that Geo. A. Thomson, Esq., President of the Western Union Railroad, which is completed from Racine, Wis., to Port Byron, Illinois, has just returned from Scotland where he has been successful in obtaining a loan of $5,000,000, to push the road through to Warsaw on the Mississippi River. This will be good news to the people living near the south end of the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point. 100	1,232,200		
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....160	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	1,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000		
Buff., New York & Erie*..100	850,000	J. & J.	J'n'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jul.'67 4½
Central Ohio, pref 100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n '67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	18,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,000,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan.'67 5
Cleveland and Pittsburg... 50	5,403,911	J. & J.	Jan '66 4
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City.100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.)	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport.... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,480		
Granite..... 100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,740		....1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 3
Hannibal and St. Joseph..100	$1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch..... 50	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Hazleton.....50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central.....100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.....50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,846,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.AN.	Aug.'67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	J. & J.	Jul. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,138	M. & S.	Sep. '67 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jul. '67 5
Michigan Central 100	7,502,566	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,090 261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,098,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	795,360		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A N	Aug.'67 2
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,30.		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Feb.'67 3
" pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.AJ&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,385,600		
Philadelphia and Erie*... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams...100	650,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar.'67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,078	M. & N.	M'y '67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020.000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,925		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jn.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,454,815		
Western (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 9
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Ju.'67 2½
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sep.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express ... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Farco & Co. exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single trk.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¼	—	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	55
30 Nov.'66	27.43	—				Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	—	10
30 Nov.'66	3.41	—				Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—				Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	758,414	113,472	—	—	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	40
30 Nov.'66	3.22	—				Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—				Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—				Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	88
30 Nov.'66	1.58	—				West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—				Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—				Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep. '65	17.50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep. '65	7.75	—	—	19	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	85,000	71,180	28 068	8,282	—	100	—
30 Sep. '65	24.00	—	—	35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep. '65	24.00	—	—	116	—	Central Park, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74,053	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500.000	138,000	4,192	150,634	34,102	—	100	—
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80,028	29,616	—	100	—
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409,516	750,000	—	—	139 604	482,224	loss.	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110,100	1,750,000	1,300000	115,000	1,024742	211,213	9	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	ope:by	T. & L.	R. R.	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep. '65	1.50	—	—	—	4	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	80,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankford and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	—	28
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166.792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242.181	30,388	—	50	13½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	18,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	—
31 Oct. '66	2.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	2½	50	—
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	—	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	70½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Ph.il. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldan & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,932,141	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	109¾
" " " ..... coupon		5	" "	1874	109
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	119
" " " ..... coupon		5	" "	1871	117¾
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110⅜
" " " ..... coupon		6	" "	1881	110⅝
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,315,400	6	Jan & July.	1881	110⅜
" " " " ..... coupon		6	" "	1881	110⅜
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,198,700,800	6	May & Nov.	1882	108⅜
" " " (5-20s) ..... coupon		6	" "	1882	112⅛
Loan of March 3, 1863 (5-20s) ..... registered		6	May & Nov.	1884	----
" " " (5-20s) ..... coupon		6	" "	1884	109
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	110¼
" " " (5-20s) ..... coupon		6	" "	1885	110⅜
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	108
" " 3d series (5-20s) ..... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	108
Loan of March 3, 1864, (10-40s) ..... registered	171,499,350	5	Mar. & Sept.	1904	99¼
" " " (10-40s) ..... coupon		5	" "	1904	102¾
Pacific R. R. Bonds ..... (currency)	15,402,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	451,233,425	7.3	Feb. & Aug.	1867	107⅛
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	107
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107
Matured Debt not presented	15,752,815	---	presentation.	------	----
Gold Certificates of Deposit	19,457,960	---	presentation.	------	----
Coupon Interest Notes 1864 '65	108,329,430	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	369,164,844	---	------	------	----
Fractional currency	28,584,729	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	--
" — " " (") ... "	688,000	5	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... oupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	98¼
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	101
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	84½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,509,000	6	" "	'68-'74	74
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	99¼
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " ..... registered	1,229,647	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	----
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Ponds. ..... coupon	99,945	6	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	7	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'88	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	4 5,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ..... "	2,532,500	6	June & Dec.	1899	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,642	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R R. various) "	120 000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	18-0	----
" — " " (Ches. & Ohio Can.).	2 000,000	6	" "	1870	----
" — " " (Balt. & Susq R.R.).	1,000,000	6	" "	1870	----
" — " " (Bounty)	501,000	6	" "	ab'74	----
" — " " (Ches & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,688	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	114
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	----
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	111½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Const Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	101½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	100½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	----
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,130	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1886	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	------	----
" — " " (Union Bank)	5,000,000	6	------	------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	102¼
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	80
" —*Pacific R.R.	1,000,000	6	" "	'81- 87	102½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864.	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866.	609,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866.	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,902,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	----
" —General Fund Bonds ..... registered	27,726,500	7	" "	1877	106½
" — " " "	1,189,780	6	" "	plens.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	plens.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	98
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	59½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	2,500,000	6	Jan. & July.	1900	54
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,093,000	5	Various.	'77-'82	98
" — " " ..... registered	5,083,052	5	"	'66-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102¾
" — " " 2d series	7,909,520	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	103½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	269,000	6	April & Oct.	1883	----
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	----
" — endorsement	14,006,000	6	Jan. & July	30 yrs.	68½
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	64½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	----
" — " " (sterling new)	1,865,000	6	Jan. & July.	long.	----
" — " " ..... registered	466,250	5	" "	long.	----
" — " " ..... "	108,000	5	" "	long.	----
" — " ..... coupon	21,6 6,398	6	" "	long.	42
" — " (new) ..... registered	10,900,000	6	" "	long.	----
" — " (") ..... coupon	1,379,500	6	" "	1876	50½
" — " (") ..... "	489,300	6	" "	1886	38½
Wisconsin—State Bonds	89,600	6	" "	1890	57
	405,100	6	Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	676,446	634,243	576,365	5,825,35[illegible]
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,116	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,969	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,158
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,793	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,625	747,942	702,691	767,508	946,707	921,886	749,191	546,609	7,958,980
1866	523,566	405,634	523,744	516,736	735,082	922,892	776,990	778,284	989,053	1,210,564	1,005,680	698,679	9,088,905
1867	690,832	586,743	747,391	720,651	787,736	893,367	800,325	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,329	33,804	38,485	40,641	37,588	38,055	30,208	50,198	51,485	61,787	51,386	60,896	528,864
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,554	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,683	87,784	81,500	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1.438,689	1,522,472	1,429,765	15.434,775
1866 ..... including Buffalo Division..	1,185,746	987,938	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ..... including Buffalo Division ...	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	514,606	460,573	617,682	578,403	747,469	739,736	641,589	643,487	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	589,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,816	497,879	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115.184	125,252	116,495	116,146	105,787	1,224,058
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,220
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	135,000	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	288,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,842
1864	256,600	304,445	328,454	330,681	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,869	307,474	258,634	2,650,701
1863	242,073	245,858	226,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,892	338,276	271,553	285,780	263,244	346,781	408,445	410,802	406,510	276,470	3,976,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,601	476 641	490,694	447,670	328,970	4,520.550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,280,115
1867	304,095	283,661	375,210	362.788	333,952	284,977	313,021	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,906	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,601
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,350	328,589	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,000	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,766	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1.255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,528,839	1,486,356	1,117,853	14,576,128
1866	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	246,243	275,950	3,211,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,828	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,126,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,233	1,196,955	702,685	10,023,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,798	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,234	370,963	3,745,310
1863	337,350	366,598	461,905	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	526,751	532,911	506,641	625,547	675,360	701,352	691,558	914,082	7,120,468
1865	690,144	678,504	857,583	738,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	638,667	552,378	648,201	654,926	757,441	679,936	556,242	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,894	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,894	244,834	214,227	177,304	2,250,14
1867	149,858	149,342	174,152	158,162	171,736	156,066	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,238	139,626	244,114	243,840	221,570	220,209	265,154	2,050,222
1865	144,084	139,171	155,753	144.001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,843
1866	226,059	194,167	256,407	270,300	316,433	326,691	304,917	396,248	349,117	436,065	354,830	284,741	3,594,975
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	------	------	------	------	------	------
Western Union:													
1865	------	------	------	------	------	------	------	------	------	------	------	------	------
1866	42,716	37 265	32,378	38,972	68,862	82,147	66,189	59,962	75,077	92,715	61,770	57,330	669,388
1867	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,696	84,462	100,513	75,248	64,468	816,086
	39,078	27,667	36,392	40,710	57 852	60,568	58,262	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company[illegible] default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	$88,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850	628,500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	96
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	" "	'[illegible]883	102
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	91½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	50
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	948,000	7	F M A. & N	" "	1915	82
Equipment Bonds	270,483	7	May & Nov.	" "	1874	98
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	72½
Dividend bonds	13 314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'84–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Funded Interest	2,100	7				
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.			40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000					
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Five per cent bonds	570,000	5	April & Oct.	"		
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1864	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	80
Land Security	3,344.60	7	April & Oct	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,688,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse and Milwaukee:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunters Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	" "	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
*1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	84
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
*Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	103
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593.000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500	--			1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov.	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000	--	Jan. & July.		1870	
Bonds	299,200	--	" "		1876	
Bonds	639,500	--	" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	--				
Chat. and Clev. Subsc. (endors.)	231,000	--				
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1875	
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000	--				
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B.& N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						91½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	101
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	87
Sterling Bonds	3,875,920	--		London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		100½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	102
New York and New Haven:						97½
Mortgage Bonds, Coupon	1,688,500	8	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	600,000		Feb. Aug.	New York	73-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	114⅔
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	55
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	98½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	90½
1857, (convertible)	416,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1875	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	143
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7½			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Skg f'd b'ds after Jan. 1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund Bds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	} New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1885	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,300	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	100
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	85½
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1863	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,256	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261.927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500.000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	.....	49.4	21	20	265	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,394	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,856	103,333	36,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,483	644,725	166,186	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	395,000	353,283	122.500	1 870,783	100.0	228,845	332,570	58,084	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079,500	258.046	8,272,133	117.4	787,826	2,068,260	704,016	10	124
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	558,000	6,112	3,380,357	66.4	366,149	760,678	260,528	10	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	158 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	.....	—	16	6	85	Atlanta and West Point	1,290,079	*	96,462	1,232 000	36,500	22,751	1,296,541	86.7	.....	415,411	54,648	4	—
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404.618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386.634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,202.400	437,500	12,532	4,808,553	228.8	264,524	856 846	343,802	—	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,096,153	1,484,616	8½	118
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2,070,679	10,193,010	5,754,436	204,207	17,518,440	400.0	2,083 580	6,175,553	2,799,435	31	148
31 May, '65	242.0	688 0	.....	—	154	94	3,145	Chicago and Northwestern	37,325,791	*	2,356,660	26,155,641	12,020,483	825,398	39,680,452	930.0	.....	6,820,750	1,802,272	—	64½
31 Mar. '67	181.8	181.8	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,518,822	*	3,192,940	9,100.000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,574,034	1 413,999	10	101½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.523,828	23,415,780	12.144.000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	119
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	861,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	51
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2.312.344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	81
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2.735,.56	*	240,.22	1,872,000	997,000	103,879	2,975,878	84 0	884,539	771,763	207,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.649.518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000.000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	80
30 Nov. '65	73.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73 0	411,278	1,248,726	598,671	12	150½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	406,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1.0	3,462,123	960,000	653,995	5,429,203	156 5	819,880	805,271	237,861	—	—
1 Jun. '58	38.5	—	.....	101.8	4	1	64	Keok., Ft. Desmoines & Mann	1,037.476	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	96.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,562	*	—	3,452,300	7,145,252	118,000	10,715,552	290.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375.993	111.8	.....	426,408	227,534	—	—
30 Jun. '66	29.0	—	3.1	—	14	13	225	Lexington and Frankfort	605,298	52,300	71,669	514,646	79,000	8,644	729.257	29.0	239,626	174,049	46,707	7	80
30 Jun. '66	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,73.	142,613	1,109,594	319,519	20,497	1,675.258	65.1		389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	66	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,10.	3,125,491	453,051	12,764,346	334 0	959,947	3,143,189	1,592,955	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4.254,217	551.218	1,315,464	4,093,425	1,730 600	2,804,768	8,628 793	80.0	105,960	414,741	270.220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6.184 172	1,386,874	—	4,697,4.7	3,551,000	281,187	12,089,.35	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	62.7	—	.....	125.3	..	..	..	*Vicksburgh, Shreveport & Texas.*	1.662.691	*	—	1,258,01	248,968	103,434	1,710,.1.	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic, Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270.023	647.59.	—	2,950.000	1,250,000	.....	9,008,369	188.0	.....	340,398	.....	—	—
31 May '6.	284.8	—	23.4	—	97	83	1,726	Michigan Central	14,930 .14	*	1 086.729	8 070.663	7,268,989	234,438	16,017,5 .3	329.3	1,902.068	4,325.490	1,498,715	10	109
31 Mar. '67	246.0	277.8	.....	—	101	74	1 434	Mich. S'th'n & N'th'n Indiana	15,625 531	2,66 .,517	1,745,795	10,001,200	9,135,.40	736,951	20,473,9. 1	523.8	2,386,1 .3	4,613,193	1,609,387	—	79½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400 .00	—	—	.....	.....	1,550,000	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	.....	575,000	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	.....	600,000	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	.....	400,000	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,600,961	2,554,732	895,992	6,331,999	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4		41	*Mississippi and Tennessee*	1.254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	60.4	—	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	87½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
31 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,6 5,014	1,604,016	439,157	8 581,599	9,200 000	1,150,743	15,628.18.	283.0	831,433	1.794,356	400 826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,3 .,000	1,280,000	2,000,0.0	—	5,000,000	127.0	.....	.....	.....	—	—
Se pt. '64	80.6	5.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,487,063	860,029	—	1,971,2 .7	3,501,99.	19 552	6,36 .,10.	90.1	248,180	399,291	9 9	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,854,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	1.0,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '66	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	238.8	3,493,376	8,577,602	5,307,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,466,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.8	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	881,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	133
30 Nov. '66	47.0	7.0	43.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	139
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	140
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	114
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	3,452,999	506,090	467,611	3,578,800	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	121
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.6	10.5	30.5	—	33	74	651	Old Colony and Newport	6-666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	88
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B	& L Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	106½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	8½	54
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,669,062	3,982,017	1,406,791	10	137½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13.196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,888.907	*	247,281	2,085,925	678,209	—	2,936,189	76.6	422,417	661,617	109,887	7½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,863	8	68½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	—	—	—
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	140,453	3,674,262	82.2	392,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	10,099,001	*	4,381,251	7,987.412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	123
31 Dec. '66	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,981,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000 000	855,000	—	6,512.449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,808	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	...	...	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	835,651	loss.	—	65
31 Dec '66	18 2	—	.....	—	...	...	.....	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,604	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	263,470	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,163,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	83,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.8	—	34	37	697	Buffalo and State Line	2,267,838	516,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	8,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429 927	5,085,864	54,287.874	784.0	7,109,139	14,596,413	2,238,704	4	68½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,212	—	1,852,716	982,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,899	New York Central	27,812,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	104½
30 Sep. '65	130.8	2.1	45.0	—	43	63	887	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	115
30 Sep. '65	115.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	62½
30 Sept. '65	18.0	—	0.5	10.3	...	...	.....	Oswego and Rome	586,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	59,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,958	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	...	...	—	Rochester & Genesee Valley	656,026	*	—	557,580	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselae	r and S	aratoga	R. R	—	6	—
30 Sep. '65	40.9	6.7	3.9	—	...	...	—	Saratoga and Whitehall	980,207	—	—	800,000	355,000	"	"	"	"	"	—	6	—
30 Sep. '65	13.0	—	1.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,462,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,543	135,486	73,540	5	—
30 Sept. '65	10.3	—	.....	—	...	...	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,738	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	'59	97.0	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,000	1,130,470	1,045,000	51,500	2,934,509	171.9	.....	409,458	219,688	—	.....
30 Sep. '59	161.0	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,564	236,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	26
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930.423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	700,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100
31 Oct. '66	95.5	—	33.5	1.0	37	31	1,017	Clev., Painesville & Ashtabula	3 842,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952 041	10	160½
30 Nov. '66	101 0	102.5	.....	—	68	56	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,560,242	203.5	1,440,681	2,351,906	654,726	5	91½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	122
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	254,200	70 248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	4 1.6	—	45	40	5 84	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	5,225,433	152.2	1,160,900	1,936,038	459,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,758	3,688,385	315.434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,612	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,384	596 400	391,902	3,382,162	1 218,972	109,313	4,372,746	205.9	346,671	694,520	134,081	—	—
71 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,436	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
3 Dec. '66	412.0	45.2	—	—	102	47	1,602	Toledo, Wabash & Western	19,550,000	*	2,263,900	6,700,000	14,346,000	795,301	22,118,900	250.6	———	3,717,388	906,200	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Bildings.	Equipment. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,575	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	196	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9 9,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,841	—	13
31 Oct. '66	74.0	—	6.3	—	16	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,498	714,825	20	126
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	16	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	.....
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,566	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2 0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,2 9	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	57½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,656	(oper	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	135.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2 5	67.5	345,588	902,213	382,500	—	36
31 Dec. '66	354.8	33.3	46.3	—	452	240	7,979	Pennsylvania	25,642 634	3,371,215	15,238,686	20,000,000	18,0 8 2 6	—	44,251,544	365.5	7,080,028	16 583,883	5 967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139.079	263,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	68½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 760	13,009,000	600	18,084,360	287.5	1,424,110	2,541 052	454,977	—	25½
30 Nov '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,408	3,765,774	2,399,868	22,742,867	6,719,562	—	32 577,548	474 8	4,361,338	10.9 2,819	6,016 531	10	51½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	849,446	316,754	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,0 0	—	10,469,300	197.0	880,336	2,470,958	1,057,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,125	1,500,000	78.108	3,349,237	70.9	324,068	529,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,263,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	1,945,418	7,467,217	2,319,531	10	104½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,346 387	146,721	10.000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	143,650	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,812,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	805,214	514,000	99,110	1,137,307	47.6	.....	29.967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	164,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3 9,984	*	824,268	657,700	2,175,500	541,853	4,224 247	139.3	139,332	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,092 891	291.0	406,061	1,274,307	624,142	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	173,729	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,906	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	87,242	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	52,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,662	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	97½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,862	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54.121	16,332	—	.....
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	18
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,225,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,982	193.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,764	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,670	1,799,822	804,785	6,246,888	195.0	.....	487,449	120,136	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52 ,22	7,362,250	214.9	278,839	55 ,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	45½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463 589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	,,10,345	*	—	16,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,5 8	—	1,380,000	13,100	136,000	1,709,282	60 0	.....	132 455	36,676	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	87,181	—	—
								NEW GRANADA.													
D e 33	8.		—	—	11	22	120	Pan ma	8,000,000	*	—	4,000,0 0	6	—	10,765,7 5	48.7	—	1 637,436	1,328,92	—	237

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	59½
Chicago & Alton (preferred)	2,425,400	7	7	122
Chicago & Northwestern (pref.)	12,994,720	7	7	68½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	78½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	87
" " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	64½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	80
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----------	------	89
Boat Loan	232,807	6	----------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,500	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	99
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	46
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	51½
" (preferred)	100	1,175,000	10	110
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,906,207	---	20
" " (preferred)	50	2,888,983	---	29
Susquehanna and Tide Water	50	2,048,260	---	16
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 —	@ 45 —
Pig, American, No. 1		43 —	@ 45 —
Bar, Refined, English		85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)		92 50	@105 —
	(Store Prices.)		
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		100 —	@105 —
Bar, English & American, common		90 —	@ 95 —
Scroll, English		132 50	@180 —
Ovals and Half-round		127 50	@137 50
Band, English		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, English		105 —	@165 —
Hoop, English		137 50	@192 50
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble		— 6	@ — 7½
Rails, English (gold)	per ton	52 50	@ 53 —
Rails, American		79 —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)		— 10½	@ — 12½
English Blister (1st & 2d qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 21	@ — 23
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— —	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— 33	@ — —
Sheathing, Yellow		— —	@ — 26
Pig, Chile		— —	@ — —
Bolts		— —	@ — 35
Braziers'		— 33	@ — —
American Ingot (cash)		— 25½	@ — 26½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
English		6 50	@ 6 87½
Bar	per lb.	10 —	@ — —
Pipe and Sheet		10 25	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold) per lb.	— —	@ — 26½
Straits	(gold)	— 24½	@ — 25
English	(gold)	— —	@ — 23½

	(Gold.)		(Currency.)	
Plates, I.C. Charcoal, p. box	9 25 @	9 50	13 — @	13 75
Plates, I. C. Coke	7 50 @	8 50	10 60 @	12 50
Plates, Coke Terne	7 — @	— —	9 75 @	10 —
Plates, Charcoal Terne	8 62½ @	8 75	12 25 @	12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	5 62½	@ 5 75
Clinch (cash)		7 12½	@ 7 25
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos.)		— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 13½	@ — 14
Refined, free L. S. to White		— 41½	@ — 42
Refi'd, in bond, prime L. S. to White		— —	@ — 22
Refi'd, in bond, Standard White		— 23½	@ — 24
Naptha, Refined (60@63 gravity)		— —	@ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	Th 15	F. 16	Sat. 17.	M. 19.	Tu. 20.	W. 21
Atlantic M. S. S. Co.	112	----	113½	----	113½	----
California 7s	----	----	----	----	----	----
Canton Co.	49	49	49	48	48	47
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	119	----	122
" " 1 M.	----	----	----	----	102	102
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	92	----
Chicago, Burl. & Q.	----	----	----	----	149	148
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n.	48	46½	46½	46	45½	45
" " pref.	71½	70½	70½	70½	69½	69½
" " 1st M.	----	----	85	----	----	85
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	83	----	----
Chicago & Rock Isl.	103½	103½	103½	103	102½	102½
" ' 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896. 91	----	----	----	91½	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg.	94½	93	93	----	93	92
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	123½	123	123½	122	122	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	38	----	35	35	24½	----
Del. & Hudson Canal	----	----	150½	149½	140	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" "2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	72	70½	70½	70½	70½	69½
" pref.	----	76	----	----	----	----
" 1 M. 7 p.c. '67	----	107	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	93	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	124½	124½	123½	125½	124½	124½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	120	119½	----	120½	119½	120
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	25	----	----	25	----	25
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10½	10½	10½	----	10½	10½
" " pref.	20	----	20	----	18	18½
" " 1st mort.	26	----	----	----	30	30
Michigan Central	110½	----	110	109	----	----
" S F. 8 p.c. '82	111	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	82½	82½	81½	82	81
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	99
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul.	49½	50	49½	49	49	----
" " pref.	67½	66	66	65½	66½	----
" " 1st mort.	86	----	86	86	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	103½	103½	----	103	102½	----
" iss. to H. & St. J. R.	----	----	----	80	----	80
" " Pacific	103½	----	----	----	----	----
Morris and Essex	----	----	----	----	97	----
" 1st mort.	----	----	82	81½	----	82
" 2d mort.	----	----	----	----	----	----
New York Central	105½	105½	105½	105½	105½	105½
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	125	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	----	----	55	54	54½	----
" new	57	----	55	54½	54½	----
Ohio & Miss. cer.	27½	----	27½	27½	27	26
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	146½	146½	147	147½	148½	148
Panama	----	----	----	----	----	----
Phila. and Reading	105½	105	105½	105½	104½	104½
Pitts. Ft. W. & Chicago	106	105½	105½	105	105	10
" 1 M.	----	105	----	----	----	----
" 2 M.	----	98½	----	98½	----	98½
" 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	31½	31½	----	30½	29½	27½
St. L., Alton & T. H.	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" 1 M.	90½	----	----	----	91	----
" 2 M. pref.	----	----	----	82	82	82
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	68½	68	68	67½	67	68½
" new	66	66½	66	66	65½	65
Tol. Wab. & Western	----	----	50	----	----	49½
" Pref.	----	----	----	----	----	----
" 1 M. ex.	89	----	----	----	89	----
" 2 M.	80½	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	50	50½
" new	49½	50½	50½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	Th. 15	F. 16	Sat. 17	M. 19	Tu. 20	W. 21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	117¼
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	109	----	----	109	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¾	102¾	102¾	----	102¾	102¾
U. S. 5s, 10-40s, reg.	99¼	99¼	99¼	----	----	99¼
U. S. 6s, 1881, reg.	110¼	110¼	----	110¼	----	----
U. S. 6s, 1881, cou.	111¼	111¾	111¾	111¼	111¼	111¼
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	113¾	113¾	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, c. 1864.	110	110	109½	109½	109½	109½
U. S. 6s, 5-20s, c. 1865.	110¾	110¾	110¾	110¾	110¼	110¼
U. S. 6s, " reg.	----	110¢	----	----	----	----
7.30 Notes, 1st series.	107¾	107¾	----	107¼	----	----
" " 2d series.	107¼	----	107¼	107¼	107¼	----
" " 3d series.	----	----	----	107½	107¼	107¼
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	W. 14	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20
Catawissa	----	----	----	----	----	----
" preferred	----	----	28¾	----	28	----
Camden & Amboy	----	127¾	128	----	128	128
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	91	----	----	----
" " 6s, '83	88¾	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '83	95	95	----	----	95¼	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	42	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	46¼	46¾	----	----	46	----
" " 6s, '84	88¾	----	89	----	88¾	----
Lehigh Valley R. R.	58	65	----	57¾	57¾	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	91	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	50	----	----	----
" " pref.	----	----	111	110¾	110¾	110
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44	----	----	----	----	----
Pennsylvania R. R.	53¾	53¾	53¾	53¼	53¾	53¾
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	97
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	98	----	98	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	97	97¼	----	97¼	98	----
" " new.	101¼	101¾	101¼	101¼	101¼	101¼
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	65¼	----
Phila. & Reading	52¼	52¾	52¼	52¾	52	52¾
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28	28¾	28¾	29	----	28¾
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	92¼	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	30	----	29¼	29	----	----
" " 6s '82	74¼	74¾	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	20	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	W. 14	Th. 15	F. 16	Sat. 17.	M. 19	Tu. 20
Baltimore City 6s, 1875	----	----	99¼	----	98¼	----
" " 1886	----	----	98	----	98	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	99¼	99¾	99¼	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	99	----	----	----
" " " '80	----	----	99	----	----	----
" " " '85	----	----	----	99	----	----
Northern Central	43¾	----	----	----	----	44
" " b'ds, 1885	85	----	85¼	----	----	----
" " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W 21
Boston and Lowell	----	----	132½	----	----	133
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	139½	----	----	140	140	140
Cheshire, pref.	----	----	60	----	----	59½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	110	----	----	110	----	110½
Eastern, N. H.	----	----	----	----	----	109½
Fitchburg	121	----	----	----	----	----
Manchester & Lawr'ce.	----	115	----	----	----	115½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	88¼	88½	88½	----	88¼	88
Ph., Wil. & Baltimore	----	----	54½	54½	----	54½
Portl'd, Saco & Ports.	101	101	----	----	----	102
Vermont & Canada	----	----	----	----	----	97½
Vermont & Mass.	----	----	----	----	----	54
Western	137½	----	138	----	137¾	137½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	93	----	----	----	----	94½
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	24¼	----	25	25½	26¼	26¾
Franklin "	17¢	18	----	----	----	18
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	5½	----	----	----	----
Pewabic "	10½	13¼	13½	14	13¾	14
Pittsburg "	----	30	----	----	----	----
Quincy "	----	----	----	----	----	22
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th July and 2d of Aug.

	Closing Prices. Aug. 2.	July 26.
United States, 5-20s 6 per cent 1882	72¼@72¾	72¼@72⅞
Do. do. 6 do. 1884	69 @ 71	70 @ 72
Do. do. 6 do. 1885	71 @ 71½	71½@71¾
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	46 @ 50	45 @ 50e
Do. 6 per cent	33 @ 34	32½@33½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn. 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22 @ 23½	22½@23¾
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	47 @ 48
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	63 @ 68	63 @ 68
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	80 @ 85	80 @ 85
Do., $100 shares (all paid)	76½@77¼	76¾@77⅛
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	102 @104	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p. c.	91 @ 93	91 @ 93
Do. $50 shares	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, August 24, 1867.

Stock Exchange and Money Market.

The Money Market has been rather more active in the loan and discount lines, since our last. There has been an increased call for currency from the West, to be used in moving the crops to market; and some of the local banks have been remitting freely in response to the call. The local speculative inquiry has been fair, and the mercantile demand has been more animated. The increased applications for aid have enabled lenders, in several instances, to exact rather higher prices for money. Call loans closed at 3@4 per cent. on the public funds, and 4@5 per cent. on other stock collaterals. The inside rates are now exceptional. At the higher figures, however, the available supply is ample, indeed in excess of the wants of the market, in a temporary form. The discount rates are 6@7 per cent. on the best short date commercial paper, of which a heavier offering is noted at bank and through private channels. The Sub-Treasury has been redeeming August (1864) Compound Interest Notes promptly on presentation; and been converting the first series of Seven-thirties into new Five-twenties with considerable energy. The office has increased its cash balances, largely, during the week. Washington advices report the aggregate cash balances of the Treasury Department at $109,000,000 in coin (including $20,000,000 representing outstanding gold certificates,) and $87,000,000 in currency, making the total $196,000.000, of which the Sub-Treasury here holds over $135,000,000. The city banks, in their return for last week, show a decrease of $194,829 in loans and discounts, $6,573,638 in legal tenders, $5,362,114 in net deposits, and an increase of $608,560 in specie. and $104,479 in circulation. The specie reserve of the banks is now $5,920,557, against $7,545,513 same time last year. The city bank deposits are now $194,046,591, against $241,310.576 week ending Aug. 11, 1866. The legal tender reserve amounts to $69,473,793, against $84,800,071 same time last year. The circulation now stands at $33,669,757, against $27,796,904 same time last year. The loans are now $253.232,411, against $261,951,924 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $69,048,253 a day, against a daily average of $83,311,344 the preceding week, and $78,003,624 the week ending with Aug. 3. The current week's exchanges average about $78,000,000 a day.

National Bank notes to the amount of $82,380 were issued last week, making the total issue to 1,671 banks thus far, $303,653,876, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,655,015, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $298,988,861. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,649,500; and for the public deposits, $38,787,950—making a total of $379,437,550. The Treasury Department last week redeemed and destroyed $255,958 of worn and mutilated fractional currency, and issued $448,189 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $8,122; an increase of $12,419 in specie; a decrease in legal tenders of $141,949; a decrease of $496,642 in deposits; and an increase of $849 in circulation. The Bank Clearings show a decrease of $1,485,837, and the balances, a decrease of $229,977.

Government revenues were quite liberal in the Customs, and moderate in the excise lines, last week. The excises, last week, yielded $3,264,910, against $3,744,460 the preceding week; customs at the port of New York $2,978,496, and at the outports, about $950,000 (in coin) more, making the grand total income for the week equal about $8,779,510 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $35,000,000.

The U. S. Sub-Treasury receipts, week ending with Aug. 17, were $23,690,104, including $2,978,496 from customs duties; payments, $17,493,144; balance at the close of the week, $135,284,162, against $129,087,202 at the close of the preceding week, showing an increase of $6,196,960. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $12 805,549 including $436,138 from customs, and payments, $12,851,068; on Tuesday, receipts, $4 598,025 including $594,033 from customs, payments, $2,919,529. The balance at the close of business on Tuesday stood at $136,917,139, against $130,641,884 a week previous.

Gold has been less active, especially since Monday, and under the official denial of the sinister reports of frauds in the Treasury Department, the premium has receded. The extremes of the week have been 140⅜@141⅞, and the closing prices on Wednesday were 141@141⅛. The speculative and export inquiry has been comparatiively light. The Wednesday steamer took out no specie. The customs demand, however, has been quite animated, having been over half a million a day for more than a week. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,305,827. The customs demand for Gold last week, averaged $496,416 a day; thus far, this week, it has been equal to $515,085 a day, or equal to a weekly aggregate of $3,090,510. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $116,724, and from California, $944,394. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $77,035,915, against $86,436,966 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $19,939,520, against $24,283,721 same time last year, showing a decrease this year, of $4,344,201. The exports of specie from this port, last week, were $601,888. The total outflow of specie from the port, since Jan. 1, 1867, has been $40,463,742, against $52,374,438 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $152,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $39,483,199, against $29,066,492 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to July 13, reached $23,281,424, against $25,051,327 same time last year, showing a decrease, in 1867, of $1,769,903.

Foreign Exchange has been in better supply and very moderate request at somewhat easier prices, the market closing heavily. Bankers' 60 day bills on London closed steadily on Wednesday at 109⅛@109¾, and on Paris to 5.18¾@5.15; sight bills on London to 109¾@110¼; and on Paris to 5.15@5.13⅛. The offerings of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,962,501, making the total value of exports since Jan. 1, 1867, $119,425,889, against $127,501,500 same time in the preceding year.

Government securities have been more freely offered, chiefly on account of interior banks and bankers, and prices have declined, under the accumulating supplies in the open market, the investment demand, though good for the season, having failed to buoy up values. At the close quite an active trade was in progress on the basis of the reduced quotations. The August 1864 compounds have matured and are being paid off. They are no longer quoted. U. S. sixes of 1881 closed here on Wednesday at 111⅛@111¼; U. S. Five-twenties of 1862, 113⅛@113¼; U. S. Five-twenties of 1864 at 109¼@109¾; U. S. Five-twenties of 1865 at 110¼@110⅜; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Five-twenties of 1867, 108@108¼; U. S. Ten-forties at 102½@102⅝, and U. S. Seven-thirties at 107@107⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864	118¾	August, 1865	116
December, 1864	117¾	September, 1865	115½
May, 1865	117	October, 1865	115

Railway and miscellaneous share property has been less freely sought after, and as there have been some rather sweeping realizations, prices have been depressed, closing heavily. The sellers outnumber purchasers at present, and seem eager to lighten their burdens, even on a yielding market.

General business has been moderately active, especially in the produce lines. Desirable lots of Breadstuffs and Provisions have been held more confidently. Cotton has been quiet and heavy, closing with middling grades on Wednesday at 28@29½ cents per lb. as extremes. The stock of cotton now here is estimated at about 53,000 bales. The receipts at the port this week, have averaged about 2,100 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 643,779 bales, against exports of 467,046 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,857,000 bales, against 2 017,150 bales same time last year; exports, 1,559,000 bales, against 1,520,320 bales same time last year; estimated stock at latest dates, 115,000 bales, against 257,100 bales same time last year. Beeves have been in better request this week, at a range of from 10@17c. as extremes, per lb.; receipts, 5,784. Sheep and lambs have been more abundant and quoted heavy—the former, at 5¼@6½c.. and the latter at 6½@8c. per lb.; on a moderate trade; receipts, 29,026. Swine have been plenty and depressed at 6@7¼c. per lb., live weight; receipts, 28,442. Foreign merchandise has been attracting more attention. Dry Goods and Groceries have been quoted strong, in the way of seasonable article. The total imports of foreign dry goods, last week, were $1,831,803, and the total amount marketed $2,286,908. The value of foreign merchandise imported last week, was $2,841,311—making the grand total specie value of last week's imports of dry goods and merchandise, $5,673,114, and since Jan. 1, 1867, $168,677,224, against $201,077,199 same time in the preceding fiscal year. The ocean freight market has been quiet; but rates have been quoted steady with 500 vessels of all classes in port. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. per bbl., grain at 3@3½d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 7.	Aug. 14.	Aug. 21.
Consols	94	94 13/16	94 9/16
U. S. 5-20's of 1862	73 5/16	74	73 1/2
U.S. 5-20's of 1865	71¾	72½	72
Erie	45½	46	45
Ill. Central	76¾	78	77¾

The New York exports, exclusive of specie, for the week ending Aug. 20, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,482,421	$2,962 501
Prev. reported	125,019,079	116,463,388
Since January 1	$127,501,500	$119,425,889

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,867,157	$1,831,803
Gen. merchandise	3,480,415	2,841,311
Total for the week	$7,347,572	$4,673,114
Previously reported	186,962,801	155,865,760
Since January 1	$194,310,373	$160,538,874

The balance in the Sub-Treasury on Wednesday was $138,478,130 83.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, 101; N. Y. State Bounty Loan, reg., 106½; Georgia 6s, 74; do., 7s, 84½; Troy, Salem and Rutland 1st mort., 97; Ohio and Miss., 1st mort., 85; Great Western 2d mort., 74½; Chicago and Milwaukee, 1st mort., 88; Boston, Hartford and Erie, 15¼; N. J. Central, 121; Boston Water Power Co., 21; Brunswick City Land, 5; U. S. Express, 74½; Adams' Exp., 75; Merchants' Union Express, 30 per cent. paid, 17; Wells-Fargo, Exp., 66⅛; Am. Exp., 73; Cumberland Coal pref., 33¾; Butler Coal, 17; Wilkesbarre Coal, 36; American Coal, 48; Pennsylvania Coal, 175; Western Union Telegraph, 42; Mariposa pref., 19; Citizens Gas, 127; Bank of Republic, 116; Central National Bank, 108; Ocean Bank, 105; Irving Bank, 105½; Park Bank, 151; Continental Bank, 107; Bank of Commerce, 118¼; Importers and Traders Bank, 115; Bank of North America, 107; Fourth National Bank, 109; Phœnix Bank, 105; Gallatin National Bank, 111; Bank State of New York, 110; Alameda Silver, 1.50; American Flag, 5.95; Benton Gold, 1.00; Consol. Gregory Gold, 6.80; Corydon, 1.10; Columbian G. & S., 1.05; Davidson Copper, 2. 05; Edgehill Mining, 2.55; Gunnell Gold, 2.50; Hamilton G. & S., 0.85; Harman G. & S., 7.85; Kipp and Buell, 0.50; La Crosse Gold, 0.80; Midas Silver, 2.40; New York and Eldorado, 2.65; New York Gold, 1.10; People's G. & S., 0.40; Quartz Hill Gold, 1.80; Reynolds Gold, 0.03; Rocky Mt., 1.50; Smith and Parmalee Gold, 5.45; Sensenderfer, 12.00; Walkill Lead, 0.50; N. Y. & Allegheny petroleum, 3.00; Buchanan Farm, 0.27; Bennehoff Run, 3.15; Central petroleum, 1.00.

Philadelphia.—Penna. coupon 5s, 98; do., past due, 100; do., 6s, 1st series, 102⅝; do., 3d series, 103½; West Jersey R. R. 6s, 86½; Warren and Franklin 7s, 79¾; Lehigh Valley scrip, 35; West Philadelphia R. R., 69½; Phila. and Trenton R. R., 125; 13th and 15th streets R. R., 20; Girard College R. R., 27; Big Mt. Coal, 3½; Lehigh Zinc, 40; Ocean Oil, 4; Mc-Kean 4⅜;

Maple Shade, ⅞; Commercial Bank, 57½; Farmers and Mechanics Bank, 142½; Mechanics Bank, 32; Corn Exchange Bank, 70¼. The latest quotations are: City 6s, 97¾@97⅞; do., free of tax, 101⅜@101½; State 5s, reg., 98@—; do., coupon, 97@98; do., 6s, W. L., 101@103½; Reading, 52@52⅛; do., 6s, 1870, 97@98; do., bonds, 91@92; Camden and Amboy, 127¾@128; do., 6s, 1889, 96@96; do., 1883, 88¾@89; Penn. R. R., 53⅜@53½; do., 1st mort., 99½@100; do., 2d mort., 96⅞@97; Little Schuylkill R. R., 28@30; Morris Canal, 48½@51; do., pref., 109½@110; do., bonds, 90@95; Wyoming Valley Canal, 45@50; do., 6s, 80@85; Susquehanna Canal, 15¼@16; do., 6s, 62@63; Sch. Nav., 15@19½; do., pref., 28¾@29; do., 6s, 1882, 74@74⅛; Union Canal bonds, 20@20; Delaware Div. Canal, 56½@57; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 42@44; do., 7s, 1873, 93@94; do., 5s, 63½@—; Lehigh Coal and Navigation, 46@46½; do., bonds, 1884, 88⅜@88¾; North Pennsylvania, 35@36; do., 6s, 88@88¾; Philadelphia and Erie, 28¼@28⅜; do., 6s, 94¼@95; Minehill, 57@57½; Catawissa, 10@13; do., pref., 28¼@28⅜; Lehigh Valley, 57@57¾; do., bonds, 94@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 79@80; West Philadelphia, 66½@67; Spruce and Pine, 28½@30; Green and Coates, 30@31; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 19@20; Girard College, 26@28; Tenth and Eleventh, 62@64; Union, 35@40; Hestonville, 13¼@14½.

Boston.—Vermont Central and Vermont and Canada 8s, 1877, 101; Phila., Wil. and Balt. 6s, 1887, 95; Vermont and Mass.6s, 1883 92; Vermont Central 1st mort. consolidated, 64; N. Y. and Boston Air Line 6s, 49; Rutland 1st mort., 148; Western R. R. 6s, 1875, 100; Central Pacific 7s, gold, 102; Old Colony and Newport 6s, 1875, 94¾; Boston, Concord and Montreal 6s, 1889, 91¾; Ogdensburg and Lake Champlain, 62¾; do., pref., 103; Boston, Hartford and Erie R. R., 15⅛; do., 7s, 55; Indianapolis and Cincinnati R. R., 40¾; Vermont Central, old stock, 1¾; Connecticut and Passumpsic Rivers R. R., 80¼; Nashua and Lowell R. R. Rights, 25; Boston and Worcester R. R. Rights, 4⅛; U. S. Express, 75; Cary Land Co., 7½; Boston Water Power Co., 21¼; Ophir (N. S.) Gold, 1.85; Massachusetts 5s, 1868, gold, 133½; do., 1883, gold, 104½; do., 1894, gold, 103; do., 6s, 1876, gold, 115; do., 6s, currency, 1866, 100¼; Maine 6s, 1894, 101⅝; New Hampshire 6s, 1870@1884, 98½; Cook Co., Ills. 7s, 94½; Boston 6s, currency, 102; do., 5s, 1882@1885, gold, 105@104⅛; Portland 6s, 1882, municipal, 95; St. Louis 6s, 1887, Harbor Imp., 80½; do., W. L., 93⅝; do., municipal, 1882, 79¾; Lynn 6s, 1887, 98¼; Brooklyn 6s, 1882, municipal, 92¼; Cambridge 6s, 1875, W. L., 98⅝; Bath 6s, 1891, 91¾; State National Bank, 95; Second National Bank, Granite, 142¼; Faneuil Hall National Bank, 133½; Atlantic National Bank, 122¼; Columbian National Bank, 117¼; National Bank of Commerce, 121½; Market National Bank, 109; Traders' National Bank, 102; Howard National Bank, 110¼; Webster National Bank, 110; Merchant's National Bank, 112; Allouez Mining Co., 8¼; Calumet, 24½; Concord, 2; Hancock, 7; Humboldt, 1; Native, 1⅜; Petherick, 1; South Side, 75c.; St. Clair, 3½; Toltec, 75c.

Baltimore.—Virginia 6s, old, reg., 42; do.,1866, 38½; N. W. Va. 1st mort., 94½; do., 2d mort., 92; do., 3d mort., 89; Western Maryland bonds, 72; Marietta and Cincinnati bonds, 84; Bare Hill, 0.30; Balt. and Cuba S. and M. Co., 42¼; Merchants' Bank, 72; Bank of Baltimore, 105; Citizens Bank, 14½; Union Bank, 58½; Mechanics' Bank, 97⅛. The latest quotations are: Balt. and Ohio, 117@118; do., 6s, 1875, 98@99; do., 1880, 98@—; do., 1885, 98½@—; Northern Central, 44@44; do., bonds, 1885, 86@86½; N. W. Va., 17@18; do., 1st mort., 93@93; do., 2d mort., 91½@92; do., 3d mort., 1873, 88½@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 84½@85; Central Ohio, 28¼@29; do., 1st mort., 85@85; Western Md. 6s, 72@—; do., 6s, guar., 93@95; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 98½@98½; do., 1873, 98½@—; do., 1875, 98¼@98½; do., 1886, 98@98¼; do., 1890, 98¾@99; do., coupon, 100@100; do., Park, 97@97¼; do., 1892, 94@98; do., 5s, 1838,-'70, 80@81; City Passenger R. R., 19@20; Canton Co., 45@45; Gardner, 1.10@1.50; Am. Gas Coal, 0.10@0.25; Maryland Anthracite Coal, 2@3¾; George's Creek, 60@75; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.70@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

American Central Railway.

We have been favored with a copy of a pamphlet recently issued in London by Messrs. Bellot des Minieres Brothers, in which the subject of American Railroads is treated of in general terms, while more particular reference is had to the advantages to be possessed by the American Central Railway, as affording a more direct outlet eastward of the Union Pacific, than either of the lines aspiring to a connection with it at Omaha. The work contains a variety of valuable statistical information, and a map showing the line of the road, and its connection at Omaha with the Union Pacific, and at Fort Wayne, Ind., with the Pittsburg, Fort Wayne and Chicago Railway. The line will be 585 miles in length, and by its directness, will shorten the route now traversed between Omaha and New York by 136 miles. It will be constructed upon nearly the same parallel of latitude, and in its course will cross the States of Iowa, Illinois, Indiana and Ohio—the richest, most productive, most populous and industrious part of the United States. Running in an air line direction, the Union Pacific and the American Central Railways will be but an extension of each other—the traffic of the one has the line of the other for outlet. It will traverse inexhaustible beds of coal in Illinois and Iowa, and in its whole course eastward meets but one river, and that of inconsiderable width. The absence of bridges and culverts, added to its freedom from cuts and embankments will certainly be great advantages both in the construction and operation of the road, while by the avoidance of curves, the oscillation and vibrations of the machinery and cars will also be avoided, thus materially lessening the cost for repairs of way and the renewal of equipment.

It would be needless to speak of the traffic which would pour over the line of a road so favorably situated. The products of the States named, which now contribute so largely to swell the earnings and dividends of our Western roads would find an equally sure avenue to market through this; while the contributions from more than a dozen roads which would connect with and be tributary to it would greatly increase its traffic. The local business alone of these four States would suffice to support it handsomely, to say nothing of the contributions from California, Utah, Colorado, Oregon, Nevada, Idaho, Montana, Washington, Nebraska, etc., together with the precious metals and products of China, Japan, India, Australia, etc., the United States, European, North and South America, trans-Atlantic and trans-Pacific mails, troops, provisions and military stores. In short, the traffic of the American Central Railway will be limited only by its capacity to carry it. It is doubtful whether investments can be more securely made than in the construction of such a work. It will form one of the main connections of what will shortly be one of the greatest highways in the world—the Union Pacific Railway.

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Chesapeake and Ohio Canal.

The Maryland State Constitutional Convention at Annapolis, has finally settled the Chesapeake and Ohio Canal question, over which the struggle has been protracted and bitter. The trustees appointed by the mortgage of 1844, and their successors, succeeded in obtaining from the Committee on Public Works a report giving them the control of the canal until 1883, or until the debt shall have been paid. The convention struck the article out, and refused to adopt the compromises offered by the trustee interest, giving the latter a partial control. On the 16th inst., the matter was settled by the entire success of the opposing interest. The canal is to remain, as at present, under the control of the Board of Public Works of the State. By the Constitution of 1864 the Legislature is allowed to control this Board, but the convention have refused to allow that body any authority in the matter, and the power of the Board is thus made absolute, with the single exception that, at present they have the power to regulate the canal tolls, which power is, after the Constitution goes into effect, to be transferred to the President and Directors of the canal. The act of the Legislature, adopted at its last session, requiring the Board of Public Works to vote for a President and four Directors of the canal, to be nominated to them by a majority of the preferred bondholders, was declared null and void.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the second week in Aug., 1867, were $105,652 00
Corresponding period previous year.. 96,282 00

Increase..... $9,370 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Aug., 1867... $25,055 00
Corresponding week previous year.... 23,334 00

Increase $1,721 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Aug., 1867, were..... $78,000 00
Corresponding week of previous year.. 64,692 00

Increase..... $13,308 00

The earnings of the Michigan Central Railroad for the 2d week in Aug., 1867, were. $76,638 00
Corresponding week of previous year.. 67,091 00

Increase $9,547 00

The earnings of the Detroit and Milwaukee Railroad for the week ending August 15, 1867, were $35,764 00
Corresponding week of 1866..... 30,736 00

Increase..... $5,028 00

The earnings of the Western Union Railroad for the 2d week in Aug, 1867..... $11,580 53
Corresponding week previous year.... 10,814 72

Increase..... $765 81

The earnings of the Chicago and Northwestern Railroad for 2d week in Aug., 1867 .. $194,628 00
Corresponding week previous year .. 152,334 00

Increase $42,294 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Aug 1867, were..... $90,872 00
Corresponding week of 1866 ..... 78,725 00

Increase $12,147 00

The earnings of the Virginia and Tennessee Railroad for the second week of Aug., were $18,817, an increase of $5,629 on the same week last year. Total for the fiscal year commencing 1st of July, $92,820, an increase of $20,665 on same time in 1866.

Railways in India.

The annual report lately issued on Indian railways discloses the important fact, that by a decision of Lord Cranborne, as Secretary of State for India, an addition has been made to the list of guaranteed lines. The districts of Oude and Rohilcund are populous and highly productive, and have obtained the name of the garden of India. There would be no engineering difficulties in constructing railways in these districts, and very few works of great magnitude would be required, except bridges over the Ganges. There was thus every prospect that the proposed lines, if properly constructed and well managed, would soon pay; but all these apparent advantages failed to attract capital to the undertaking. At present the guarantee by Government of a certain return upon the capital subscribed is requisite to induce the public to subscribe any considerable amount for works of this kind in India. It became necessary, therefore, to consider whether the scheme should be abandoned or whether it should be carried out under the guarantee system. One of the last acts of Lord Cranborne before leaving office was to offer the guarantee of Government to the Indian Branch Railway Company, upon terms slightly modified from those of the contracts existing with other companies. In the contracts under which the existing guaranteed lines have been constructed, the guarantee is given for ninety-nine years, and at the end of that period the railway lapses to Government; but this provision is practically annulled by the power which the company has of surrendering the railway to the Government at any time before the expiration of the ninety-nine years, and receiving from the Government the capital expended. In the new form of contract there is no period fixed for the termination of the guarantee or of the interest of the company in the undertaking; but the Government have the power of taking possession of the line after the first twenty years of the agreement, or at the expiration of any ten years thereafter. In the event of their exercising this power within 100 years, they will have to pay to the company a sum equivalent to the average value of the stock during the three preceding years. If they do not exercise the power until after 100 years, they have only to pay back the capital expended. In both the old and new contracts the companies have the power of surrendering the railway to the Government at any time after it has been opened for six months; and in the event of this being done the Government will pay back the capital. Whenever, under the new contract, the Government has to pay back capital, this may be done by transferring an equivalent amount of five per cent. Government of India stock. In the old contracts this payment may be made by annuity.

It is important that the English public should understand this system of guarantees, because railways and other works for the development of the resources of India can only be carried forward by the help of English capital; and, on the other hand, the system when properly understood, will appear attractive to investors who are naturally disturbed by recent investigations of the financial management of English railways. This system admits, however, only of gradual and cautious application. The Indian revenue is not so elastic as to bear an unlimited amount of guarantee, nor will the English public subscribe an unlimited amount of capital. Several projects which, on political and military, as well as commercial grounds, deserve to be immediately put in hand, will have to be deferred. The Indus Valley Line from Hyderabad to Mooltan would connect the existing Scinde Railway with the existing Punjab Railway, and thus there would be complete communication by railway from Kurrachee to Calcutta. In order that full benefit may be derived from this communication, improvement of the harbor of Kurrachee is desirable, and, as is hoped, practicable. Another proposed line which would have great military and political importance would begin at Lahore, which is a station on the Punjab Railway, and be carried to Peshawur. Another line, beginning at Baroda, which is now connected by railway with Bombay, would pass through Neemuch to Delhi. These three proposals are certain to be brought forward when the lines now in hand approach completion. The outlay upon the guaranteed lines, including the Indian Branch Railway, will be nearly £90,000,000, and about £18,00,000 more would be required for the three lines above described. An important point in constructing railways in India will be reached next year when Bombay will be connected with Calcutta, and thus the English mail will be transmitted from the former to the latter town within two days. Communication by railway between Bombay and Madras will be completed the year after next.

The year 1866 will be memorable as that in which the receipts of some of the Indian railways for the first time exceeded the 5 per cent. guaranteed interest. In the half-year ending 30th June, 1866, the East Indian Railway and the Great Indian Peninsular Railway both attained this desirable result. In accordance with the terms of the contract, half of the amount of surplus income was retained by the Government in repayment of former advances for interest, and the other half was remitted to this country and augmented the half-yearly dividend of the shareholders by a quarter per cent. It is a satisfactory observation that the guaranteed interest, which was thus exceeded by the receipts, was paid on an amount of capital greater than that which produced those receipts, because a large portion of capital had been expended upon unfinished works or lines not open for traffic, and consequently unprofitable. But, notwithstanding the financial triumph of these two lines, the traffic generally of India during the year has been effected by adverse circumstances, and even the two lines did not maintain in the second half of the year the prosperity which they attained in the first. Drought in some of the districts and floods in others have produced results equally unfavorable. The floods indeed have not only reduced profits by checking trade, but they have consumed capital in the cost of repair of damage. This cost has "under the exceptional circumstance of the case," been allowed as a charge against capital; but probably the case is not so exceptional as the report assumes. Floods occur in India of the violence of which we have no idea in England, and a liability to damage from this cause must be reckoned among the drawbacks to the value of railway property in India. But English railway property, as we all knew, has suffered during the year 1866 from worse evils than floods. The railways in the west and south of India are supplied with coal from England at the cost of 60s. per ton. In Bengal native coal is available, and thus, while the cost of coal per train mile on the East Indian Railway was 3¼d., on the Great Indian Peninsular Railway it was 1s. 6¼d. If economy is to be secured in those extensive districts which do not produce coal, wood must be employed, and it will be necessary to plant extensively in order to produce adequate supplies. The prosperity of the railways depends much upon the construction of roads as feeders of traffic to them, and the funds at the disposal of the Government are not sufficient for executing such works as promptly as could be desired. Nevertheless, progress in this direction is certain although slow. The net amount paid by the Government for guaranteed interest, after deducting the earnings of the lines, was, in 1865, £1,450,000. Last year it was £800,000, and for this year it is estimated at £600,000. But it is certain that some new lines will be guaranteed, and thus a fresh charge will be imposed upon the Government. In the meantime, however, it is to be expected that the completed lines under favorable circumstances will yield profits exceeding the guaranteed interest. The receipts of all the lines are paid weekly to the Government, which thus acts as banker to the railways, allowing 5 per cent. interest on the amounts received. This interest is reckoned as part of the profits made by the railways in the year.

Reviewing the proceedings of the year, and making allowance for the adverse circumstances against which the railways have had to contend, the result must be regarded as encouraging, whether we look to the interest of the people of India, who use the railways, or of the people of England, who have advanced the money for their construction. The politician, the philanthropist, and the man of business ought to be equally satisfied with this report. Mercantile embarrassment, originating in Europe, has combined with failure of native crops to disappoint for a time reasonable calculations, but as soon as circumstances become favorable those calculations will be more than justified. "In spite," says the report, "of commercial depression and monetary disasters, of drought and famine, of unprecedented floods and destructive inundations, the works under construction have steadily progressed, and the traffic has increased." We may then confidently anticipate that in future years the Indian railways will produce grand results on the material progress of the country, the comfort and convenience of the people, and their social improvement. Whatever may be thought of railway management at home, the railways of India are likely to become an enduring monument of English sagacity and perseverance.—*London Railway News.*

New Orleans and Ohio Railroad.

A Grand Railroad Meeting will be held on the 28th inst., at Paducah, Ky., for the purpose of considering important Railroad interests. The meeting is called by a committee of invitation on the part of the city of Paducah, of which the Mayor is chairman, and on behalf of the railroad company, headed by L. M. Flournoy, Esq., its President.

At a called meeting of the president and directors of this company, held in Paducah on the 31st of July, a letter was presented from the secretary of the Mississippi Central Railroad Company, in which it was stated that at a meeting of the directors of that company at Water Valley, Miss., on the 17th of July, a committee was appointed to examine into the details of certain propositions which had been laid before the board looking to a co-operation with the New Orleans and Ohio Railroad Company, in the construction of a railroad from Mayfield, Ky., to Jackson, Tenn., by which a short and advantageous route will be opened *via* Paducah, Ky., to the eastern and northern markets and lines of travel, with a view to completing such arrangements and carrying out the enterprize, with instructions to confer with a committee to be appointed by the latter company.

A letter from the president of the New Orleans, Jackson and Great Northern Railroad Company was also presented, endorsing the project; and another from the president of the Mobile and Ohio Railroad Company signifying his approval, for the reason that it would clearly make a direct communication with the Gulf, both at New Orleans and Mobile. And that as Paducah will at no distant day have a road to Vincennes, Ind., thus putting them in connection with the great routes eastward, it would make the proposed New Orleans and Ohio Railroad a part of the shortest and most direct route between the great cities of the east and those of the Gulf; and with the construction of a short road from Paducah to some point on the Illinois Central Railroad, will make this road a portion of the shortest and most direct route from the east and the north and west to the cities of the Gulf, as well as one of great earning power.

It is expected that delegates from the principal southern and western roads will be present, and the hospitalities of the city of Paducah have been extended to them during their stay in that place.

United States and State Debts.

In confutation of some of the statements which have been published as to the amount of the aggregate debt of the United States, Federal, State and Municipal, the London *Economist* publishes a letter from Mr. George Walker, of Massachusetts showing that the aggregate of the State debts only increased $96,854,551 during the six years ending with 1866, and that in the States of Ohio, Indiana and Illinois, the indebtedness was actually reduced during that period by $6,000,090, while in Pennsylvania it was reduced $2,000,000. Mr. Walker adds, moreover, that while hardly any of the States of the West, and few of the States of the East, approached New York in the extent of their outlay in bounties, yet, if the debts of the rest of the North, both State and local, were on the same scale as that of New York, they would not exceed $850,000,000. His conclusion is that the entire debt, State and local, of the whole Union, including the Southern States, cannot exceed $650,000,000, which, added to the Federal debt, as it appears by the June statement, would make the total public debt of the American people $3,165,000,000—a sum which it was at one time confidently anticipated the Federal debt alone would reach by the close of the war. Some of the writers on this subject have represented the total debt as $4,000,000,000, and even $5,000,000,000, while the local debts have been represented as reaching $1,500,000,000.

Mineral Point Railroad.

The Grant Co., Wis., *Witness* says that the amount subscribed toward the completion of the railroad from Platteville, in Grant Co., to Calamine, in Lafayette Co., now stands at $300,000, of which Mr. Beecher, of the Mineral Point Railroad took $150,000, the town of Platteville $60,000, and the citizens of Platteville $90,000. This amount, if it was all in ready cash, the *Witness* says "would be nearly enough to complete the road—$320,000 being the amount estimated as necessary. But as a considerable portion of the individual, and all of the town stock is second and third class, the company will only be able to realize about 66⅔ cents in cash on each dollar of stock subscribed. This will make it necessary to raise $120,000 more stock, and it is proposed to raise it in the following towns: Belmont, $30,000; Elk Grove, $30,000; Kendall, $20,000; by towns this side of the line, $40,000."

The amount already subscribed is sufficient to construct five miles of road; and if the remainder should be taken, the eight miles can be completed and a depot built by the 1st of January next.

The Overland Telegraph.

From Chicago, the initial point, there are two independent lines running through Iowa to Omaha, besides a third *via* St. Joseph; from Omaha there are two lines, one *via* Fort Laramie; and the other *via* Denver to Salt Lake City; from Salt Lake two wires to Virginia City, Nevada, and from this latter place five wires (by three routes) to Sacramento and San Francisco. Salt Lake has telegraphic communication with Montana, besides Brigham Young's wires to the more important Mormon settlements north and south. Virginia City, Nevada, has a wire to the Humboldt mining district. The extension of the Western Union line toward Behring's Straits runs from Sacramento by way of Portland, Oregon, to New Westminster, British Columbia. The old California State Telegraph (now consolidated in the Western Union) takes in all the important California towns, from Yreka in the north to Los Angeles in the south, from whence a new wire is to be extended by way of Arizona and Texas to New Orleans.

The New Mail Route to Texas.

The post office contract for mail transportation from Brashear, Louisiana, by Sabine Pass, Texas, Beaumont, and Liberty to Houston and back six times a week by steamboat and railroad, opens a new route. Trains now make only two trips a week over that road. At present no steamer runs between Brashear and Sabine Pass, though there is an outline line from New Orleans, by way of Mississippi River, to that point.

The distance from Sabine Pass to Beaumont is some fifty or sixty miles by water, and only light draft steamers run on that route. The distance by land is only about half as great. The New Orleans road is constructed to Orange, some twenty-five miles below Beaumont, but trains run only as far as the latter place. From Beaumont to Houston, by the New Orleans Railroad, which extends through Liberty, the distance is about eighty miles.

This new route will greatly facilitate the transportation of mails between New Orleans, Houston, and interior Texas, and direct attention to the superior advantages of an all rail route connecting New Orleans with Texas.—*N. O. Republican.*

Union Pacific Railroad.

The ninth section of 24 miles of the road and telegraph line of the Union Pacific Railroad Company, eastern division, having been finished, bonds therefor to the amount of $384,000 have been issued. This road is now completed, as required by law, for 234 miles west from the eastern line of the State of Kansas, and has in use 25 locomotives, 16 passenger coaches, 8 baggage, mail and express cars, 118 box, 222 flat, 31 cattle, 46 hand and 7 boarding cars.

Pennsylvania Canal.

This company has recently made a survey of the canal and river from Harrisburg and Huntingdon, with the view of adapting the Juniata to slackwater navigation. The Lewistown *Gazette* thinks there is nothing in the way to prevent this from being carried out. Such a change would soon create steam navigation, at least for light-draught boats. At a comparatively small expense, a channel from fifty to one hundred feet wide and from two to three feet in depth, could be made by removing a few rocks and stones.

☞ The Waterloo, Iowa, *Courier* says that the "engineers are now on the line of the Valley road near Vinton, and are preparing the line for subletting as rapidly as possible. In one year from this date the cars will run through from Cedar Rapids to Waterloo. They are now laying the track on the Minnesota Central Railroad south of Owatonna, at the rate of a mile per day. In sixty days the iron horse will make his advent into Austin, fifteen miles north of the State line. Another year or two and the cars will leave Waterloo for St. Paul."

☞ We learn that 47 miles of the extension of the Iron Mountain road are under contract, from Belmont, Mo., to a point on the Cairo and Fulton Railroad, west of Charleston, and from that point in the direction of Pilot Knob, the present southern terminus of the road. The contractors are at work, expecting to have the road bed ready for the rails before January. We learn also that contractors for 130,000 to 140,000 ties, to be delivered on the line, are at work, and that the track laying is intended to commence next month and go on at the rate of half a mile a day.

☞ It is stated that a contract has been let for the immediate construction of the Grand Rapids and Indiana Railroad, from Fort Wayne, Indiana, north to Grand Rapids, Michigan. The work has been commenced on the northern end of the line, near Grand Rapids, and it will be pushed forward as rapidly as possible southward to Fort Wayne. It is the intention to extend the road to Mackinac, to tap the Lake Superior trade. The new road will cross the Michigan Central at Kalamazoo, and the Michigan Southern at Sturges.

☞ The Memphis and Ohio Railroad having failed to meet its obligations to the State of Tennessee, Governor Brownlow has taken possession of it, and appointed F. W. Spurling as receiver.

East Indian Railways.

From the Annual Report on Railways in India, just presented by Mr. JULAND DANVERS, we learn that the traffic for the year 1866 was affected by commercial troubles, as well as by droughts in some parts of the country, and unparalleled floods in other parts. Still, the two great companies, the East Indian and the Great Indian Peninsular, realised profits during the earlier half which enabled them for the first time to divide more than the 5 per cent. interest guaranteed. To prevent any check to the progress of construction of the various lines from the difficulty of raising capital, the Government have at times made advances of more than a million sterling. At the beginning of the year there were 3,331 miles open, 205 were finished during the twelve months, and 101 miles since, thus raising the total to 3,637. The completion of the Great Indian Peninsular to Nagpore places India in a greatly improved position for providing this country with cotton. As regards the works in course of construction, it was expected that the East Indian line to Jubbulpore would have been opened to the public on the 1st of June, and that the Great Indian Peninsular will, by October or November, 1868, effect a junction at that place which will establish a through communication between Bombay and Calcutta. The total length of railways remaining to be constructed, and for which a Government guarantee has been granted, is 2,005½ miles. In addition, proposals have been considered for three lines—namely, of 570 miles from Baroda to Delhi, one of 500 miles to unite the Scinde and Punjaub, and one of 250 miles from Lahore to Peshawur. The first would cost £6,840,000, the second £6,000,000, and the third £5,000,000, making a total of nearly £18,000,000. It has been determined not to authorise the Lahore and Peshawur, and no decision has yet been come to with respect to the others, but surveys are being carried on. There are also projects, which are evidently regarded with favor by the Government, for a chord line for the Great Indian Peninsular Railway, an extension of the Madras railway to the sea-coast, and an extension of the East Indian across the Hooghly into Calcutta.

Out of 43,398 shareholders and debenture-holders, the native proportion, which was in the previous year only a little over 1 per cent., is now actually below that amount. The total capital thus far raised for Indian lines is £67,254,802, and the further lines already authorised will raise this to £88,000,000. The receipts of the year ended the 30th June, 1866, were £4,537,235, while the expenses of working and maintenance were £2,225,495, showing a net profit of £2,304,534—a result which contrasts favorably with the working expenditure of the largest English companies, notwithstanding the adverse influence of dear fuel. At the existing rate of freights, coal and coke, before they are landed in India, cost 50s. per ton, and the extra charges, so far as the Western and Southern districts are concerned, raise the cost to about 60s. The East Indian Company have exceptional advantages from the coal fields near Calcutta, and the cost to them of coal per train mile is 3¼d., while on the Great Indian Peninsular it is 1s. 6¼d. Coal from Australia and Labuan is being tried, but wood is looked to as the resource that must in many cases be relied upon, and with that view planting on an extensive scale should take place, it is considered, annually for several years to come.

☞ The contract for building the Winona Eastern Connection has been let to Messrs. Wells & French, and the grading is to be done at once.

Gamblers on the Cars.

Observing travelers on many of our longer routes have seen with displeasure that professional gamblers have grown quite into the habit of taking advantage of the facilities furnished by railway companies for a social game at cards, and they have also wondered that the railway managers have taken no steps to prevent these fellows from plucking the unsuspicious or unsophisticated at a game of euchre ingeniously developed and perverted into a game of poker or even three-card monte, and from pursuing, *en route*, the avocation which constabular "descents" have made more hazardous and less profitable than it once was in our cities. And, in the absence of any official efforts to suppress this nuisance, we think this public commendation is merited by Conductor Wheeler, of the Bristol Steamboat Line, who has taken the matter into his own efficient hands, and has not only suppressed several attempts at gambling upon the train, but has, in at least one instance, as we positively know, compelled the peripatetic plunderers to restore the money of which they had cheated a fellow-passenger. We hope Mr. Wheeler's spirit and determination will not only meet the approval of his superiors, but will incite all our railway superintendents to issue such orders as will insure either the abolition of gambling on their trains or the arrest and punishment of the gamblers.—*Boston Advertiser, July* 18.

Manassas Gap Railroad.

The Alexandria *Gazette* says that the contract for rebuilding the Manassas Gap Railroad to Mount Jackson has been awarded by the Orange Company to Messrs. Placide & Clarke, of Baltimore, and that the work will be begun at once and vigorously prosecuted. The contract is for rebuilding the road from the present terminus of the track, at Piedmont, in Fauquier county, twenty-seven miles from the junction with the Orange and Alexandria Railroad, to Mount Jackson, a distance of about fifty-one miles. It is understood that the contract is favorable to all parties, the contractors taking in part payment a large amount of the new bonds of the consolidated company. According to a report made by Mr. Vandegrift, the general superintendent, to the meeting of the stockholders of the Orange and Alexandria Railroad Company, in April, last, the cost of reconstructing the road from Piedmont to Mount Jackson will be about $400,000. There have, as yet, been no proposals solicited for continuing the road to Harrisonburg.

☞ The Dubuque *Times* says that the $1,200,000 stock for the proposed bridge across the Mississippi at that point has all been taken in New York, and the work will be commenced as soon as the plans are adopted.

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THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE,
ALBANY, July 25, 1867.

TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of three per cent. on the capital stock thereof, free of the United States income tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of July inst., and be reopened on the morning of Friday, the 23d day of August next.

4t31 E. D. WORCESTER, Treasurer.

NEW YORK, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
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JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,

NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

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PATENTED FEBRUARY 21st, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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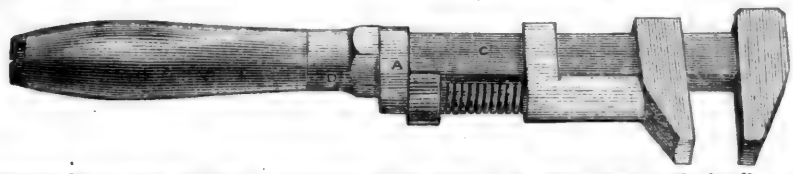
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This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

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Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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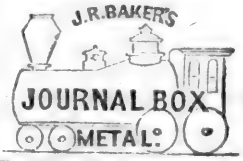
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THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

1st. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 425 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 93 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

7th. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

9th. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. Stocks.

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and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*

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This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

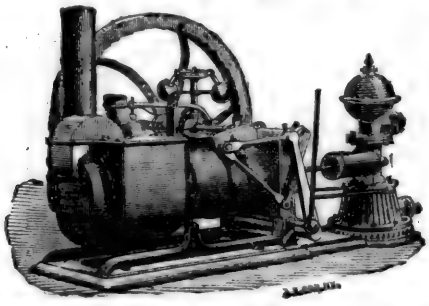
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Several Licenses have already been granted for the manufacture of this Car Wheel.

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American Railroad Journal.

New York, Saturday, August 31, 1867.

Illinois and St. Louis Bridge Co.

On the 21st of February, 1867, the Legislature of Illinois incorporated the Illinois and St. Louis Bridge Co., for the purpose of constructing and maintaining a bridge across the Mississippi River, opposite the city of St. Louis. The gentleman named in the act of incorporation, duly organized on the first of March last, by the acceptance of the act, by subscriptions to the stock, and by the election of the following Board of Directors: L. B. Boomer, R. P. Tansey, George Judd, Wm. R. Morrison and C. Beckwith.

At an election held on the same day by the Board of Directors, L. B. Boomer was chosen President, and R. P. Tansey, Secretary.

Simultaneously with the above proceedings, an organization was effected in Missouri, in accordance with the requirements of the law of that State governing the formation of private corporations for bridge-building purposes, under the corporate name of the Illinois and St. Louis Bridge Co., for the purpose of constructing a bridge across the Mississippi River at the most eligible and practicable point opposite St. Clair County in Illinois, within the limits of St. Louis County. The same persons named above as directors of the company organized under the Illinois charter, were appointed as Directors under the Missouri incorporation. The two corporations are, therefore, for all practical purposes, one, their object being the same, to build a bridge across the Mississippi at St. Louis.

With a view to the early commencement of work upon this bridge, the directors, accompanied by several of the most prominent civil engineers in the country, met in convention at the Southern Hotel, St. Louis, on the 21st inst., to consult upon the plans to be adopted, and various other matters pertaining to the general subject. Among those present were: Messrs. W. J. and C. L. McAlpine, G. A. Parker, L. Jee Fleming, E. S. Chesboro, R. B. Mason, T. B. Blackstone, L. H. Clark, E. H. Johnson, O. Chanute, A. Anderson, S. S. Post, J. B. Moulton, T. McKissock, H. C. Moore, and J. H Morley. Wm. J. McAlpine was elected President, and T. McKissock, Secretary.

After an address by the President, the following committees were appointed:

1. On the Regimen of the River and the character of the Bottom—Messrs. Moulton & Moore.
2. On Foundations and Piers—Messrs. Chesboro, Smith, Parker, Fleming, C. L. McAlpine, and A. Anderson.
3. On the Superstructure and Approaches—Messrs. Post, Shoemaker, Fleming, Chanute and Blackstone.
4. On the River Commerce and its Navigation—Messrs. Moore and Churchill.
5. On the Commerce Crossing the Bridge—Messrs. Blackstone, Anderson, McKissock, D. A. January and Chas. A. Tucker.

On motion it was resolved that the President be specially added to the Committees on Foundation and Superstruction, and *ex-officio* to all the other committees.

The bridge will be nearly 2,000 feet in length, and will cross the river in spans, the two principal ones being 368 feet wide, at an elevation of 50 feet above the high water of 1844; or 85 feet above low water mark. It will enter the city either between Wash and Carr, or Carr and Biddle streets, crossing the levee at a height of about fifty feet, and Main street at an elevation of about twenty-five. The bridge at each end on reaching the shore line will have a desending grade until it strikes a level of about sixteen feet elevation between Main and Second streets, when it will curve northward and terminate at Cass avenue, about Seventh street.

After the preparation of the reports by the several committees, they will be submitted by the chairmen to the President of the Convention, to be by him consolidated into a general report, and transmitted to the Board of Directors of the Illinois and St. Louis Bridge Company. It is the intention of the company to commence work upon the Bridge as soon as the Reports of the committees are received.

Bridge over the Missouri River.

The laying of the corner stone of the Cameron and Kansas Railroad Bridge across the Missouri River, at Kansas City, took place on the 1st inst. O. CHANUTE, Esq., is Chief Engineer. The bridge, which is to be completed within the coming year, is to be of iron 1,400 feet long, with a draw in the channel of 362 feet. There will be six stone piers with spans of 250 feet. It will have a carriage way as well as a railroad track. This bridge with the one now building across the Mississippi River at Quincy, will give through connection, without breaking bulk, between Kansas City and the east.

☞ The amount of capital required ($1,200,000) for the construction of the Railroad Bridge across the Mississippi River, between Dunleith and Dubuque, having been subscribed, the work is to be commenced immediately. The bridge will be of iron, 50 feet above high water mark, if of continuous spans; or 40 feet, if constructed with a draw. This bridge will connect the Illinois Central and the Dubuque and Sioux City Railroads.

☞ A bridge is being constructed across the Mississippi River at Quincy, Ills., which will cost $2,000,000. It will connect the Hannibal and St. Joseph with the Chicago, Burlington and Quincy, and the Toledo, Wabash and Western Railroads.

☞ The earnings of the St. Louis and Iron Mountain Railroad Company for the month of July 1866, were $49,950 31.

Boston and Maine Railroad.

The earnings and expenses of this road for the years ending May 31, 1866 and 1867, have been as follows:

Earnings:	1866.	1867.
From passengers.....	$943,222 30	$976,683 97
" freight	519,005 70	581,996 28
" rents.....	18,729 94	23,290 18
" mails.....	11,104 46	10,889 78
" interest and div.	19,096 85	17,866 45
" P., S. & P. R. R.	10,000 00	10,000 00
	$1,521,159 25	$1,620,676 66
Expenses, viz:		
Repairs of road.....	$136,655 54	$145,212 25
" bridges ...	27,870 52	39,384 54
" stations,etc.	27,338 19	88,348 82
" fences.....	5,103 07	5,691 51
" locomotives	63,745 25	79,627 06
" cars	71,730 85	67,106 95
Switchmen, gatemen, etc.....	38,123 43	40,442 77
Passenger expenses..	112,023 25	117,421 26
Freight expenses....	92,751 22	114,061 73
Wood.....	75,812 65	75,779 76
Sawing and pumping	22,591 98	27,428 39
Oil and waste.....	13,184 11	17,197 50
Damages & gratuities	7,876 71	3,776 53
General expenses....	20,410 11	35,842 96
Taxes.....	104,515 68	87,573 27
Insurance	3,560 00	4,023 83
Coal for locomotives.	59,808 22	70,599 12
Removing ice & snow	245 36	6,233 78
Danvers railroad rent.	7,500 00	7,500 00
Depreciation of locomotives and cars...	84,344 03	.....
Renewals of rails....	36,529 26	52,426 37
	$1,017,219 43	$1,085,678 40
Earnings less exp....	$503,939 82	$534,998 26
Deduct tax on dividend and surplus.		27,293 50
Net profits.....		$507,704 76
From which deduct two dividends of five per cent. each.....		415,570 00
Leaving an undivided balance of..		$92,134 76
To which add balance from previous year.....		882,958 95
Total, as in General Balance Sheet..		$975,093 71

Compared with 1866, the gross earnings of 1867, show an increase of $99,517 41, with an increase in expenses of $68,458 97—making an increase in net earnings of $31,058 44. The report says:

The length of road constructed by this corporation is about eighty-three miles. This includes the Medford, and Methuen and the Great Falls Branches.

The Methuen Branch has always been operated in connection with the Manchester and Lawrence Railroad, and is, in fact, a part and parcel thereof.

The whole length of road now actually operated by us, including the Danvers, the Newburyport, and the Dover and Winnipisseogee Railroads, is about one hundred and forty-five miles. There is a double track from Boston to North Andover, a distance of about twenty eight miles. The remainder, with the exception of the usual turnouts and sidings, has a single track only. The exigencies of the road require that the double track should be extended to Haverhill at no distant day.

During the past year we have been engaged in building more than usual. The station arrangements at Haverhill have been completed by the erection of substantial and commodious Passenger and Freight Depots. The buildings there, including the car and engine houses, are of the first class, and well adapted to the wants and conveniences of that enterprising and flourishing town.

We are also constructing new station buildings, both passenger and freight, at Exeter. These have been long needed, but have been delayed hitherto by causes over which we had no control. When completed, they will probably give satisfaction to the patrons of the road in that town. They will be built of brick, with slated roofs, and sufficiently capacious to meet the wants of the public for many years to come.

The wooden bridge, near Durham station, has been replaced by a permanent structure of stone and gravel. The arch is apparently very substantial. Although more expensive than wood, we trust it will, by its greater safety and durability, prove to be true economy.

The enlargement of the roadway of Charles street, Dover, and the consequent construction of one new abutment for the bridge spanning that street, are nearly completed. The superstructure of wood is now being erected by contract. It is understood that the plan, now nearly completed, will give perfect satisfaction to the city authorities and the public generally.

We have also built the abutements and a bridge over the new canal in South Lawrence.

A new passenger depot of wood, at Highland station, in Melrose, is under contract and will be finished during the summer. It is an important station, connecting there with the Stoneham Street Railroad. Our present depot has long been inadequate to accommodate the many passengers which daily go to and from that section.

By an outlay of several thousand dollars at Boston and Reading, there has been provided shelter for passenger cars, which otherwise would be exposed to the scorching heat of the sun in summer, and the severe storms of inclement winter.

Since we came into possession of the Dover and Winnipisseogee Railroad, Dover has become more of a centre than formerly. Consequently, arrangements have been made to have the rails repaired and other mechanical work done at that Junction, which was formerly done at the Rollinsford Junction and other places.

The outlay in the purchase of real estate at South Berwick Junction, Dover, Haverhill, Lawrence and other places, for the convenience of the road, has been considerable, but will, we doubt not, prove in the end to have been judiciously made.

We have suffered largely from fire during the past year. In consequence of the extreme dryness, during the last two years, considerable amount of property has been destroyed by fires originating from sparks from the engines. During the early part of that period we were protected by insurance. But we could not continue that insurance, nor obtain new insurance for spark-risks in reliable institutions. We therefore had to pay several thousand dollars during the last year for damages from such fires.

But the greatest calamity, which has befallen the road for many years, occurred at Lawrence, on Sunday, August 12, 1866, near the middle of the day.

The car and paint shops, wood and lumber sheds, were totally destroyed by fire. Other buildings were injured, and much material, valuable machinery, &c., were consumed or rendered comparatively worthless. We had insurance, applicable to that risk, of $33,000. Some of the offices have paid in full, others, which are in liquidation, pay only in part. We have re-built only partially, and for a temporary purpose, not being fully satisfied what would be the most judicious course to be adopted.

Every branch of the rolling stock has been largely increased during the past year. One hundred freight cars, six elegant passenger cars, and five locomotives have already been purchased at an expense of more than $190,000, and placed upon the road. Two old passenger cars and one old locomotive have been disposed of. More passenger cars are contracted for, and we shall need more freight cars and engines, in order to transact with promptness and efficiency the constantly enlarging business of the road.

From the extension of manufactures, the increase of mechanical operations, and the general growth and prosperity of the country, along the line of our road and its connnections, we have abundant reason to anticipate increased prosperity in the future.

By comparing the tables of this year with those of former years, the increased amount of business can be readily ascertained, and the sources from which it is derived, and the future prosperity of the road be thus established. Take our local business, for instance, for the past four years and the result is as follows:

The amount of earnings from local passengers and local freight for the years ending May 31, was:

	Local passengers.	Local freight.
1864.....	$524,068 04	$274,454 86
1865.....	649,174 91	302,760 11
1866.....	759,902 54	424,827 08
1867.....	795,115 59	462,158 02

Take also the business from connecting roads. The amount of earnings, from such business, on our road for the same time, is as follows:

	Passengers. —	Freight.
1864.....	$161,957 66	$96,950 49
1865.....	175,526 06	91,278 42
1866.....	183,819 76	94,178 62
1867.....	181,568 38	119,838 26

In the above statement is included the amount of the earnings on the main road and on all other roads and branches operated by us.

The above table is very suggestive and needs no comment.

The amount received from the sale of shares, and which constitutes the whole amount of capital paid in, is $4,076,974 52; and the amount used in constructing and equipping the road, as represented upon the books, is $4,609,254 16. The excess of $532,279 64 has been paid from the current revenue. In addition to this, in the early days of this corporation, loans to the amount of $150,000 were obtained on the credit of the State and paid at maturity, from the earnings of the road. Since which time the actual capital has been represented by the amount above named, which is all that was obtained from the sale 41,557 shares of stock, and it is all that has ever been received for the construction and equipment of the road, which has not been repaid by its earnings.

There have been from time to time large outlays, which might properly have been, but which were not, charged to the accounts of construction—such as the enlargement of the bridge over Charles River at an expense of $40,000; the purchase of real estate at Haverhill and other places many years ago; the erection of new and enlarged depots, car and engine houses, turn-table, sidetracks, the increase of the rolling stock, &c.

It cannot but have been observed, that, for some years past, the amount of net profits has been smaller, comparatively, than formerly. This arises from the high price of labor, iron, fuel and all other materials used in the manufacture of engines and cars and in keeping the road and equipment in repair.

Another item of expense which has lately become of great importance is the amount of taxes. Formerly it was comparatively small. The amount in 1862, as estimated, was $13,878 57; in 1867, $114,866 77—an increase in five years of $100,988 20.

Our relations with the Portland, Saco and Portsmouth Railroad continue as heretofore under the contract of 1847. We have received from that road the sum of ten thousand dollars as surplus during the past year.

This by no means represents the actual amount due us as surplus earned, since the sum placed to the credit of this corporation on the books of the P., S. & P. Road has been increased during the year, from $108,734 56 to $155,729 35. A large amount of this has been, or is to be, expended in the purchase of land, in the building of a new engine house and machine shop, and in other improvements. All these expenditures are intended to be represented in a special improvement account.

There is a discrepancy between our accounts in

respect to the haulage of freight between Boston and Portland, but we trust it will be adjusted on equitable principles. A suit has been commenced by that road against this corporation on account of the offer of compromise, in regard to coin dividends, made by the directors of this road by their vote passed Dec. 17, 1864, which vote is printed in full in their Annual Report of 1865.

A contract between the Eastern Railroad Co., and the Boston and Maine Railroad was made and executed May 3, 1867. It is founded on principles of justice, and we see no reason why it may not be permanent and insure peace and harmony between these neighboring railroads. The principle recognized in this contract is, that priority of occupation gives a right to establish the tariff of tolls, to which the other road agrees to conform.

An important reduction in passenger fares was made in March last. The regular fare is now established upon a basis of three cents per mile, which is a reduction of one-half cent per mile from the former tariff.

The usual repairs have been made upon the road and rolling stock, and both are believed to be in good working order.

The examination of the accounts, made under the direction of a committee appointed to that duty, shows a satisfactory result.

The number of miles run by passenger trains was 532,590; by freight trains 251,793; by gravel trains, 14,906; by extra trains, 12,229—total miles run, 811,518. Number of passengers carried, 3,070,724; do., carried one mile, 43,056,491; do., carried to and from other roads, 296,082; do., carried one mile do., 10,108,817. Tons of merchandise carried, 319,905; do., carried one mile, 12,396,761; number of tons of merchandise carried to and from other roads, 68,918; do., carried one mile do., 4,175,392. Tons of freight carried for use of the road, 145.

CONDENSED BALANCE SHEET.

	1866.	1867.
Construction	$3,966,253 68	$4,027,896 93
Equipment	446,557 23	581,357 23
Property accounts	140,433 78	176,012 81
Cash	17,383 88	56,786 94
Notes	265,100 00	82,700 00
Open accounts	77,087 05	27,242 16
B. & M. R. R. stock	50,000 00	50,000 00
Danvers R. R. bonds	73,000 03	73,000 00
Do., as per agreement	27,250 00	27,330 00
Newburyport R.R. as per agreement	300,000 00	300,000 00
Great Falls and Conway R. R. bonds	20,000 00	20,000 00
Surplus account	3,225 73	
	$5,386,291 35	$5,422,326 07
Capital stock	$4,076,974 52	$4,076,974 52
Sundry balances	108,176 63	93,919 54
Deposit on account of Newburyport R. R. bonds	2,160 00	2,160 00
Amount payable on account of Newburyport R.R. b'ds.	1,490 00	1,490 00
Tax on dividend	11,276 64	13,021 00
Div. payable July 1	205,285 00	207,785 00
General reserve acc't, undivided earnings	882,958 95	975,093 71
Reserved profits in surplus account	89,454 31	44,910 90
Received on insurance account	8,515 30	6,971 40
	$5,386,291 35	$5,422,326 07

President.—F. COGSWELL.

Directors.—Francis Cogswell, Peter T. Homer, Nathaniel G. White, E. J. M. Hale, George C. Lord, Amos Paul and John E. Bickford.

Treasurer.—A. BLANCHARD, JR.

Superintendent.—WILLIAM MERRITT.

Pacific Railroad Companies.

The companies embraced in the Pacific Railroad Act, and entitled to participate in the grants of Government aid for the construction of the National Trunk Line and branches, are enumerated by the Secretary of the Treasury in a tabular exhibit of the names of the different roads, the distances to be built under Government patronage, and the amount of bonds per mile to be issued to each as follows:

	Distance in Miles.	Am't per Mile.
Central Pacific Railroad—From Sacramento to the western base of the Sierra Nevada	7.180	$16,000
Thence, 150 miles across the Sierra Nevada	150.000	48,000
Thence, to the probable junction with the Union Pacific, or to a point 78.295 miles east of Salt Lake City	544.115	32,000
Total	701.295	.....
Union Pacific Railroad—From Omaha to eastern base of Rocky Mountains	516.000	$16,000
Thence, 150 miles across the Rocky Mountains	150.000	48,000
Thence, to the probable junction with the Central Pacific, or to a point 78.295 miles east of Salt Lake City	289.705	32.000
Total	955.705	.....
Union Pacific Railway, Eastern Division—For a length equal to the distance from the mouth of Kansas River, *via* the Kansas and Republican Rivers, to 100th meridian—(is allowed to connect east of the Rocky Mountains, about 700 miles,) entitled to bonds for	381.000	16,000
Atchison and Pike's Peak Railroad—now called Central Br. of Union Pacific—100 miles next to the Missouri River	100.000	16,000
Sioux City and Pacific Railroad —From Sioux City to its junction with the Union Pacific Railroad at Fremont	100.000	16,000
Western Pacific Railroad—From San Jose to Sacramento	120.000	16,000

The total amount of bonds to be issued to these companies by the U. S. Government is as follows:

	Miles.	Bonds.
Central Pacific	701 295	$24,726,560
Union Pacific	955.705	24,726,560
Union Pacific—Eastern Div.	381.000	6,096,000
Union Pacific—Central Br.	100.000	1,600,000
Sioux City and Pacific	100.000	1,600,000
Western Pacific	120.000	1,920,000
Total	2,358.000	$60,669,120

The charter of the last named company contemplated a line from Sacramento toward San Francisco, making the circuit of the bay of that name. Their franchise has recently been assigned to parties in the interest of the Central Pacific Railroad Company; and it is probable that this line will be incorporated with the Central Pacific Railroad, and the road extended from Sacramento to San Francisco by the shortest, most direct and practicable route, so soon as the overland connection is completed.

The Government bonds issued to these companies bear six per cent. interest in currency; in addition to which each company is authorized to issue an equal amount of its own bonds, having priority over the Government issues. The interest on these bonds is payable in gold. At this date, the Union Pacific has 416 miles completed; the Eastern Division, 234 miles; and the Central, 105.

Memphis and Savannah Railroad.

The country is greatly indebted to Col. Harkie, and his corps, for the valuable services which they have rendered in prosecuting this work under the most unfavorable and discouraging circumstances.

There is not in the whole South a richer field for the safe and profitable investment of capital than that afforded by the mineral deposits in the vicinity of Elyton. In addition to unparalleled veins of the purest and most malleable iron ore which extends the whole length of Red Mountain, inexhaustible coal beds are scattered throughout this part of the State, extending over the great part of Tuscaloosa, Shelby, Jefferson, Blount, Walker and adjoining counties. The most extensive of these coal deposits known as the Warrior Coalfields, cover an area of over five thousand square miles (according to the report of the late Prof. Toumy,) and lies almost within a stone's throw of Red Mountain—the great iron deposit of Alabama—a fact to be appreciated has only to be made known to iron-mongers. The Memphis and Savannah Railroad, the survey of which is now progressing, runs, we understand, directly through the centre of this coalfield, and will, when completed, afford transportation for thousands upon thousands of tons to be used in our Southern cities for manufacturing and maritime purposes. In connection with our mineral resources, the fact should not be overlooked that this section of country is as finely watered and timbered as any portion of the South.—*Elyton Herald.*

La Crosse and Winona Railroad.

A gentleman of this city who came through from Milwaukee on the La Crosse road on Thursday, informs us that the grading on the Winona Eastern Connection is already done from the point of junction as far as the view is unobstructed, and that there is a large force at work along the line of the road for several miles. Our informant states that he had an interview with one of the contractors, Mr. Wells, on the 15th, and learned from him that the iron for the track has been purchased, and a portion of it is now on the way westward from New York. The contractors were fortunate enough to close a contract for 50,000 ties, now lying within accessible distance of the track, and ready for use when required. Contracts have also been closed with mills on the Black river for the heavy timbers for the bridges, across the Mississippi at this city. The timbers can easily be floated down the Black river to the point where the road crosses that stream. We are further informed that the western end of the line opposite this city will be definitely located within a few weeks, and that active operations on the Mississippi bridge will be commenced sometime during the coming winter.—*Winona Republican, Aug.* 17.

☞ The Grand Trunk Railway Company of Canada are in want of 140,000 railroad ties, to be delivered at the following places:

Between Montreal and Sherbrooke	40,000
" Sherbrooke and Boundary Line	15,000
" Richmond and Point Levi	20,000
" Gorham and Portland	35,000
" Gorham and Boundary Line	20,000
" Three Rivers District	10,000

☞ A despatch from Olympia, W. T., says: The party which is making a survey of the Northern Pacific Railroad has found a route over the Cowlitz Pass to the forks of Cowlitz, which they report to be extremely favorable for the road. The survey over the mountains will be finished in thirty days.

Spanish Railways.

According to a statement of the Minister of Agriculture and Commerce, the amount of capital realized and subventions received by the different railway and canal companies in Spain on the 31st of December, 1865, was as follows:

	Railways. £	Canals. £
Nominal capital assigned by statutes	39,519,311	5,520,000
Capital represented by shares issued	27,936,074	1,800,000
Subvention assigned by laws of concessions	17,364,646	200,000
Capital in hand from shares	24,397,610	1,444,728
Subventions received	11,448,319	200,000
Nominal value of the shares issued	61,692,597	520,000
Nominal value of the shares taken up	54,777,354	520,000
Net value received	27,791,977	465,670
Total amount of shares and subventions	62,750,833	2,110,402
Net produce of traffic for 1865	2,927,450	476,606
Estimated amount necessary for the completion of all the lines	31,764,217	118,561

At the end of 1865 the number of kilometres in work was, as regards railways, 4,712; the number in course of construction was 806; and the number projected was 1,035. Of canals, the kilometres in work were 665.

☞ Arrangements have been effected whereby the early completion of the Kansas City and Fort Scott Railroad is anticipated.

Richmond and Danville Railroad.

The earnings from all sources for the fiscal years ending September 30, 1866, (first full year since the close of the war,) were as follows:

From passenger traffic		$204,983 27
" freight traffic		380,378 36
" express traffic		60,233 50
" United States mail		12,840 72
" telegraph line		2,636 88
" other sources		670 58
		$661,743 31
From U. S. transportation—passengers	$9,576 49	
From U. S. transportation—freight	1,394 20	
		10,970 69
Total gross earnings		$672,714 00

The ordinary expenses of the year were as follows:

For maintenance of road, bridges and buildings		$87,155 97
For maintenance of machinery		52,360 42
For conducting transportation, &c.		185,014 91
For salaries $12,172 63, and insurance $5,481 27		17,653 90
Operating expenses		$341,185 20
For internal revenue tax	$16,739 11	
On account of lease of Piedmont Railroad	30,000 00	
		46,739 11
Total ordinary expenses (57.67 p. c.)		$387,924 31
Excess of earnings over ordinary exp. —being 42.33 per centum of gross earnings.		$284,789 69
The total extraordinary expenses amounted to		$818,995 67
Add to balance Auditor's statement, interest account		110,703 44
Total (chiefly renewals and purchases of stock)		$929,699 11

The length of the Richmond and Danville Railroad between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The Coalfield branch to the Midlothian mines 1.14 miles operated in 1860 was not in use in 1866. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro', N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles.

The rolling stock owned by the company at the close of the year consisted of—locomotive engines 25, (increase one year 5); passenger cars—1st class 11, and 2d class 5, total 16 (increase 4); baggage and mail 5, (increase 2); freight cars—box 145, (increase 56,) and platform 49, (increase 9½,) total 194, (increase 65½); iron coal cars (6-wheel) 49, (increase 3); sand and gravel cars (4-wheel) 12, (increase 5); conductors' and service cars (8-wheel) 10, (increase 2.) The increase thus shown is probably more in number than in working power.

The earnings and expense accounts for the years ending September 30, 1860 and 1866, compare as follows:

	Miles of road operat'd.	Gross Earnings.	Operating Expenses.	Earnings less expens.
1860.	143.19	$560,904 43	$278,575 96	$282,328 47
1866.	190.52	672,714 00	341,185 20	331,528 80
Inc..	47.33	$111,809 57	$62,609 24	$149,200 33

The mileage of trains for the same years compare as follows:

	Passenger.	Freight.	Coal.	Other.	Total.
1860.	94,724	119,261	10,065	33,779	257,329
1866.	114,066	78,399	6,194	41,292	239,951
Inc..	19,342	.....	....	7,513	.....
Dec..	.....	40,862	3,871	.....	17,878

Passenger traffic compares as follows:

	Passengers carried— West.	East.	Total.	Passengers carried 1 m.
1860.	41,165	40,165	81,330	4,043,677
1866.	31,039	31,547	62,686	3,653,617
Dec..	10,026	8,618	18,644	390,060

Tonnage traffic compares as follows:

	Freight.	Coal.	Stone.	Belle Isle.	Expr.	Total.
1860.	86,919	32,346	7,389	9,889	150	136,693
1866.	32,917	25,918	....	6,927	2,359	68,121
Dec..	54,002	6,428	7,389	2,962	gain.	68,572

The number of tons carried one mile in 1860, was 7,130,742, and in 1866, 4,169,028.

These tables exhibit a large falling off in the business of the road as measured by number and quantity; but at the same time a very material increase in the fiscal results, indicating that the rates both of earnings and expenses has been largely increased, owing to general causes well understood. The receipts and expenses per mile run by all trains in the two years comparatively, show the changes in rates which have been effected, and are as follows:

Fiscal Years.	Receipts. per mile.	Expenses per mile.	Net earnings. per mile.
1860	$2.18	$1.08	$1.10
1866	2.80	1.42	1.38
Inc. 1866.	$0.62 (28.44 p.c.)	$0.34 (31.88 p.c.)	$0.28 (25.45 p.c.)

The financial condition of the company in 1860 and 1866, as exhibited on the balance sheets at the close of those years is exhibited comparatively in the following statement:

	1860.	1866.
Capital stock	$1,981,197	$2,000,000
State loan (34 years from April 8, 1853, to Sept. 30, 1854)	600,000	600,000
Guaranteed (Va.) bonds, due 1875 and 1876	200,000	200,000
Bonds extended (due 1863)	400,000	30,500
4th mort. b'ds reg., due '73		504,000
" " coup., due '75		322,000
Bonds for funding interest, due in 1869 to 1876	.....	61,000
Balance income account	538,849	2,149,438
Sundry accounts	38,430	54,084
Bills payable, &c., floating debt	73,608	729,308
Dividends unpaid	.....	7,984
Interest due on bonds	.....	79,547
Annuity due on State loan.	.....	84,000
Total capital and liabilities.	$3,845,084	$6,821,861
Against which are charged as follows, viz:		
Cost of property	$3,726,038	$4,917,500
Redemption fund on $600,000	38,909	74,909
Delinquent subscriptions	.....	18,703
Stock in Piedmont Railroad	.....	1,488,500
Balance due by ditto	.....	202,576
Sundry accounts	22,460	67,666
Cash in banks	57,677	52,007
Total property and assets.	$3,845,084	$6,821,861

This presents a very favorable condition, and a great improvement over the showing of 1860. After deducting stocks and bonds the total liabilities including $2,149,438 surplus of income, amount to $3,104,861

The assets after deducting $4,917,500 cost of road amount to 2,904,361

Leaving beyond this the value of Piedmont R. R. stock, &c., $1,691,076 to credit of the account $200,500

The immediate liabilities of the company amount to $954,923, (four last items in above account,) and the available assets, comprising the cash on hand and sundry accounts, amounting together to $119,673, leaving to be provided for, $835,250. To meet this debt the company are authorized to issue $500,000 in 10 years bonds, but hitherto have not been able to negotiate the same. The earnings, however, are increasing and much is hoped for from this source, and will probably be realized, so far as to relieve the company from their most pressing creditors. Most of this debt has been contracted for the purposes of reconstruction in Virginia and North Carolina.

Though considered as a leased road, the Piedmont Railroad is actually the property of the Danville Company, the latter owning 99-100th of the stock thereof, which in the aggregate is $1,500,000. It has but recently come into their possession. In April, 1865, it was seized by the U.S. Treasury authorities as Confederate property, and therefore confiscable; and was held and used for Government purposes until October 18, when after a full investigation it was ordered to be given over to the proprietors, and was finally restored on the 9th of December. On the 15th December, 1865, the Legislature of Virginia passed an act authorizing a change of gauge, and on the 1st February, 1866, the Legislature of North Carolina passed an act to the same effect. This change was made in four days, and on the 14th February, trains passed from Richmond through to Greensboro' without hindrance or detention. On the 15th February, 1866, the Legislature of Virginia passed an act authorizing the lease of the

Piedmont Railroad by the Richmond and Danville Company, and on the same day such lease at a fixed rent of $75,000 per annum was entered into by agreement between the respective boards of the two companies. At Greensboro', where the Piedmont Railroad connects with the North Carolina Railroad, a convenient joint depot has been erected.

A full history of the Richmond and Danville Railroad will be found in the JOURNAL for 1861, (issue of August 10,) p. 570. From this we abstract the following figures showing the progress of the company since the close of 1850, when the first section of the road was completed.

Sept. 30th.	Stock paid in.	Funded Debt.	Float'g Debt.	Total Capital.	Cost of Property.	Miles of road.
1851	$1,195,861	$140,000	$88,593	$1,424,454	$1,404,538	29.7
1852	1,372,325	200,000	246,795	1,819,120	1,806,966	67.7
1853	1,735,539	400,000	92,646	2,228,185	2,197,813	75.7
1854	1,883,579	812,500	112,943	2,809,021	2,858,711	92.7
1855	1,969,429	1,150,300	124,481	3,244,210	3,259,597	129.7
1856	1,975,000	1,200,000	78,263	3,253,263	3,449,467	143.2
1857	1,977,399	1,200,000	29,908	3,207,307	3,487,685	143.2
1858	1,980,997	1,200,000	25,154	3,206,151	3,588,653	143.2
1859	1,980,997	1,200,000	40,058	3,221,055	3,656,668	143.2
1860	1,981,197	1,200,000	73,608	3,254,805	3,726,037	143.2
	(Accounts in Confederate currency.)					
1866	2,000,000	1,717,500	729,308	757,292	4,917,500	142.0

The earnings account for the same years showed the following results:

Fiscal Years.	Gross Earnings.	Operating Expenses.	Net Profits.
1851	$19,954	$14,685	$5,269
1852	81,325	48,488	32,837
1853	164,965	96,416	68,549
1854	225,294	156,649	68,645
1855	316,309	170,282	146,027
1656	421,763	206,951	215,012
1857	461,918	206,382	255,536
1858	491,674	224,481	267,193
1859	554,203	261,215	292,988
1860	560,204	278,576	282,328
	(Accounts in Confederate currency.)		
1866	672,714	341,185	331,529

The following are the officers for the year 1866–'67:

President.—A. S. BUFORD.

W. T. SUTHERLIN, A. Y. STOKES and A. F. HARVEY, Directors appointed by Board of Public Works.

WOOD BOULDIN and J. R. EDMUNDS, Directors elected by the stockholders.

Superintendent.—THOMAS DODAMEAD.

Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

East Indian Railway.

The annual meeting of this company was held in London on the 2d of July. The Report of the Directors states that they addressed a strong remonstrance respecting the delay in the construction of the works on the Chord line to the contractors, who had assured them that nothing should be wanting on their part to prevent any further complaint as to the progress of the works. The doubling of the line between Khanoo Junction and Seeterampore, and between Luckieserai and Allahabad, had been commenced. A considerable portion of the permanent way materials for the Chord line and for the doubling was in course of shipment. The Jubbulpore line was completed so far as to admit of arrangements for its being opened for traffic on the 1st of June. The board thought that some time must elapse before the line on the Bombay side could be brought into connection with Jubbulpore. The Great Indian Peninsula Railway connected Bombay with Nagpore, between which and Jubbulpore there was a good public road, and if sufficient means of communication by dak or coach should be found practicable by the company's agents there was no reason why passengers should not book through to Calcutta or Delhi, or any station between those two cities and *vice versa, via* Bombay. The locomotives and rolling stock were in good order. The permanent way and works had been thoroughly well maintained, partly by contract and partly by the company's own officers, at a cost of 8.11d. per train mile. The working expenses for the half year ended the 31st January last, were 47.85 per cent., against 47.01 per cent. in the corresponding half year. The working expenses for the year 1866, were 44.34 per cent., against 44.65 per cent. in the year 1865. The total number of passengers carried during the year 1866, was 4,078,081, against 4,249,618 in 1865. The tonnage in goods and minerals for the year 1866, was 802,043 tons, against 752,041 tons in 1865. The gross earnings for the year 1866, were £2,011,090, against £1,678,944 for the year 1865, showing an increase of £332,146. The gross earnings for the half year ended the 31st of December last, were £945,766, against £855,135 in the corresponding half of 1865, showing an increase of £90,631. The net earnings for the half year, were £493,097, against £454,667 in the same half of 1865, showing an increase of £38,430. The net earnings since the opening of the line had been as follows: from the 15th of August, 1854, to the 31st of December, 1862, £1,122,426; for the year 1863, £439,964; for the year 1864, £625,895; for the year 1865, £928,751; and for the year 1866, £1,119,315—total, £4,236,351. The result of the year's working was satisfactory, as, notwithstanding a considerable falling off in passenger traffic arising from the general distress, the net earnings were £190,564 in excess of those of the previous year, over the same mileage. The passenger traffic during the current half year had recovered itself, and at the date of last advices showed an excess over the same period last year. The traffic receipts for the first 23 weeks of the current half year ended the 30th of May, including interest on balances, amounted to £1,094,785, against £979,148 for the corresponding period of 1866, showing an increase of £115,637. The board had entered into contracts to make up the rolling stock to a traffic equal to £60 per mile per week, which would require an expenditure of about £300,000. The board had issued since the last meeting £1,000,000 of share capital, and at an early date they intended to raise a further sum of £1,000,000 either in shares or debentures. They considered that this sum, with other amounts yet to be called up on the L shares, would render it unnecessary to issue more capital until next year. The capital account showed that £26,001,342 had been expended. The interest account showed that a total of £9,092,917 had been received from the Government, and that £4,186,818 of it had been repaid from revenue.

Finances of New Jersey.

New Jersey at length has a debt of sufficient magnitude and importance to command notice in the columns of financial newspapers. Still she is far behind, according to wealth and population, that of almost any other State in the Union. As compared with New York, which is the largest State in the Union, and considered the wealthiest, New Jersey compares most favorably. The latter State, by the census of 1865, had 773,000 inhabitants; and New York, whose census was taken the same year, had 3,831,777. That is to say, New York had nearly five times more people than New Jersey. But New York has about sixteen times as great a State debt as New Jersey—owing over $50,000,000, and New Jersey only $3,395,200. Thus, though small, our little neighbor can, with some right, retort the sneers sometimes indulged by her big neighbors. The present debt commenced in 1861, when $1,789,900 was raised under an act authorizing a loan at 6 per cent. of not exceeding $2,000,000, for war purposes, redeemable at about $100,000 annually up to 1884. By a supplementary act, passed in 1863, a loan of $100,000 more was authorized for the same purpose, at the same rate of interest, payable about one hundred thousand dollars annually, beginning in 1886, up to 1896. Under this act certificates in the amount of 1,002,900 were issued. By a further supplement in 1864, a sum, including $4,000,000 was authorized for the same purpose, at a rate of interest not exceeding 6 per cent. A preamble to this act stated that $4,000,000 had been heretofore appropriated for paying the expenses incident to the suppression of the rebellion; but that not more than $3,000,000 had been borrowed, leaving authority to borrow $1,000,000 more; and since the State was indebted more than $600,000 for expenses incident to said suppression, this act provided that the Governor and Treasurer might borrow the sum of $1,000,000. The outstanding issues under these two laws, at the close of the fiscal year, amounted to $593,400, payable with six per cent., semi-annually, $199,400 January 1, 1867; $200,000 January, 1888; $123,000 January, 1889, and $79,000 in 1902. Thus of the $4,000,000 authorized only $3,395,200 have been issued. The first law passed upon this subject (that of 1861) provided that no more than $100,000 thereof of principal money should be made payable in any one year. The same provision was found in the supplementary act of 1863, except that in the latter it is enacted that no part of the principal should be paid before 1886, and the further supplement of 1864 declares that not more than $200,000 of the principal authorized by its provisions should be made payable in any one year, and no part thereof before 1897. It follows, therefore, that these bonds, which compose the evidences of the State debt, are payable in instalments, and at different times between the year 1865 and the year 1902. The three first instalments of the principal (those of Jan. 1, 1865–'66–'67,) have been already paid from the sinking fund, the chief resource of which is the proceeds of a general tax of $280,000 a year on the property within the State. Beside this amount of debt created directly by State authority to prosecute the war, there was raised by the several counties for the payment of bounties and indebtedness in connection therewith, $23,448,988, being a *per capita* charge on a population of 772,700 of $30 31. This total represents the moneys absolutely contributed by the several towns, counties, &c., for the purposes of war, which added to the funded State debt of $3,395,200, shows the entire contributions of New Jersey for the purposes mentioned. This is $34 70 *per capita*, or reckoning five persons to a family as the average, would make $173 50 to each head of a family. The interest on this amount, at 6 per cent., is $1,610 591 28-100 a year, or $2 08 *per capita*. The total valuation of the State is $467,918,324. The State debt, in relation to this valuation, is as 72c. to every $100, and the local debt as $5.01 to every $100, or together, $5.73 for every $100. Previous to the war New Jersey had no funded debt, and a greater part of the time levied no State tax, the necessary amount for State purposes being realized from the State's interest in the public improvements, and in consideration of privileges granted to the Joint Companies. These privileges continue to 1869, when, if not extended, the taxpayers of the State will first appreciate the burden of its present volume of debt.—*Phila. Ledger.*

☞ The Canal and Claiborne Streets Railroad Company, New Orleans, have elected a Board of Directors with C. A. Labuzan, Esq., as President. The present capital stock of the company has been fixed at $600,000, with power to increase it to $1,000,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145	---- ----	---- ----
Allegheny Valley 50	1,498,400	---- ----	---- ----
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point..100	1,232,200	---- ----	---- ----
Atlantic & N. Carolina ..100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western .. 50	11,622,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,860,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'67 3
Belvidere Delaware.....100	997,112	---- ----	---- ----
Berkshire* 100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	259,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400	---- ----	---- ----
do. pref.100	1,340,400	J. & D.	Jun.'67 3
Do., do. pref.100	183,000	J. & D.	Jun. '67 4
Boston and Lowell.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Maine.....100	3,360,000	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	---- ----	---- ----
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	366,000	---- ----	---- ----
Buff., New York & Erie*.100	850,000	J. & J.	J'n.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,844,200	F. & A.	Aug. 67 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa, ... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	---- ----	Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900	---- ----	---- ----
Charlotte & S Carolina...100	1,201,000	---- ----	---- ----
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n '67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2.425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*..100	1,000,000	---- ----	Jul. '67 5
Chicago and Milwaukee*.100	2,247,000	---- ----	---- ----
Chicago & N. Western.....100	13,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000	---- ----	---- ----
Cin. & Indianap. Junction.100	1,600,000	---- ----	---- ----
Cincinnati and Zanesville. 50	1,600,450	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5
Cleveland and Pittsburg... 50	5,403,911	---- ----	Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	800,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900	---- ----	---- ----
Dayton and Michigan*.....100	2,384,941	---- ----	---- ----
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley 100	1,550,050	---- ----	---- ----
Detroit & Milwaukee..... 100	454,359	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,678,304	J. &. J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834	---- ----	---- ----
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 4
Flint and Holly	---- ----	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	---- ----	---- ----
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430	---- ----	---- ----
Granite..... 100	---- ----	F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,746	---- ----	---- 1¼
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A J&O	Jul. '67 3
Hannibal and St. Joseph..100	$1,900,000	---- ----	---- ----
Do. do. pref.100	5,253,830	---- ----	---- ----
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 -
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Lehigh and Mahanoy..... 50	2,168,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200 000	J. & J.	Jul. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100	---- ----	---- ----	---- ----
Mahanoy & B'd Mount'n* 50	921,515	---- ----	---- ----
Maine Central 100	1,600,860	---- ----	---- ----
Manchester & Lawrence.100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati..... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,686,135	M. & S.	Sep. '67 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Feb.'67 5
Middlesex (Boston)..... 100	400,000	---- ----	---- ----
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	---- ----
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '67 4
Mississippi Central.....100	2,090,261	---- ----	---- ----
Mobile and Ohio 100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex 50	3,500,000	F. & A.	F. '67 3½
Nashua and Lowell..... 100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'67 5
New London Northern.....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457	---- ----	---- ----
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue..... 100	795,360	---- ----	---- ----
North Carolina..... 100	4,000,000	---- ----	---- ----
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh.,.100	3,06 .400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	---- ----	---- ----
North Missouri 100	2,369,301	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	---- ----
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Feb.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3.881,000	---- ----	---- ----
Panama..... 100	7,000,000	J.A.J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,000	---- ----	---- ----
Philadelphia and Erie*.... 50	5,069,450	---- ----	---- ----
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,900	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin..... 100	---- ----	---- ----	---- ----
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000	---- ----	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019	---- ----	---- ----
Rensselaer and Saratoga ..100	$500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	---- ----	---- ----
St. L., Alt. and T. Haute..100	2,800 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
St. Paul and Pacific.....100	---- ----	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1 020,000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	208,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,480	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	---- ----
South Carolina 100	2,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	---- ----
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Springfield and Columbus.100	---- ----	---- ----	---- ----
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 150	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,683,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West.... 50	5,400,000	---- ----	---- ----
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific.....100	---- ----	---- ----	---- ----
Union Pacific (E. D.).....100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.)..100	---- ----	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,240,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'67 1½
Vermont Valley 100	516,164	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,45 ,815	---- ----	---- ----
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237	---- ----	---- ----
West Jersey 100	781,050	M. & N.	M'y '67 4
West Philadelphia..... 50	949,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,273	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4 000,000	MJS&D.	Jn. '67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep. '67 3
Union Navigation 100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut and Marble.....	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

Devlan's Patent Boxes for Axles and Journals.

An economical and efficient journal-box is of some importance, not only to the railroad interest but to the manufacturer, the machinist, and even in the mowing and other machines as used in the agricultural portion of the community. In Fig. 1 we represent the bearing-piece of a railroad axle-box, illustrating a new mode of forming bearings, which is also applicable to journal-boxes. B is a brass shell, having its interior formed with longitudinal dovetailed grooves, which extend nearly the entire length of the bearing, but opening at the ends in reverse order. These recesses are filled with strips of wood saturated with oil, kerosene, or some similar lubricating substance. These strips are shown at C, C, in the cut. They are inserted in the dovetailed recesses by driving them into the open

Fig. 1

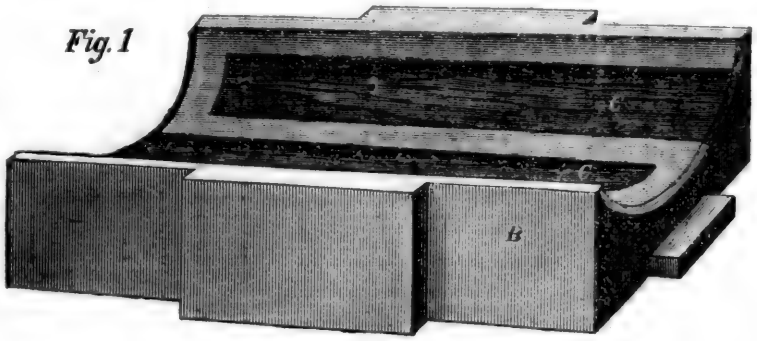
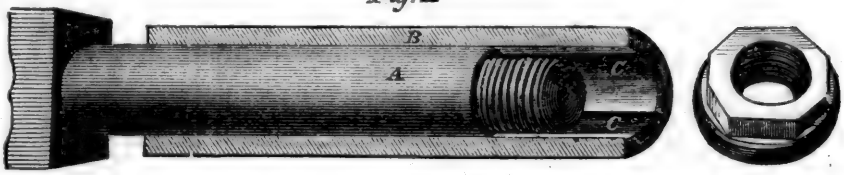


Fig. 2



ends thereof, and their other ends are left slightly projecting so that the shoulders of the shaft will find an intermittent wooden bearing similar to that of the journal when subject to an end thrust.

In Fig. 2 is shown a wagon axle-box constructed in the same manner as the bearing shown in Fig. 1, except that the wooden strips extend the whole length. A is the axle, and B the axle-box, the nut being removed from the end of the axle, which is partly withdrawn from the box, showing the wooden strips, C, C, which serve the same purpose as in the railroad axle-box as described. It will be observed that these strips alternate with the metal in the box, and the projecting ends serve to lubricate the nut and shoulder of the axle.

As the end presentation of the wooden strips, or lining, alternate in their bearings against the shoulder of the journal or axle, a firm end support or resistance is met by the wood being firmly pressed against the closed end of the recess in which it is inserted, and no force or end thrust of the axle-shoulder can drive them from their position.

The form of the Box, and the application or combination of Wood with Metal for Journal Boxes, was patented by P. S. Devlan, of Jersey City, July 9th, 1867, and has been purchased by the American Journal and Axle Box Company of New York, they have been introduced and thoroughly tested on many of the best Railroads in this country, and are found to wear as one to three of the best Brass or Composition Boxes used, and saves at least one-half the oil, and entirely does away with that great annoyance to Railroad Companies, the heating of Journals.

The Box can be seen at the Company's office, 23 Liberty Street, New York.

Patent Coupling for Railroad Cars.

Mr. D. S. Wood, proprietor of the Mallable Iron Works in Westerlo street, Albany, has invented a new coupling for railroad cars, which, as the inventor claims, must, when once introduced, commend itself to all interested in railroad management. The principle involved consists chiefly in the simple and natural manner in which the coupling is effected, and that the connection once made it is impossible to break it while the cars remain on the track. He has associated Messrs. John A. Goewey, F. N. Sill and D. W. Herrick with him in the manufacture and sale of the article.

Distances between San Francisco and New York.

We give below a table of distances, and elevation of points, on the Central Pacific and Union Pacific Railroads and other railroads connecting therewith, between San Francisco and New York. It will be seen that the distance, by way of Chicago, is three thousand three hundred miles. If a train should run at the rate of twenty miles per hour, including stoppages—which is, perhaps, the average rate on railroads in this country—it would require a little less than seven days to accomplish the distance. As for grades, the traveler will ascend from the level of tide-water at New York or San Francisco, to a height of eight thousand two hundred and forty-two feet, or over a mile and a half, at Evans's Pass.

DISTANCES BETWEEN SAN FRANCISCO AND NEW YORK.

	Distance from point to point.	Total distance.	Elevation in feet.
San Francisco	..	..	tide.
Goat Island	1¼	..	tide.
Oakland	4¾	6	23
San Leandro	8	14	45
Hayward's	5	19	73
Vallejo's Mill	8	27	121
Kottinger's	10	37	385
Livermore Pass	12	49	734
San Joaquin River	20	69	22
Stockton	10	79	22
Woodbridge	13	92	83
Cosumnes River	14	106	106
Sacramento	18	124	56
Arcade	7	131	76
Antelope	8	139	180
Junction	3	142	189
Rocklin	4	146	269
Pino	3	149	420
Newcastle	6	155	930
Auburn	5	160	1,385
Clipper Gap	7	167	1,785
Colfax	11	178	2,448
Gold Run	10	188	3,245
Dutch Flat	3	191	3,425
Alta	2	193	3,625
Shady Run	4	197	4,125
Blue Canon	5	202	4,700
Emigrant Gap	6	208	5,300
Cisco	8	216	5,911
Crest	13	229	7,042
Truckee River	14	243	5,866
Little Truckee	8¼	251¼	5,560
Eagle Gap	13¾	265	5,000
Hunter's	9	274	4,640
Glendale	8	282	4,430
Big Bend Truckee	29	311	4,219
Humboldt	41	352	4,047
Oreana	30	382	4,160
Mill City	35	417	4,250
Big Bend Humboldt	37	454	4,392
Iron Point	19	473	4,460
Reese River	33	506	4,550
Skull Ranch	10	516	4,590
Shoshone Point	13	529	4,690
Be-o-wa-we Gate	8	537	4,735
Gravelly Ford	4	541	4,780
Twelve Mile Canon	5	546	4,825
Two Mile Canon	22	568	4,990
South Fork	9	577	5,052
North Fork	24	601	5,220
Bishop's Creek	19	620	5,418
Humboldt Wells	15	635	5,650
Nevada State Line	65	700	4,830
Point on Salt Lake	75	775	4,290
Bear River	45	820	4,320
Weber Canon	25	845	4,654
Echo Canon	31	876	5,355
Echo Pass	26	902	6,879
Bear River	18	820	6,045
Reed's Summit	30	950	7,567
Green River	75	1,025	6,092
Bitter Creek Summit	20	1,045	7,175
Bitter Creek	13	1,058	6,325
Bridger's Pass	97	1,155	7,534
North Platte	23	1,178	6,695
Rattlesnake Pass	54	1,232	7,560
Laramie River	35	1,267	7,175
Evan's Pass	30	1,297	8,242
Foot Black Hills	31	1,328	7,040
Julesburg	149	1,477	3,513
North Platte Junction	78	1,555	2,790
Brady Island	22	1,577	2,640
Willow Island	18	1,595	2,514
Plum Creek	20	1,615	....
Elm Creek	19	1,634	....
Fort Kearney	21	1,655	2,128
Wood River	19	1,674	....
Grand Island	18	1,692	....
Lone Tree	22	1,714	....
Silver Creek	22	1,736	....
Columbus	18	1,754	1,458
Shell Creek	17	1,771	....
North Bend	14	1,785	....
Fremont	15	1,800	....
Elkhorn	18	1,818	....
Papillon	16	1,834	....
Omaha	12	1,845	968
Chicago	494	2,340	625
Toledo	244	2,584	585
Cleveland	113	2,697	585
Dunkirk	143	2,840	585
New York	460	3,300	tide

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1867.					
Loan of Jan. 28, 1847 registered	14 932,141	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	109
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	117½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	110⅝
" " " coupon		6	" "	1881	111
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,315,400	6	Jan & July.	1881	110½
" " " " coupon		6	" "	1881	111
Loan of Feb. 25, 1862 (5-20s) registered	1,186,700,800	6	May & Nov.	1882	108⅞
" " " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	110⅜
" " " (5-20s) coupon		6	" "	1885	110⅝
" " " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	107⅞
" " " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	103
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99⅜
" " " (10-40s) coupon		5	" "	1904	10-⅜
Pacific R. R. Bonds (currency)	15,402,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	451,233,425	7.3	Feb. & Aug.	1867	102⅜
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	104⅝
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	104⅛
Matured Debt not presented	15,152,815	---	presentation.	----	----
Gold Certificates of Deposit	19,457,960	---	presentation.	----	----
Coupon Interest Notes 1864 '65	108,329,430	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	382,164,344	---	----	----	----
Fractional currency	28,554,729	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	125
" — " " 1860 "	198,000	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	101
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	84½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,229,947	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4 357,253	6	" "	'77-'79	100
" —War Loan Bonds "	945,200	6	" "	1879	----
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	130,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945	6	Jan. & July.	1875	----
" —War Loan Bonds "	500,000	6	" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,4 1 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	893,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,932,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,632	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R R. various) "	140 000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	18 0	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	" "	1870	----
" — " " (Balt & Susq R.R.)	1,000 000	6	" "	1870	----
" — " " (Bounty)	601,000	6	" "	abt '74	----
" — " " (Ches & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,088	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	$ 100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	114
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	----
" —Lun. Hosp. (W. Mass)	50,000	6	June & Dec.	1877	111½
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	101½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'71-'76	100½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	----
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	822,000	6	Jan. & July.	'62-'83	103
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	79
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	103
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	699,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866	500,000	6	Jan. & July.	1889	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	----
" — " " " registered	27,726,500	7	" "	1877	106½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 697	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	59½
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1900	54
" — " " "	2,183,532	6	" "	1868	100
" — " " "	1,600,000	6	" "	1870	100
" — " " "	4,095,300	6	" "	1875	100½
" — " " "	2,400,000	6	" "	1881	100
Oregon—State Bonds (Relief and Bounty)	218,674	6	" "	1886	100
Pennsylvania—State Bonds coupon	4,998,000	7	Jan. & July.	1875	----
" — " " registered	5,0 3,052	5	Various.	'77-'82	98½
" —Inclined Plane Bonds	400,000	5	"	'68-'70	98½
" —State Bonds, 1st series	92,850	6	April & Oct.	1879	----
" — " " 2d series	99,480	5	Jan. & July.	1877	----
" — " " 3d series	720,983	5	" "	1882	----
" — " " 1st series	4,907,150	5	" "	1892	----
" — " " 2d series	7,909,720	6	" "	1877	102½
" — " " 3d series	9,270,017	6	" "	1882	102½
" —Military Loan Bonds	2,000,000	6	" "	1892	104½
Rhode Island—State War Bonds of 1861	468,000	6	Feb. & Aug.	1871	101½
" — " " " 1862	1,196,000	6	April & Oct.	1871	----
" — " " " 1863	264,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	776,000	6	April & Oct.	1883	----
" — " " " 1864	917,000	6	Jan. & July.	1893	----
South Carolina—Free Loan Bonds	798,848	6	Feb. & Aug.	1894	----
" —State Bonds (various)	3,275,000	5	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " " "	239,187	5	April & Oct.	1868	60
" — " " "	1,706,000	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	----
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	68½
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,000	6	" "	1882	65
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	----
" — " " (sterling new)	466,250	5	Jan. & July.	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " coupon	21,6 3 398	6	" "	long.	42
" — " (new) registered	10,500,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	" "	1876	50
" — " (") "	489,300	6	" "	1886	38½
Wisconsin—State Bonds	89,600	6	" "	1890	57
	405,100	6	Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,826,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,868	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,116	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,640,092
1866	226.153	222.241	290,111	269,249	329.851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,462	283,921	338,691	343,471	356,142	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	245,178	224,940	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	304,231	389,489	307,523	270,073	201 779	3,313,514
1866	241,895	183,385	257,230	209,099	277,506	306,693	228,926	317,977	400,941	428,474	345,028	280,288	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	271,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,834	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,905	729,759	716 378	563,400	6.11 .566
1865	541,006	482,164	499,296	468,354	585,623	747,942	702,691	767,508	946,707	932,682	764,671	547,842	7,976,490
1866	523,566	399,017	523,745	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712,359	9,299,430
1867	696,147	574,664	768,398	774,279	895,712	894,357	800,325	------	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87.037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,9-7	91,075	97,145	106,389	118,610	114,293	91,564	1,103,821
1866	90,415	79,430	110.079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,683	87,784	81,500	------	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956.445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,349	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,.98	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division..	1,185,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352 788	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	514,608	460,573	617,682	578,403	747.469	739,736	641,589	643,.87	518,088	7,181,208
1866	603,053	505,266	505.465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	------	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35.326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,185
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,556	228,020	310,595	226,840	110,684	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,.24	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,570	135,000	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	------	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,.70	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,200,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	------	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,648	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.108
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,648	230,497	221,690	193 000	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029.736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,118,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,201,753	1,162,024	1,495,757	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,350	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,.14	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,246	277,424	283,130	263,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,.32	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,880	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	524,009	7,129,466
1865	640,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	664,926	757,441	679,936	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218.236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,604	2,240,.-4
1866	178,120	155.893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050.322
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	426,065	354,830	284,741	3,904,975
1867	237,674	200,795	270,630	317,052	329,078	304,810	309,591	------	------	------	------	------	------
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	699,333
1866	45.102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,348	64,488	814,016
1867	39,078	27,667	36,202	40,710	57 852	60,558	58,262	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850	628,500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	96
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	----
Convertible bonds	800,000	7†	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1890	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	94½
" " $675,000	675,000	6	"	"	1875	91
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	----
Convertible bonds	1,500,000	7	" "	"	1883	102
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort & M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	92
Chicago and Milwaukee:						
1st General Mort	2,000,000	7	Jan. & July.	New York.	1893	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	55
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102½
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	May & Nov.	" "	1874	98
Equipment Bonds	2,200,000	10	" "	" "	'68-'71	----
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	72½
Dividend bonds	13,314	---	----	----	----	----
Income bonds	3,500	---	----	----	----	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	125,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,300	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1891	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Income Bonds	3,500	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Five per cent bonds	570,000	5	April & Oct.	"	----	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	6	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'76	79
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(04½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1860	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	900,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunters Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	145,000	6	" "	" "	'67-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	New York.	1891	84
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio.						
State (Tenn.) Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State (Tenn.) Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1870	108½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	90½
Detroit and Toledo	924,000	7	" "	" "	1876	85
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1886	99
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	84½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,263	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1878	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1851	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	110,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	800,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	95
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " " J B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	113
Bonds of Oct. 1863, [S. F.]	2,926,000	6	June & Dec.	" "	1887	91½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	107
2d Mortgage	4,000,000	7	March & Sept	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage	926,500	7	June & Dec.	" "	1888	87
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated	1,000,000	7	Feb. & Aug.	" "		102
3d Mortgage	950,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	800,000		Feb. Aug.	New York	73-'75	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	380,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	99½
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	99½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1885	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	154,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	145½
2d Mortgage	937,500	7	" "	"	1868	52
3d Mortgage	440,000	7	" "	"	1868	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg Fd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'76	
Bonds not secured by mort	61,684	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1873	
3d or Income Mortgage	314,500	6	" "	" "	1565	
Enlarged Mortgage	598,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	960,000	6	" "	Boston.	1875	100
West Jersey:						
1st Mortgage	238,000	6		Philadelphia.	1883	86½
2d Mortgage	772,000	7		"	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	——	———	50.6	...	...	.....	*Alabama and Florida*	1,461,336	*	——	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	——	.....
28 Feb. '59	30 3	——	———	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	——	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	——	.....
31 May '60	109.6	——	———	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,476,028	109.6	*	207,626	111,232	——	.....
30 Jun. '59	57.0	——	———	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	——	———	———	———	———	57.0	236,791	76,773	21,006	——	.....
31 Dec. '65	469.3	13.5	———	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	——	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	——	.....
28 Feb. '67	88.6	28.4	———	——	21	12	123	Montgomery and West Point.	2,439,420	308,987	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	——	.....
								ARKANSAS.													
8 Nov. '58	38.5	——	———	107.5	...	...	.....	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	——	——	——	——	——	——
								CALIFORNIA.													
30 Dec. '60	22.5	——	———	——	...	...	.....	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	—— ——	230,251	104,894	——	——
								CONNECTICUT.													
31 July '65	23.8	——	1.9	——	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	——	———	23.8	53,955	108,333	28,249	3	——
31 Jan. '66	122.4	——	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	——	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	——	——
30 Nov. '66	61.4	10.2	66.9	——	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	——	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	——	8.9	——	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	——	——
31 Dec. '65	57.0	——	2.0	——	8	11	188	Naugatuck	1,465,639	*	——	1,100,000	295,000	34,065	———	62.0	159,074	419,469	135,922	10	——
28 Feb '66	50 0	——	2.6	——	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	——	738,538	766,000	———	———	62.0	—— ——	67,143	loss.	——	——
30 Nov. '66	85.0	8.8	——	——	4	3	22	New Haven and Northampton	2,379,606	*	2 379,606	1,224,100	650,000	——	1,874,100	30.0	60,067	79,856	loss	——	——
30 Nov. '66	100.0	——	——	——	14	16	150	New London Northern	658,895	*	——	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	——	35	68	410	New York and New Haven...	4,677,811	1,021,673	908 906	6,000 000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	128
30 Nov. '66	59.4	7.0	6.2	——	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	91
								DELAWARE.													
31 Oct. '60	84.3	——	10.7	——	—	—	— —	Delaware	1,552,257	——	——	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	——	——
31 Oct. '62	16.2	——	.....	——	—	—	— —	Newcastle and Frenchtown ..	704,860	——	18,535	744,520	——	5,024	749,544	5.0	—— ——	27,283	10,290	9	——
								FLORIDA.													
— — '62	154.2	——	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	——	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	——	.....
— — '62	59.9	——	5.0	——	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	——	.....
								GEORGIA.													
30 Jun. '66	86.7	——	.....	——	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 :00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	——	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	——	.....
31 Dec. '60	53.0	——	.....	——	...	...	.....	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	———	53.0	.....	168,988	95,612	——	.....
30 Apr. '60	43.5	——	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	——	151,887	.....	.....	.....	31.0	.....	.....	.....	——	.....
30 Nov. '60	191.0	——	.....	——	58	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	——	——	6,590,173	229.0	879,468	1,715,025	764,574	10	——
31 Mar. '60	171.0	61.0	.....	——	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	——	8,123,343	232.0	.....	1,159,188	528,043	8	——
30 Nov. '60	102.5	——	.....	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	——	12,295	1,668,976	102.5	226,241	404.618	212,676	19	——
31 July '59	50.0	——	.....	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	———	1,026,868	50.0	.....	202,714	110,516	8	——
1 May, '58	68.1	——	.....	——	3	4	33	Savannah, Albany and Gulf ...	1,386,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	——	.....
31 July '66	106.1	100.8	16.2	——	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,568	228.8	264,524	856,846	343,802	——	——
30 Sep. '59	138.0	——	.....	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	———	138.0	.....	832,343	454,541	——	.....
								ILLINOIS.													
31 Dec. '66	280.0	——	.....	——	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,933,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	114
30 Apr. '66	317.0	83.0	47.0	——	111	54	2,142	Chic., Burlington and Quincy.	12,777 552	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,088,580	6,175,553	2,799,435	31	190
31 May, '67	491.0	661 4	30.0	——	248	133	5,556	Chicago and Northwestern...	41,871,570	*	3,992,752	28 021,621	16,251,000	1,123,476	45,864,322	1.152	.....	10,161,735	2,226 967	——	46
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,974,034	1,413,999	10	103
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4,039,561	*	——	1,648,561	2,350,000	———	4,214,542	180.0	.....	742,097	377,476	——	.....
31 Dec. '66	454.8	252.5	.....	——	150	83	3,546	*Illinois Central*	20,954,453	*	10.593,828	23,415,780	12,144.000	———	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	120
31 Dec. '66	111.0	——	.....	112	17	7	309	Toledo, Peoria & Warsaw....	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	661,663	171,967	——	——
31 Dec. '66	195.0	14	12.2	——	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	———	——	4,000,000	6,700,000	——	10,700,000	200.0	—— ——	2,240,744	488,568	——	51
								INDIANA.													
— — —	224.0	——	.....	——	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	——	10
31 Aug. '65	132 0	——	.....	——	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	——	.....
31 Dec. '62	72.4	——	.....	——	19	17	266	Indiana Central	1,667,039	274,081	26.041	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	——	.....
31 Dec. '58	89.8	20.2	.....	——	23	19	313	Indianapolis and Cincinnati ..	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,868	230,834	9	81
31 Dec. '64	84.0	——	.....	——	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	——	.....
1 Dec. '62	78.0	——	11.0	——	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	——	2,175,223	108.0	312,869	527,863	268,156	——	——
31 Mar. '64	86.0	46.0	3.0	——	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	——	1,538,793	132 0	.....	315,172	117,941	6	100
— — '58	288.0	——	.....	——	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	——	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,40	——	364
30 Nov. '65	73.0	——	.....	——	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,071	12	159½
								IOWA.													
30 Apr. '66	75.5	——	.....	176.5	11	8	275	*Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	——	.....
31 Dec. '66	142.5	——	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1:0	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	287,861	——	.....
1 Jun. '58	38.5	——	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	——	921,449	570,000	———	———	38.5	11 mo's.	458,821	21,366	——	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri.....	10,715,552	*	——	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	——	.....
								KENTUCKY.													
31 Oct. '59	80.0	——	.....	——	...	...	.....	Covington and Lexington	3,743,971	276,024	——	1,582,169	2,930,000	337,532	4,375,963	111.8	.....	426,408	227,534	——	.....
30 Jun. '66	29.0	——	3.1	——	14	13	225	Lexington and Frankfort ...	605,298	52,300	71,669	514,646	79,000	8,644	729,257	29.0	.....	174,049	46,707	7	80
30 Jun. '66	66.1	——	5.4	——				Louisville and Frankfort....	1,405,910	126,735	142,613	1,109,594	319,519	20,497	1,675,258	65.1	239,626	389,171	108,903	5	66
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,082,764	*	2,691,582	5,499,108	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	——
								LOUISIANA.													
31 Dec. '66	80.0	——	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,804,768	8,628 793	80.0	105,960	414,741	200 220	——	——
30 Nov. '66	86.0	46.0	3.0	——	17	10	263	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	——	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,583,042	386,268	——	——
31 Aug '60	53.7	——	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	——	1,253,016	248,969	108,434	1,710,819	53.7	.....	.....	.....	——	.....
								MICHIGAN.													
30 Sep. '62	57.0	——	.....	——	——	——	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	———	——	——	——	——	——	——
30 Jun. '62	188.0	——	.....	——	——	——	.....	*Detroit and Milwaukee*	8,270,623	647,596	——	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,896	.....	——	.....
31 May '67	284.8	——	28.4	——	97	83	1,726	Michigan Central	14,930,814	*	1,083,729	8 070.665	7,268,989	234,438	16,017,543	329.3	1,902,996	4,325,490	1,498,713	10	110
31 Mar. '67	246.0	277.8	.....	——	101	74	1,434	Mich. S'th'n & N'th'n Indiana	18,625,551	2,663,517	1,745,795	10,001,200	9,135,940	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,287	——	80½
								MINNESOTA.													
31 Dec. '62	14.5	——	——	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	——	——	———	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	——	——	——	190.0	——	——	——	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	——	——	——	114.0	——	——	——	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	——	——	——	268.0	——	——	——	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	——	.....	25	22		336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	834,342	328,092	——	.....
31 Oct. '59	71.4	——	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	——	.....
31 Dec. '58	83.2	——	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	———	———	83.2	.....	250,047	121,059	——	.....
								MISSOURI.													
31 Aug. '63	06.8	——	13.2	——	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	——	7,153,836	7,177,600	———	———	206.8	879,324	1,047,567	420,026	——	57½
31 Feb. '66	182.0	——	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,025,361	182.0	.....	1,020,089	267,804	——	.....
31 Dec. '62	152 0	——	3.6	——	...	...	.....	*Platte County*	1,200,000	*	——	500,000	700,000	———	———	52.0	.....	.....	.....	——	.....
31 Feb. '66	288.0	——	14.4	——	48	31	645	*Pacific*	13.685,014	1,504,016	439,157	3,581,500	9,200 000	1,150,743	15,628,14:	283.(	831,435	1,794,35(	400,836	——	——
31 Feb. '67	90.0	——	3.0	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	———	5,000,000	127.(	.....	.....	.....	——	——
31 Feb '64	86.5	3.6	8 2	——	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	——	1,971,2:2	3,501,000	40 558	6,382,10:	90.1	288,18(	899,291	3:0	——	——

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Prices of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	•	6	4	74	Androscoggin	1,050,000	•		151,333	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	•		2,494,900	2,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	•		1,000,000	2,000,000		3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	•	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	439,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	•	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	280,825	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,633,113	286.8	3,493,576	8,577,692	5,301,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	•		1,650,000	—	—	2,217,477	39.0	.....	864,481	268,462	10	127
31 Dec. '6	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,128,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	116
30 Nov. '66	74.3	8.8	50.4	—	38	50	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,828	498,499	10	134½
30 Nov. '66	47.0	7.0	45.0	—	30	53	240	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	140
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8¼	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,462,999	506,090	467,611	3,518,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,108	1,107,444	347,247	7	119½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,989	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	568,919	99,684	114,623	600,000	—	25,600	773,226	41.8	215,731	441,504	90,966	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	6.1	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,507	509,790	7	88½
30 Nov. '66	13.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	304,798	121,286	1,750,000	—	127,680	1,877,680	44.4	294,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B	a L Co.)	17,800	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	106½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	436,965	140,643	3½	53
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,408,791	10	137
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,355	1,141,000	—	13,198	1,265,385	45.7	250,869	474,362	178,965	10⅔	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	•	481,345	1,800,000	1,050,000	30,974	3,381 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	•	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	•	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,863	8	66⅔
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	.....	.....	.....	101,242	8	115½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	•	—	596,588	568,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	99.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	•	605,862	3,068,400	145,400	140,453	3,674,262	82.2	342,640	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	•	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	586,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	•	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	127
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	•	—	1,001,993	1,054 776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	121½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,536	1,580,141	5,000 000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	•	.....	158,800	280,000	74,740	487,803	24.0	106,571	222,769	22,951	—	.....
31 Dec. 66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 698,592	•	—	2,630,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	bas.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,647,650	511 400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	W st Jersey	1,219,504	•	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	29	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,058	198,309	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	•	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	•	5,165,158	25,101,121	22,429,922	5,085,964	54,287,874	784.0	7,109,139	14,526,413	2,228,704	4	69½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 540	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	124½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,524	6,621,377	9,985,992	26,530,000	12,366,504	815,170	44,119,904	692.2	6,667,261	14,566,786	3,201,112	6	105
30 Sep '65	130.8	2.1	45.0	—	43	63	567	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	115
30 Sep. '65	118.0	4.0	18.9	—	28	25	353	Ogdensburg & L. Champlain.	3,850,072	831,581	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	63
30 Sept. '65	18.0	—	0.5	0.3	—	—	—	Oswego and Rome	585,880	—	—	206,880	222,000	157,080	585,880	.....	.....	.....	.....	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	68	Oswego and Syracuse	844,769	125,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	—
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	—
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	•	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	—
30 Sep. '65	141.1	48.5	19.4	—	26	35	398	Rome, Water'n & Ogdensb'g.	2,096,542	368,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	—
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensse	elae	r and S	aratoga	R. R	6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	—
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	•	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	386,921	39,174	—	—
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	—
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	53,548	135,486	78,540	5	—
30 Sept. '65	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,109	23,738	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	•	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	•	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	•	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	•	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	•	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	236,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	•	4,700	290,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	•	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	28
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,280,800	1,759,000	778,160	6,197,537	202.0	.....	2,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	•	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	74	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100
31 Oct. '66	95.5	—	38.5	1.0	37	3	1 017	Clev., Painesville & Ashtabula	3,8 2,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,565,834	962 041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,288	Cleveland and Pittsburg	9,066,895	•	499,367	5,403,953	3,872,851	169,197	9,566,262	208.5	1,440,681	2,351,906	654,726	5	93½
31 May '67	100.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,792	8,673,764	188.6	1,223,623	2,492 215	1,107,377	14	127
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70 248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494 543	64,292	2,388,064	3,685,600	344 005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	4 .6	—	45	40	694	Little Miami	3,710,205	—	1,515,128	3,572,400	1,400,000	85,790	6,225,433	153.2	1,160,900	1,936,036	469,205	9	105
31 Dec. '65	173.8	77.5	13.1	—	58	20	485	Marietta & Cincinnati	15,450,77	•	1,578,999	12,667,668	3,688,385	316,434	17,429,777	260.8	739,960	1,224,068	445,302	—	—
30 Apr. 62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	6,863,614	745,475	•	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Dec. '66	153.9	16.0	.....	—	26	17	421	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	104,913	4,372,748	205.9	346,271	604,520	134,081	—	—
31 Dec. '66	118.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,865,425	•	106,623	900,236	2,041,660	28.228	2,970,059	125.0	240,785	420,453	120,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,652	Toledo, Wabash & Western	19,350,000	•	2,263,900	6,700,000	14,345,000	795,301	22,113,900	260.6	—	3,717,386	906,200	—	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,342	2,879 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9 9,900	1,166,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	121
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,648	98.6	313,902	618,666	235,168	—	—
31 Oct. '66	36 0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	286,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,062,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	58½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,236	67.5	345,588	902,213	382,500	—	36½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,338,686	20,000,000	18,058 256	—	44,251,544	566.5	7,080,026	16 563,883	5,967,520	9	83½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	66½
31 Oct. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,669,733	—	—	5,083 760	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	8,048	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32 577,548	474 8	4,261,336	10,902,819	6,016 531	10	62½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,384	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,067,887	10	64½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	78,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	104½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	49
31 Oct. '66	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	145,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,225	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	843	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093 891	291.0	406,051	1,274,307	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962.059	3,015,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,178	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734.118	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	188.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030.304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper	r. by Vt.	Central	180,000	8	97½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,902	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Peterasburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54.121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,822,160	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,600	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538.272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49 581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,626	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000.000	1,717,500	900,839	7,301,983	140.5	239,951	672,714	284,789	—	—
30 Sep. '69	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	75.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167.881	66,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,883	*	221,084	868,200	409,893	112,286	2,032.947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423.128	541,814	280,926	3,353,679	1,799,822	204,785	6,245,868	195.0	.....	487,449	120,138	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52 ,22	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	2 5 0	986,727	2,538,800	934,103	—	48½
31 Dec. '66	200.0	136.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	15
31 Dec. '67	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '68	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	2,410.345	*	—	16,123,430	54.750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154.856	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	387	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,3 5	—	1,380.000	13,100	136,000	1,709,232	60 0	—	134 486	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.4	30.8	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec 63	5.			—	11	29	120	Panama	8,000,000	*	—	5,000,000	0	—	10,783,731	48.7	—	917,435	1,328,924	—	257

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	80
Chicago & Alton (preferred)	2,425,400	7	7	118
Chicago & Northwestern (pref.)	14,789,125	7	7	69½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	78½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	65
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	91
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,178	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	80
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	80
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	91½
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18..	30
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	86
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb RR.	----	---	----		----	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,980	6	"		1868	----
Lehigh Navigation						
1st Mortgage	414,158	6	Qrtrly.		1870	----
Six per cent. Loan	5,434,351	6	"		1884	87½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	495,500	6	A. & O.		1876	90
2d Mortgage	302,750	6	----		----	80
Boat Loan	232,807	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	91½
2d Mortgage	3,980,670	6	J. & J.		1882	74
Improvement	1,601,670	6	M. & N.		1876	76
Susqueh'a & Tide Water:						
Maryland Sterling Loan	616,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	62
Preferred Interest b'ds.	227,569	6	"	"	1878	----
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	19
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	83
Wyoming Valley.						
1st Mortgage	600,000	6	J. & J.		1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	59
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	46
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	51½
" (preferred)	100	1,175,000	10	110
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	20
" " (preferred)	50	2,888,988	---	28½
Susquehanna and Tide Water	50	2,043,260	---	16
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 42	@ 45 —
Pig, American, No. 1		—	@ 44 —
Bar, Refined, English		85	@ 90 —
Bar, Swedes, assorted sizes	(in gold)	92 50	@105 —
		—Store Prices.—	
Bar, Swedes, assorted sizes		155	— @ — —
Bar, English & American, Refined.		100	— @105 —
Bar, English & American, common		90	— @ 95 —
Scroll, English		132 50	@180 —
Ovals and Half round		127 50	@137 50
Band, English		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, English		105	— @165 —
Hoop, English		137 50	@192 50
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble.		— 6	@ — 7½
Rails, English	(gold) per ton	52 50	@ 53 —
Rails, American		79	— @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 18	@ — 23
English Spring	(1st & 2d qlty.)	— 10½	@ — 12½
English Blister	(1st & 2d qlty.)	— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 21	@ — 25
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— —	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New	(suits) per lb.	— 33	@ — 34
Sheathing, Yellow		— 26	@ — 27
Pig, Chile		— —	@ — —
Bolts		— —	@ — 35
Braziers'		— 33	@ — 34
American Ingot	(cash)	— 25½	@ — 26½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
Eng lish		6 50	@ 6 87½
Bar	per lb.	10	@ — —
Pipe and Sheet		10 25	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold) per lb.	— —	@ — 26½
Straits	(gold)	— 24½	@ — —
English	(gold)	— 23	@ — —

	—Gold.—	—Currency.—
Plates, I.C.Charcoal.p. box.	9 25 @ 9 50	13 — @ 13 75
Plates, I. C. Coke	7 62½ @ 8 50	10 75 @ 12 50
Plates, Coke Terne	7 — @ — —	9 75 @ 10 —
Plates, Charcoal Terne	— — @ 9 —	12 50 @ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@60d	(cash) per 100 lb.	5 62½	@ 5 75
Clinch	(cash)	7 12½	@ 7 25
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails	(6 mos.)	— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½	@ — 14
Refined, free L. S. to White	— 41½	@ — 42
Refi'd, in bond, prime L. S. to White	— —	@ — 22
Refi'd, in bond, Standard White	— 23½	@ — 24
Naptha, Refined (60@63 gravity)	— —	@ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th 22	F 23	Sat 24.	M 26	Tu 27	W 28
Atlantic M. S. S. Co	113	112½	----	113½	113½	113
California 7s	----	124	----	124	125	----
Canton Co.	45½	47	50	47½	47½	47½
Chicago & Alton	----	----	----	----	114	----
" " pref.	----	----	----	----	----	----
" " 1 M.	102	----	102	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	92	----
Chicago, Burl. & Q.	150	150	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	44½	45½	46	46½	46½	45½
" " pref.	68½	69½	69½	70	70½	69½
" " 1st M.	----	----	----	85	85½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Consol.	82	----	----	----	82	----
Chicago & Rock Isl.	102	102½	103	103	103½	102½
" " 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896.	----	----	----	----	----	----
Clev., Col. and Cin.	----	101	----	101	----	100
Clev. and Pittsburg	91½	93	93½	93	93½	93
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	72½
Clev. and Toledo	122	122	123	123½	123	123
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	33½	35	----	34	----	----
Del. & Hudson Canal	----	148	----	146	146	146
Del., Lack. & West.	----	----	----	121	----	----
" 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	69	70½	70½	70½	69½
" pref.	----	----	76	77	76½	----
" 1 M. 7 p.c. '67	107½	----	107½	107½	107	----
" 2 M. 7 p.c. '79	----	----	----	103½	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	124	124½	124½	124½	124½	124½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	119	119	119	119½	119½	119
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	24½	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	84	----	----	----	----	----
Mariposa Mining Co.	10½	10½	----	----	11	----
" " pref.	19	20½	20½	----	20½	20
" " 1st mort.	----	----	----	----	----	----
Michigan Central	----	----	----	----	110	----
" S F. 8 pc. '82	----	----	112	----	----	112
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	80½	81½	81½	81½	80½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	----	----	99	----	99	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	48½	48	48½	49½	48½	----
" " pref.	64½	----	65½	65½	65½	65½
" " 1st mort.	----	84½	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	102½	102½	103	----	103½	103
" iss. to H. & St. J. R.	----	----	78	79	----	----
" " Pacific	----	----	----	----	103	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
" 2d mort	----	----	----	----	----	----
New York Central	104½	105½	105½	105½	105½	104½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	96	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	102½	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	125	----	125
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	53	----
" new	54	54	54	54	----	----
Ohio & Miss. cer.	26½	28½	27	27	27	26½
" " pref.	----	68½	----	----	266	----
Pacific Mail S.S. Co.	147½	148	146½	146½	148½	146
Panama	----	----	----	----	----	----
Phila. and Reading	103½	103½	----	104½	104½	103½
Pitts. Ft. W. & Chicago	103½	103½	104½	104½	----	104½
" 1 M.	----	----	----	----	----	105
" 2 M.	99	----	----	98½	----	----
" 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	27½	28½	27½	----	28½	27
St. L., Alton & T. H.	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" 1 M.	----	----	----	----	----	90
" 2 M. pref.	----	----	----	----	----	----
" Inc. b'ds	79	79	79½	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	66	66	66½	66½	66½	66½
" new	65	65	65½	65½	65½	65
Tol. Wab. & Western	48	48½	----	48½	49	----
" Pref.	----	----	----	----	----	----
" 1 M. ex.	----	----	----	----	----	----
" 2 M.	80	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	50	50	50	----
" new	----	----	----	50	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th. 22	F. 23	Sat. 24	M. 26.	Tu. 27.	W. 28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.		116				
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s., coup.	102½	102½	102¾	102¾	102¾	102½
U. S 5s, 10-40s, reg.					99¼	
U. S. 6s, 1881, reg.				110¾		110¾
U. S. 6s, 1881, cou.	110¾	111	111½	111½		111
U. S. 6s, '81, O. W. L'y.						
U. S. 6s, 1881, " ½y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 5-20s, c. 1862.	113	113¾	113¾		113½	113½
U. S. 6s, 5-20s, c. 1864.	109	109⅛	109¾	109¾	109¼	
U. S. 6s, 5-20s, c 1865.	110½	110⅛			110⅛	110¼
U. S. 6s, " reg.	108¼			109		108¾
7.30 Notes, 1st series.			107½		107½	
" " 2d series.	107	107⅜	107⅜	107⅜	107⅜	
" " 3d series.	107	107⅜	107⅜		107⅜	
American Gold						

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	W. 21.	Th. 22	F. 23	Sat. 24	M. 26.	Tu. 27
Catawissa						
" preferred	28½					
Camden & Amboy	127¾	127½	126	126	126½	126¼
" " 6s, '67.						
" " 6s, '70.						
" " 6s, '75.						
" " 6s, '83.			89			
" " 6s, '89.		89				
" mort. 6s, '89.			96			
Ches. & Del. Canal 6s '86						
Del. Div. Canal						
Elmira & W'mport						
" " pref.						42
" " 7s						
Lehigh Navigation	46	46		46		
" " 6s, '84.			87½	87½		
Lehigh Valley R. R.			57½			
" " 6s						
Little Schuylkill R. R.						
" " 7s						
Long Island						
" " 6s						
Minehill			57		57½	57½
Morris Canal						
" " pref.						
" " 6s '76						
North Pennsylvania						
" " 6s						
" " 10s						
Northern Central			43¾			
Pennsylvania R. R.	53¾	53⅝	53¾	53¾	53½	53⅜
" 1st m.		100				99½
" 2d m.	97				96¾	
Penn. State, 5s						
" " 5s, coupon						
" " 6s, W. L.	101½					
Philadelphia City, 6s	97¾		97¾			
" " new	101¾	101½	101	101¾	101½	101½
" " munc						
Philad., Germ. & Nor.						
Phila. & Reading	52½	51½	51¾	52½	52	52
" " 6s, '86.						
" " 6s, '70.						
Philadelphia & Erie	28½		28½	28½		28¾
" " 6s.						
Philad. & Sunbury, 7s.						
Schuylkill Navigation						
" " pref.	28	28½				
" " 6s '82	74					
" " 6s '76						
" " 6s '72						
Susq. Canal			15½	15½		
" " 6s '78.			62¾			
Union Canal, pref.						
" " 6s '83						
West Br. Canal 6s '78.						
Wyoming Valley Canal.						
" " bonds.						
Hestonville, (Horse)	13½					
Chestnut & Wal. "						
Green & Coates, "					31	
2d and 3d streets, "						
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	W. 21.	Th. 22	F. 23.	Sat. 24.	M. 26.	Tu. 27
Baltimore City 6s, 1875.	98½	98¾		98¾	98¼	
" " 1886.	98					
" " 1870.						
" " 1890.	98½	98½	98¾		98¾	98¾
Balt. and Ohio						
" " b'ds, '62.						
" " " '67.						
" " " '75.						
" " " '80.						
" " " '85.						
Northern Central						
" " b'ds, 1885.	86¼				86	
" " " 1900.						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th. 23.	F. 24.	Sat. 25.	M. 26.	Tu. 27.	W. 28
Boston and Lowell						
Boston and Maine						134½
Boston and Providence						142½
Boston and Worcest.			140			140
Cheshire, pref.	59½	60				60
Concord				66¾	66¾	66¾
Connecticut River						115
Eastern, Mass.	110½	111	111			110½
Eastern, N. H.						
Fitchburg	120½				120	119½
Manchester & Lawr'ce.						
Michigan Central						
Northern, N. H.					112	112
Old Colony & Newport.	88½	88½				88½
Ph., Wil. & Baltimore	54½	54½	54½	54½		
Portl'd, Saco & Ports.	101½	101½				102
Vermont & Canada		97½				97½
Vermont & Mass.	53	52½				53
Western	137	137				
Broadway (Horse)						
Cambridge "						94½
Metropolitan "	55	56				
Middlesex "						
Central Mining Co.						
Copper Falls "	26½		26½	26½	26½	26
Franklin "	18½	18½		18	18½	
Huron "						
Isle Royale "						
National "						
Minnesota "	6½					6½
Pewabic "	15½	15		15	15	14½
Pittsburg "						
Quincy "		22½				
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities on the 2d and 9th of Aug.

	Closing Prices. Aug. 2.	Aug. 9.
United States, 5-20s, 6 per cent 1882.	72¼@ 72⅝	73¼@ 74
Do. do. 6 do. 1884.	69 @ 71	70 @ 72
Do. do. 6 do. 1885.	71 @ 71½	72½@ 72¾
Do. do. 6 do. 1868.	87 @ 90	87 @ 90
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	33 @ 34	32½@ 33⅝
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22½@ 23½	22 @ 23
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	44½@ 45½
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do., 3d mort., 1883, 7 p. c.	63 @ 68	63 @ 68
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	80 @ 85	80 @ 85
Do., $100 shares (all paid)	76½@ 77½	77½@ 77⅞
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	60 @ 65	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	102 @104	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p.c.	91 @ 93	91 @ 93
Do. $50 shares	35 @ 40	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, August 31, 1867.

Stock Exchange and Money Market.

Money has been quite plenty on call, all through the week, despite the adverse changes in the bank averages. Rates to the street borrowers have worked smoothly at 3@4 per cent. on the public funds, and 4@5 per cent. on other prime stock collaterals. At these rates, the demand has not been equal to the absorption of the available supply, especially in private channels. The remittances of currency to the West, which were rather liberal last week, have been light thus far this week. Discounts have been more active, in the line of prime jobbing and commission paper, which has been quite freely taken at 6@7 per cent. per annum. There has been only a moderate amount of produce paper offered, thus far. All of it that was up to the acceptable grades found a prompt market at the ruling figures. The Government office has been doing a heavy business, in the way of redeeming matured compound interest notes, and converting matured Seven-Thirties. The city banks, last week, lost $4,513,763 legal tenders, and $5,302,490 of deposits. They reduced their loans, $2,584,734. Their specie reserve was augmented $107,978; and their circulation, $66,492. The specie reserve of the banks is now $6,028,535, against $6,884,077 same time last year. The city bank deposits are now $188,744,101, against $218,119,450 week ending Aug. 28, 1866. The legal tender reserve amounts to $64,960,030, against $86,283,483 same time last year. The circulation now stands at $33,736,249, against $27,958,464 same time last year. The loans are now $250,697,679, against $265,901,065 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $70,249,439 a day, against a daily average of $69,048,253 the preceding week, and $83,311,344 the week ending with Aug. 10. The current week's exchanges average about $70,274,000 a day.

National Bank notes to the amount of $75,000 were issued last week, making the total issue to 1,671 banks thus far, $302,726,476, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,683,115, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,043,361. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,664,500; and for the public deposits, $38,537,950—making a total of $379,202,450. The Treasury Department last week redeemed and destroyed $392,100 of worn and mutilated fractional currency, and issued $554,491 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 24, were $27,640,500, including $2,992,123 from customs duties; payments, $28,475,461; balance at the close of the week, $134,449,201, against $135,284,162, at the close of the preceding week, showing a decrease of $834,961. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,667,874 including $426,749 from customs, and payments, $6,147,818; on Tuesday, receipts, $2,366,286 including $601,783 from customs, payments, $5,995,548. The balance at the close of business on Tuesday stood at $130,338,000, against $136,917,139 a week previous.

The Philadelphia Bank movement the past week shows a decrease in loans, of $150,359; a decrease of $3,156 in specie; an increase in legal tenders of $1,115,670; an increase of $94,544 in deposits; and a decrease of $286 in circulation. The Bank Clearings show a decrease of $1,416,551, and the balances, an increase of $571,990.

The Government revenues, last week were liberal in the Customs, but light in the excise lines. The excises, last week, yielded $2,878,739, against $3,264,910 the preceding week; customs at the port of New York $2,992,123, and at the outports, about $900,000 (in coin) more, making the grand total income for the week equal about $8,521,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,858,-

195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $40,000,000.

Gold has been decidedly more active, since our last, under the Washington advices, relative to Cabinet arrangements, and military affairs. The speculative demand has been more animated, while the Customs inquiry has been full. There has been very little call for coin for shipment. The extremes of the week have been 140⅝@142⅜, and the closing price on Wednesday was 142. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been $1,324,490. The customs demand for Gold last week, averaged $498,687 a day; thus far, this week, it has been equal to $525,000 a day, or equal to a weekly aggregate of $3,150,000. The arrivals of specie from Europe, Havana and other foreign ports, during the past week were $18,663, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $80,062,915, against $89,603,966 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $19,939,520, against $27,375,321 same time last year, showing a decrease this year, of $7,435,801. The exports of specie from this port, last week, were $595,533. The total outflow of specie from the port, since Jan. 1, 1867, has been $40,872,171, against $52,-882,448 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $134,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $39,617,199, against $29,136,479 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to July 13, reached $23,281,424, against $25,051,327 same time last year, showing a decrease, in 1867, of $1,769,903.

Foreign exchange has been less active, owing to the firmer prices claimed for the best sterling drafts. The market closed tamely and heavily on Wednesday. Bankers' 60 day bills on London closed at 109½@109⅞, and on Paris to 5.18¾@5.15; sight bills on London to 109⅞@110⅜; and on Paris to 5.15@5.13⅛. The offerings of produce bills have been up to the average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,994,242, making the total value of exports since Jan. 1, 1867, $122,-420,131, against $130,230,213 same time in the preceding year.

Government securities have been in moderate demand, for home and foreign investment purposes; but the available supplies, though not very heavy, have been in excess of the requirements of the market, and prices have again yielded a little. U. S. sixes of 1881 closed here on Wednesday at 110⅞@111; U. S. Five-twenties of 1862, 113⅛@113¼; U. S. Five-twenties of 1864 at 109¼@109⅜; U. S. Five-twenties of 1865 at 110⅜@110½; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Five-twenties of 1867, 107⅞@108⅛; U. S. Ten-forties at 102⅜@102½, and U. S. Seven-thirties at 107@107¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864	118⅞	August, 1865	116
December, 1864	117⅞	September, 1865	115½
May, 1865	117⅛	October, 1865	115

Railway and miscellaneous stocks have been in less request, on speculative account, and have been depressed, though variable in price. At the close, the market seemed steadier, under a partial revival of the speculative call, stimulated by the undiminished ease in money.

Business in the produce and merchandise lines has been on the increase. Breadstuffs and provisions have been quoted lower. Cotton has been dull and heavy, closing with middling grades on Wednesday at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 60,000 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 655,000 bales, against exports of 469,555 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,861,000 bales, against 2,057,685 bales same time last year; exports, 1,568,000 bales, against 1,531,175 bales same time last year; estimated stock at latest dates, 105,000 bales, against 382,031 bales same time last year. Beeves have been plenty and in less demand this week, at from 11@16c. per lb.; receipts, 6,994. Sheep at 4½@6½c., and lambs at 6@8c. per lb.; receipts, 30,362. Swine at 6@7¾c. per lb., all live weight; receipts, 26,648. At the auction sale of Scranton coal, on Wednesday, 75,000 tons were disposed of at from $3.75@$4.45 per ton of 2,240 lbs., delivered at Elizabethport, N. J. Foreign goods have been more called for, and desirable articles have been more stiffly held. The total imports of foreign dry goods, last week, were $2,-318,692, and the total amount marketed $3,745,-971. The value of foreign merchandise imported last week, was $1,957,902—making the grand total specie value of last week's imports of dry goods and merchandise, $4,276,594, and since Jan. 1, 1867, $164,815,468, against $198,574,837 same time in the preceding fiscal year. The ocean freight market has been more active; but rates have been unsettled with 526 vessels of all classes in port. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. per bbl.; grain at 2¾@3¼d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 12s. 6d.@20s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Aug. 27, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,728,813	$2,994,242
Prev. reported	127,501,500	119,425,889
Since January 1	$130,230,213	$122,420,131

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,071,161	$2,318,692
Gen. merchandise	2,193,303	1,957,902
Total for the week	$4,264,464	$4,276,594
Previously reported	194,310,373	160,538,874
Since January 1	$193,574,837	$164,815,468

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 14.	Aug. 21.	Aug. 28.
Consols	94 13/16	94 9/16	94¾
U. S. 5-20's of 1862	74	73½	73⅜
U. S. 5-20's of 1865	72½	72	71⅞
Erie	46	45	45½
Ill. Central	78	77¾	77¼

The balance in the Sub-Treasury on Wednesday was $127,684,120.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. J. Central R. R., 121½; Hannibal and St. Joseph pref., 63; Norwich and Worcester, 91; Boston, Hartford and Erie, 15⅛; Troy, Salem and Rutland 1st mort., 97; Galena and Chicago 1st mort., 100; Chicago and Great Eastern 1st mort., 55; Cleveland and Toledo 7s, 1886, 96½; Indianapolis and Cincinnati, 81½; Brooklyn 6s, W. L., 96; Connecticut 6s, 101; do., W. L., 100; N. Y. State 7s, Bounty Loan, reg., 106½; do., 6s, 1872, 100½; Georgia 7s, 84½; Chicago and Northwestern Interest bonds, 91; Boston Water Power Co., 20; Western Union Telegraph, 43; do., 7s, 85; U. S. Express, 73¼; Merchants' Union Express, 30 per cent. paid, 16; Adams' Exp., 74; Am. Exp., 72; Wells-Fargo, Exp., 66¼; Manhattan Gas, 156; Citizens Gas, 127½; Continental Bank, 106; Fourth National Bank, 108¾; Ocean Bank, 105; American Exchange Bank, 118; Bank of Commerce, 118; St. Nicholas Bank, 103; Tenth National Bank, 106; Central National Bank, 108; Ninth National Bank, 106½; American Flag, 0.09; Alameda Silver, 1.50; Benton Gold, 1.00; Consol. Gregory Gold, 6.15; Corydon, 1.20; Columbian G. & S., 1.00; Davidson Copper, 2.10; Edgehill Mining, 3.30; Gunnell Gold, 2.00; Harman G. & S., 9.05; Hamilton G. & S. bonds, 0.87; Kipp and Buell, 0.55; La Crosse Gold, 0.70; Midas Silver, 2.35; Montana Gold, 0.20; New York Gold, 1.00; New York and Eldorado, 2.60; Nye, 0.05; People's G. & S., 35; Quartz Hill Gold, 1.55; Rocky Mt., 1.30; Smith and Parmalee Gold, 5.30; Sensenderfer, 11.40; Walkill Lead, 0.46; United States petroleum, 3.50; Bennehoff Run, 4.50; Buchanan Farm, 0.26.

Philadelphia.—Warren and Franklin 7s, 99¾; Reading 6s, 1843-'80, 91½; Penna. 5s, 1868, 98¾; do., 6s, 1st series, 102⅝; do., 3d series, 103⅝; 13th and 15th streets R. R., 20; West Philadelphia R. R., 66⅛; Ocean Oil, 4; Maple Shade, 0.94; Corn Planter, 0.31; Mechanics' Bank, 82; Commonwealth Bank, 65; Farmers' and Mechanics Bank, 142½; Commercial Bank, 57⅜; Manufacturers' Bank, 82; Philadelphia Bank, 166; Penn National Bank, 59. The latest quotations are: City 6s, 97¾@98½; do., free of tax, 101¼@101⅜; State 5s, reg., 99@—; do., coupon, 97@98⅛; do., 6s, W. L., 101@101½; Reading, 52@52⅛; do., 6s, 1870, 96¾@98; do., bonds, 91@91⅞; Camden and Amboy; 126¾@127; do., 6s, 1889, 89@90; do., 1883, 88¾@89; Penn. R. R., 53¼@53½; do., 1st mort., 99@100; do., 2d mort., 96¼@96¾; Little Schuylkill R. R., 25@30; Morris Canal, 47@50; do., pref., 109½@110; do., bonds, 90@95; Wyoming Valley Canal, 45@50; do., 6s, 80@85; Susquehanna Canal, 14⅝@16; do., 6s, 60@62; Sch. Nav., 18@20; do., pref., 28@28¾; do., 6s, 1882, 74@74¼; Union Canal bonds, 18@20; Delaware Div. Canal, 55½@57; do., bonds,

85@90; Elmira and Williamsport, 30@32; do., pref., 42@42; do., 7s, 1873, 93@93½; do., 5s, 63½@—; Lehigh Coal and Navigation, 45½@46; do., bonds, 1884, 87@88; North Pennsylvania, 35@36½; do., 6s, 88@89; Philadelphia and Erie, 28@28⅜; do., 6s, 94@95; Minehill, 57¼@57½; Catawissa, 10@12; do., pref., 28¼@28¾; Lehigh Valley, 57¼@57½; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 75@80; West Philadelphia, 66½@67; Spruce and Pine, 28½@30; Green and Coates, 30@31; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 18½@20; Girard College, 26@28; Tenth and Eleventh, 63@64; Union, 35½@37½; Hestonville, 13@13¾.

Boston.—Boston, Hartford and Erie R. R., 14⅞; do., 7s, 54¼; Ogdensburg and Lake Champlain, 63¾; Troy and Greenbush guaranteed 7s, 50; Summit Branch R. R., 7⅞; Vermont Central and Vermont and Canada 8s, 1877, 100; Old Colony and Newport 6s, 1876, 94¾; Cheshire R. R., 6s, 1880, 92; Vermont and Mass. 6s, 1883 91¼; Rutland 1st mort., 145⅛; Vermont Central 1st mort. consolidated, 65½; Michigan Central 8s, 1869, 108½; Ogdensburg 1st mort., bond, 99¾; Nashua and Lowell R. R. Rights, 25⅝; Boston and Worcester R. R. Rights, 4⅛; Mammoth Vein Coal, 55c.; Boston Water Power Co., 19⅞; Cary Land Co., 7⅝; Waverly Land Co., 1½; Ophir (N. S.) Gold, 1.70; Massachusetts 5s, 1883, gold, 104⅞; do., 1894, gold, 104; do., 6s, currency, 100¾; New Hampshire 6s, 1875, 98¾; Cook Co., Ills. 7s, 94½; Portland 6s, 1876@1882, 95½; St. Louis 6s, 1887, municipal, 79¾; Chicago 7s, 1872, sewerage, 97½; do., municipal, 98⅝; Lynn 6s, 1887, 97¾; Boston 5s, 1874@1884, gold, 104¾; Boston Gas Light Co., 762; Atlantic National Bank, 122; Everett National Bank, 110¾; Tremont National Bank, 119¼; Merchant's National Bank, 113; Atlas National Bank, 113⅛; Cith National Bank, 107; Howard National Bank, 110¼; Market National Bank, 110¼; Traders' National Bank, 103¼; Webster National Bank, 110; Old Boston National Bank, 64¾; City National Bank, 106; Allonez Mining Co., 8½; Calumet, 25; Concord, 2; Hancock, 7; Hanover, 62½c.; Native, 1½; South Side, 87½c.; Tremont, 37½c.

Baltimore.—Parkersburg R. R., 17½; Western Maryland bonds, 74; Marietta and Cincinnati 1st mort., 84½; N. W. Va. 3d mort., 89; Virginia 6s, old, reg., 42; do., 1867, 37; do., 1866, 38½; Gardner Hill, 1.30; Balt. and Cuba S. and M. Co., 45; Atlantic Coal, 0.80; George's Creek, 65; Bank of Baltimore, 105¼; Mechanics' Bank, 97⅞; Exchange Bank, 98½; Union Bank, 59; Merchants' Bank, 107. The latest quotations are: Balt. and Ohio, 117@118; do., 6s, 1875, 99@99; do., 1880, 99@—; do., 1885, 99@—; Northern Central, 43@44; do., bonds, 1885, 86@86¼; N. W. Va., 17@17½; do., 1st mort., 93@93; do., 2d mort., 91½@92; do., 3d mort., 1873, 89@89; do., unguaranteed, 18@18; Marietta and Cincinnati 7s, 1891, 84½@85; do., 2d mort., —@68; Central Ohio, 28½@29; do., 1st mort., 85@90; Western Md. 6s, 1890, 73@—; do., guar., 93@95; Maryland 6s, coupon, 1870, 100@100½; do., Ins., 101@101¼; do., 1890, 100¼@100½; Baltimore 6s, 1870, 98½@98½; do., 1873, 98½@—; do., 1875, 98½@98⅝; do., 1886, 98@98½; do., 1890, 98½@98¾; do., coupon, 100@100; do., Park, 97@98; do., 1892, 93½@98; do., 5s, 1838,-'70, 80@81; City Passenger R. R., 18⅞@19¼; Canton Co., 45@45; Gardner, 1.00@1.30; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@66; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.60@0.90; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

A Texas Pacific Railroad.

Judge Paschall, of Texas, has addressed a communication to the Galveston *News* upon the subject of a railroad enterprise in which not only Texas but the whole country is interested. The project to which he alludes is that of a railroad from a point on the Rio Grande between El Paso and El Presido, to Guyamas, a port on the lower end of the eastern coast of the Gulf of California. East of the Rio Grande there are likely to be several feeders for this route. One is the Southwest Pacific Railroad in Missouri, which is to be built in a southwesterly direction through Arkansas. Either in Arkansas or Texas its line will cross that of the "Memphis, El Paso and Guyamas" road, which is to run through Little Rock, in Arkansas, and Monroe, in the northwest corner of Louisiana, to Jefferson, in Texas, which is reached by river navigation from New Orleans. It is expected that a line from the latter place will meet this road at Jefferson, or further west.

These three lines will thus converge and unite through the greater part of Texas. One route may diverge to San Diego, in California, and another to Guyamas. In addition to the great "feeders" we have mentioned, it is likely that before many years the projected road from Lawrence, Kansas, to Galveston, will be built. Whether Guyamas or San Diego, or both, be selected as the western terminus of the Southwestern Pacific Railway, the route is one which has many and manifest advantages.

It is the opinion of many of those who are acquainted with the proposed line across Mexico, and with that to San Diego, that the former is decidedly the better of the two. We are told, on good authority, that the route across Mexico presents few engineering difficulties, and passes through a region abounding in wood and water, while the inhabitants are friendly and peaceable. Guyamas is one of the best ports on the western coast, spacious, and with water enough to float the largest ships.

☞ The grading of the section of the Albany and Susquehanna Railroad within the limits of the city of Binghamton, was commenced by the contractors on the 20th inst., and is now being pushed with vigor.

☞ The total net profit of the Philadelphia and Reading Railroad Company for the six months ending May 31, 1867, were $990,125, against $1,696,911 in the corresponding period of 1866—a decrease of $706,786.

☞ The Jackson County *Banner* says that work will soon be commenced on the Tomah and St. Croix Railroad at Black River Falls, and the work pushed toward Tomah.

☞ The Pennsylvania Railroad Company have purchased an interest in the Farmers' Railroad, running from Oil City, of which Edward F. Gay, Esq., has been chosen President.

La Crosse, Viroqua & Mineral Point R. R.

At the regular stockholder's meeting in La Crosse on the 7th inst., the following gentlemen were elected directors of the above named company: T. B. Stoddard, C. G. Wykoff, C. K. Lord, D. B. Priest, Wm. H. Officer, J. M. Levy, L. C. McKenney, Harvey T. Rumsey, Geo. W. Cobb, L. Beecher, C. Michel, J. W. Losey, H. E. Hubbard.

It is expected that meetings of the La Crosse and Prairie du Chien Railroad Company, and of the La Crosse, Viroqua, and Richland Center Railroad Company will take place within a short time, and that some joint action among the three companies will be had. The object is to secure the formation of a company which will go to work, and, with the aid which may be voted along the line of the route, push forward the building of the road.

We are waiting patiently for the engineer's report of the survey recently made through the county, but have as yet seen nothing of it. We shall lay the report before our readers as soon as we get it.—*Vernon County Censor.*

Whitehall and Plattsburgh Railroad.

The Plattsburgh *Republican* says that at a recent meeting of the Directors of this company, the road was located from Plattsburgh south—and from Plattsburgh, *via* Peru Village, Coxsackie, to New Sweden at Green's Crossing.

The Board also authorized the respective local Directors in Essex and Clinton Counties to put the road under contract at once.

The determination is to build the road from Plattsburgh south as soon as possible, and we may expect to see the work from Plattsburgh to the Ausable River under contract in a few days.

In Essex County the work is to be pushed forward between Ticonderoga and Fort Henry.

Cameron and Kansas Railroad.

This road, now under construction, will be about 46 miles in length. It will connect with the Hannibal and St. Joseph Railroad at Cameron, 35 miles east of St. Joseph, and through that road with the Chicago, Burlington and Quincy, and the Toledo, Wabash and Western roads. Track laying is now going on at a rate which will insure its completion by the 20th of November next.

☞ Applications are to be made to the next Vermont Legislature for a road from St. Johnsbury or West Danville down the Lamoille Valley, to connect with the Vermont Central; for another, commencing at the eastern line of the State at Bennington or Shaftsbury, and running easterly through those towns to the west line of Woodford: and for still another, from Lake Champlain in the town of Shoreham or Orwell to some point in West Haven or Fall Haven, by way of Benson.

☞ The Elizabethtown and Paducah R.R. Co. has been organized by the election of a President and Board of Directors. This road will be about 140 miles in length, extending from Paducah, Ky., to Elizabethtown, a point on the Louisville and Nashville Railroad, 42 miles from Louisville. Geo. McLeod, Esq., Chief Engineer of the Louisville and Nashville Railroad, has been placed in charge of the surveys.

☞ The Branch Railroad which is to connect the Philadelphia and Reading Railroad, near Port Clinton, with the East Pennsylvania Railroad, near Topton, has been commenced, and the whole line is now under contract.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Northwestern Railroad for 3d week in Aug., 1867 .. $226,275 00
Corresponding week previous year .. 171,095 00

Increase $55,180 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Aug. 1867, were $97,730 00
Corresponding week of 1866 .... 84,043 00

Increase $13,687 00

The earnings of the Detroit and Milwaukee Railroad for the week ending August 22, 1867, were $37,520 00
Corresponding week of 1866.... .... 32,955 00

Increase.... $4,565 00

The earnings of the Western Union Railroad for the 3d week in Aug, 1867.... $17,177 49
Corresponding week previous year.... 11,395 95

Increase.... $5,781 54

The earnings of the Marietta and Cincinnati Railroad the 3d week in Aug., 1867... $24,990 00
Corresponding week previous year.... 24,187 00

Increase $803 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Aug., 1867, were $125,200 00
Corresponding week of previous year.. 102,951 00

Increase.... $22,249 00

The earnings of the Atlantic and Great Western Railroad for the third week in Aug., 1867, were $119,016 00
Corresponding week previous year... 131,088 00

Decrease.... $12,072 00

The earnings of the Michigan Central Railroad for the 3d week in Aug., 1867, were. $94,630 19
Corresponding week of previous year.. 78,741 98

Increase $15,888 21

Alabama and Florida Railroad.

This company has sought a solution of its difficulties, in consequence of which it seems impossible to complete or rebuild the connection between Pensacola and Pollard, on the Alabama line, by filing a petition alleging their Bankruptcy, and asking the appointment of an assignee to receive the assets and make disposition to them by sale. The city of Pensacola, which owns a majority of the stock, is represented by J. Dennis Wolf, Esq. As we understand the matter, the stockholders, on the 14th of June, ordered the institution of proceedings in Bankruptcy, it being evident that no solution could in any other way be reached. The first mortgage bondholders, seeing the crisis, through the then President, Mr. Bushnell, appeared before the Board and publicly promised that if proceedings in Bankruptcy were delayed, that proceedings in chancery for foreclosure should at once be instituted, and that a decree and order for immediate sale would be made at the June term of the Circuit Court then near its sitting.

The Court passed and the pledge was not redeemed, the bondholders refusing to take the decree as agreed upon by Bushnell, who was appointed receiver, and as such took charge of the road.

The then Board of Directors refused to carry forward the proceedings in bankruptcy. A meeting of Stockholders was called, the President and Directors adverse to the policy of bankruptcy either resigned or were removed, and the necessary steps were at once taken to file the petition in bankruptcy, and force a solution of the complication arising from the contest between the First and Second Mortgage Bondholders.

Mr. Wolf is now here representing the corporation and for the purpose of securing the necessary warrants and orders for a meeting of the creditors, the appointment of an assignee, and the speedy sale of the road and the perishable property. Parties stand ready to purchase. The purchaser under the Bankrupt act takes a perfect title and can become the owner of the entire franchise. The proceeds of the sale are paid into the registry of the court, subject to the showing that may be made by the First and Second Mortgage Bondholders as to their respective interests in the fund.

This is simple, just and straightforward, and if successful, will relieve that section of the State of a burden that has become insupportable, and will end in again uniting it with the outside world from which rival interests have too long separated it.—*Tallahassee Floridian.*

Portland, Saco and Portsmouth Railroad.

The earnings and expenses of this road for the fiscal year ending May 31, 1866 and 1867, have been as follows:

Earnings:	1866.	1867.
From passengers	$306,437 94	$320,888 11
" freight	169,513 74	189,184 38
" expresses	4,700 76	6,542 70
" extra baggage	304 90	229 25
" mails	7,837 50	7,837 50
" miscellaneous	3,945 03	4,643 35
	$492,739 87	$529,325 29
Expenses, viz:		
Maintenance of way	$66,185 25	$87,158 35
Locomotive power	82,423 79	98,480 35
Trains	28,269 99	33,631 91
Stations	29,467 48	27,595 93
Office establishment	16,146 41	17,577 94
Taxes and insurance	16,052 84	14,548 82
Damages, etc	5,074 88	8,559 40
Machine shop	808 47	947 65
Credit renewal account.	10,000 00	10,000 00
	$254,429 11	$298,500 35
Net earnings	$238,310 76	$230,824 94
Amount paid for increase of equipment	$26,175 00	
Dividends, including U. S. tax	94,736 84	
		120,911 84
Surplus earnings		$109,913 10
Surplus per last report	$224,874 59	
Add for under estimate May, 1366	2,582 58	
		227,457 17
		$337,370 27
Paid Eastern and Boston and Maine Railroads		20,000 00
Apparent surplus May 31, 1867		$317,370 27
Represented as follows:		
Wharf at Portland		$19,898 90
Improvements		87,529 95
New works at Elizabeth		14,559 55
Unfinished contracts for improvements at Cape Elizabeth and on line of road		27,566 00
Wood and materials on hand		51,855 30
Due from Boston and Maine Railroad.		47,684 72
Notes		20,000 00
Cash (after deducting dividends accrued)		24,429 03
Sundry accounts		17,935 25
Estimated increase of surplus May, 1867		5,911 57
Total, as above		$317,370 27

The repairs for the past year consist mainly in having laid down twenty thousand new sleepers, and about three hundred thousand tons of new or re-rolled iron, by which the track has been kept in complete order.

About twelve thousand sleepers and four hundred tons of iron, contracts for which have been made and a portion delivered, are estimated as the requirements for the coming year, to keep up the track. The report says:

The requisite amount of filling upon the flats at the depot grounds in Portland, near the harbor commissioner's line, was finished the past season, enabling us to build a new turn-table, with a substantial wooden building to cover it; and to put up three additional temporary sheds for the engines, by which they have all been housed the past winter.

An addition to the pile wharf of 18,034 square feet, with a new drop, has been made the present Spring—and the old wall, which was built some years ago, has been carried out to the immediate rear of the new wharf, giving one of the best, if not the best, water front in the city, and when the filling of the remainder of the flats is completed, the ground then made will afford every facility for first class depot accommodations, with yard room sufficient for the large freight business, for which we now have no adequate conveniences.

In our last report, we spoke of the contemplated erection of an engine house, machine and carpenters' shops with other necessary buildings, on the land owned by the company, near the westerly end of the Portland bridge. During the last summer considerable filling of flats was done at that point, and a substantial sea wall, necessary for protection of the same, was commenced upon a line established by the harbor Commissioners, which when completed will give us a very valuable lot in close proximity to the city property.

The great and terrible fire of July last, however, coming at a time when we were just preparing to commence these buildings, had such an effect on the price of materials and labor, and the demands for the same for purposes of shelter for an almost homeless and houseless city, were so much more pressing than our own, as to determine us at once, to defer work upon these buildings until another year, and by using the sheds before spoken of, we have gone through the winter with as little inconvenience as the circumstances admitted.

Our own direct loss by the fire was comparatively small, consisting of patterns at the foundry of the Messrs. Staples, amounting to between four and five thousand dollars.

We believe our business on the whole has not been injuriously affected. For a time, large numbers of people, from near and distant points, visited the scene of desolation, taxing the capacity of our trains to provide for them; and the business of re-building has, since the conflagration, been so active in the city, as to keep our rolling stock in great demand in transporting materials, &c.

Desiring to do all in our power to aid in every practicable way, and the calls for laborers being pressing, we put a train upon the road soon after the fire, from Biddeford and Saco, expressly to accommodate mechanics and laborers, giving them convenient hours to a day's work in the city, and return to their homes at night. This train has carried a large number of workmen during the time, very much to their convenience, and we have thereby materially assisted in building up the waste places.

Work upon the sea wall and filling has been recommenced, and arrangements are in progress to proceed with the buildings at once. The work of filling, in the city and at the point last spoken of, took the service of a gravel train nearly the whole season, and but little gravelling was done to the road bed.

Considerable additions to side tracks have been made at Kennebunk, Wells and at North Berwick.

No marked improvements have been made at any of the depots on the line, and they have been maintained in about the same condition as reported last year.

Work was commenced at the Mousam River arches, at as early a day last season as the state of the water would permit, and continued until the cold weather rendered laying of stone in cement impracticable. By it, the structure has

been preserved and made safe, and operations are now being resumed there; and it is our design to complete one end at least, the present year. The new work is of substantial and excellent quality.

One new engine, called the "Mousam," from the Portland company's works, and thirteen new box freight cars, have been added to the rolling stock, which has all been kept in a state of efficiency.

More than usual repairs have been made upon the engines. Three have been entirely rebuilt, making them in all essential respects equal to new. And the remainder have had repairs from time to time as they were needed.

The operations of the road have been kept up uninterruptedly the past year, with peculiar freedom from accidents or delays. The great snow storms of January last being the only exception. No accidents occurred in getting our trains through even then, but as on most of the New England roads, some trips were necessarily omitted.

Number of miles run, 227,894; expenses per mile, $1.27. Average receipts per mile, $1.93. Per cent. of expenses, 54½. Number of passengers carried, 372,836.

TRIAL BALANCE, MAY 1, 1867.

Kennebec and Portland Railroad ..	$100,000 00
Wharf at Portland	24,297 13
Property	3,417 80
Portsmouth	32,000 00
Railway	1,360,183 97
Improvements	87,529 95
United States	599 85
Postmaster General	1,414 70
Stock of materials	51,855 30
Boston and Maine freight	47,684 72
Notes receivable	20,000 00
Cash	71,639 59
Renewal account	1,311 51
New works at Cape Elizabeth	14,559 55
Payments on account	27,566 00
Income	8,103 93
Grand Trunk Railway	1,088 83
Freight clerk	5,416 43
	$1,858,669 26
Capital stock	$1,500,000 00
Eastern Railroad	155,729 35
Boston and Maine Railroad	155,729 35
Dividends due	7,736 85
Dividend, June, 1867	39,473 71
	$1,858,669 26

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—FRANCIS CHASE.

Union Pacific Railroad.

A letter to the Baltimore *Sun*, dated Fort Sedgwick, C. T., Aug. 18, 1867, says: By the 1st of November the road will be completed as far as Cheyenne City, Dakota Territory, distant about one hundred and twenty-five miles from this place, at the eastern base of the Rocky Mountains. The company are offering for sale lots in the town, which are being rapidly bought up for from $200 to $600 each, on speculation, as this town will be one of the most important depots on the line of the road. The company will erect here extensive machine shops, round houses, &c., and it will be the changing point for the running department, as at this point the road commences to ascend the mountains. It is also the point of intersection of the Denver Branch Railroad, (from which place it is distant one hundred and twelve miles,) the distributing point for Colorado mines, and the general depot for all posts on the Fort Laramie, Fort Reno and Montana roads; also the distributing point for all military posts north, west and south.

At the recent election in Denver City the vote in regard to the branch railroad bonds was most overwhelmingly in favor of their issue—1,091 "for," and 54 "against." The opinion of Denver on the railroad question is settled beyond all dispute.

Mont Cenis Tunnel & Mont Cenis Railway.

The French Imperial and the Italian Royal Commissioners had an official inspection of the works of the tunnel through Mont Cenis on the 24th and 25 of July. Of the total length of the 12,220 metres, equal to seven English miles and a half and 235 yards, there were excavated on the 31st of December last, 3,900 metres on the Italian or Bardeneche side of the mountain, and 2,435 metres on the Modane, or French side; total, 6,335 metres. Between the 1st of January and the 30th of June of the present year 774 metres were excavated, being the largest number by nearly 200 metres excavated in any one half year since the commencement of the works in 1857. Of the 774 metres, 415 are on the Italian and 318 on the French side, making the total excavated at that date 7,109 metres.

Ever since the commencement, the progress made on the French side has been slower than on the Italian—thus, while on the 30th of June last the latter had only to execute 1,754 metres, or about an English mile and a tenth to accomplish its half, on the French side there remained to be excavated 3,357 metres, or nearly two miles and a tenth. If three metres a day could be excavated on the French side, the perforation of the tunnel would be accomplished in three years and three weeks; but as in all probability it will not be proceeded with more rapidly than two metres a day, it will require four years and thirty-one weeks to complete it. The tunnel will be lined in its entire length with stone quarried in the immediate vicinity of the two entrances.

At the present time the excavations, or headings, are about 1,500 metres in advance of the amount lined. Each metre excavated and lined has hitherto cost, on an average, 11,000f., and various circumstances will tend to increase this expenditure as the works proceed further inwards. The approach on the French side, to connect its entrance at Modane with St. Michel (the present termination of the railway system of France in the direction of Mont Cenis,) will be twelve miles long, through an extremely difficult and mountainous country.

On the Italian side the amount of railway to be constructed from Bardeneche to connect it, in the neighborhood of Susa, with the railway system of Italy will be 22½ miles. The whole of these works will be of a very heavy and expensive character. They are now about to be let, and the time to be allowed by the contract for their completion is to be four years and a-half.

The length of the railway, *via* the tunnel from St. Michel to Susa, will be 42 miles, or 6½ miles shorter than that now nearly finished on the outside of Mont Cenis Pass, and known as the "Fell Railway," from its being constructed in accordance with the patent of the gentleman of that name. The only delay to the opening of this railway for traffic is the non-delivery of its rolling stock, but this difficulty will, it is expected, be overcome by the middle of September.

As regards transit through the tunnel, in consequence of the average gradient on the French half being one in 45½, and the steepest gradient on the line being one in 28, it will not be possible for a train to go through from the north to the south in less than from 38 to 40 minutes. Coming from the south to the north the ascent is much more gradual, but even in this the transit will occupy from 30 to 32 minutes as a *minimum*. It has yet to be seen whether passengers would not prefer the outside line instead of being shut up in a tunnel so long as we have stated. It is for this, among other reasons, that many persons expect the Fell Railway, which only possesses a concession for working until the tunnel line is opened for traffic, will have its privileges extended so as to make it practically a permanent concession.

California and Oregon Railroad.

The San Francisco *Bulletin* says that California capitalists are taking much interest in a proposed railroad from Marysville, in their State, to Portland, Oregon. The land grant given by Congress, of twelve thousand eight hundred acres a mile, is extremely liberal, while the route is feasible, not difficult, and through a rich agricultural country. The California corporators have begun a survey of their end of the line, which runs for its entire distance through the Sacramento Valley, over an unbroken plain. The valley is one of the most fertile regions of the State, the first forty-two miles being an almost unbroken succession of harvest fields.

It is estimated that the cost of the first eighty miles will be only twelve thousand dollars a mile. The *Bulletin* thinks that with good management this section of the road could be made one of the best railroad investments in the United States. The serious difficulties would be found further north.

Columbus and Indiana Railway.

The Columbus *Journal* says that a consolidation of the Columbus and Indianapolis Central with the Union and Logansport, and Toledo, Logansport and Burlington Railroad Companies, has been effected; the new company to be known as the "Columbus and Indiana Railway Company." The track from Columbus to Indianapolis continues as heretofore, and connects with the Southern and Western roads centering in Indianapolis. At a point, ten miles west of Piqua, a track diverges to the northwest, passing through Union City and Logansport, Ind., to the Illinois State line, and there connects with roads running west to Peoria and the Mississippi River. The whole length of the consolidated road will be 360½ miles, viz: Columbus and Indianapolis Central, 188 miles; Branch to Union City, Ind., 19½ miles; Union and Logansport, 92 miles; Toledo, Logansport and Burlington, 61 miles.

☞ Work upon the Camden (N. J.) Horse Railroad is to be commenced as soon as the organization is complete by the election of officers. The proposed route takes in the whole length of the corporate limits north and south, and places it within easy reaching distance east and west.

☞ A contract for the grading and masonry of 15 miles of the Portland and Rochester Railroad, extending from Rochester, N. H., to Alfred, Me., has been let, and surveys for the continuation of the route westward are in progress.

Inter-colonial Railway Act.

The following is a copy of the English act of the 12th of April, 1867, for authorizing a guarantee of interest on a loan to be raised by Canada towards the construction of a railway connecting Quebec and Halifax:

Whereas the construction of a railway connecting the port of Riviere du Loup, in the province of Quebec, with the line of railway leading from the city of Halifax, in the province of Nova Scotia, at or near the town of Truro, in a line, and on conditions approved by one of her Majesty's Principal Secretaries of State, would conduce to the welfare of Canada and promote the interest of the British empire:

And whereas it would greatly facilitate the construction of that railway (in this act referred to as the railway) if payment of interest on part of the money required to be raised for the same were guaranteed under the authority of Parliament:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—Subject to the provisions of this act, the Commissioners of her Majesty's Treasury may guarantee, in such manner and form as they think fit, payment of interest at a rate not exceeding four per centum per annum on any principal money not exceeding the sum of three million pounds sterling, to be raised by way of loan by the government of Canada for the purpose of the construction of the railway; and the Commissioners of her Majesty's Treasury may from time to time cause to be issued out of the consolidated fund of the United Kingdom, or the growing produce thereof, any money required for giving effect to such guarantee.

The Commissioners of her Majesty's Treasury shall not give any guarantee under this act unless and until an act of the Parliament of Canada has been passed providing to the satisfaction of the Commissioners of her Majesty's Treasury as follows:

1. For the raising, appropriation and expenditure for the purpose of the construction of the railway of a loan not exceeding £3,000,000 sterling, bearing interest at a rate not exceeding four per centum per annum.

2. For charging the Consolidated Revenue Fund of Canada with the principal and interest of the loan immediately after the charges specifically made thereon by sections one hundred and three, one hundred and four and one hundred and five of the British North America act, 1867.

3. For the payment by the government of Canada by way of sinking fund of an annual sum at the rate of one per centum per annum on the entire amount of principal money whereon interest is guaranteed, to be remitted the Commissioners of her Majesty's Treasury by equal half-yearly payments in such manner as they from time to time direct, and to be invested and accumulated under their direction in the name of four trustees, nominated from time to time, two by the Commissioners of her Majesty's Treasury and two by the government of Canada, such sinking fund and its accumulations to be invested in securities of the provinces of Canada, Nova Scotia and New Brunswick, issued before the Union of Canada, or, at the option of the government of Canada, in such other securities as may be proposed by that government and approved by the Commissioners of her Majesty's Treasury, and to be applied under the direction of the Commissioners of her Majesty's Treasury in discharge of principal money whereon interest is guaranteed.

4. For charging the consolidated revenue fund of Canada with the amount of the sinking fund immediately after the principal and interest of the loan.

5. For charging the consolidated revenue fund of Canada with any sum issued out of the consolidated fund of the United Kingdom under this act with the interest thereon at the rate of five per cent. per annum, immediately after the sinking fund.

6. For continuance of the sinking fund until all principal and interest of the loan, and all sums issued out of the consolidated fund of the United Kingdom under this act, and all interest thereon, are fully discharged, or until the sinking fund and its accumulations are adequate to discharge so much thereof as remains undischarged.

7. For the raising by the government of Canada (without guarantee by the Commissioners of her Majesty's Treasury) of all such money (if any) beyond the sum of £3,000,000 sterling as, in the opinion of one of her Majesty's Principal Secretaries of State, will be requisite for the construction of the railway, and for charging the consolidated revenue fund of Canada with the money so raised and interest immediately after the charges made thereon in pursuance of the foregoing provisions of this section.

There shall be laid before both houses of Parliament, within fourteen days next after the beginning of every session, a statement and account showing what has been done from time to time in execution or pursuance of this act by us under the direction of the Commissioners of her Majesty's Treasury and one of her Majesty's Principal Secretaries of State and the Parliament and government of Canada.

This act may be cited as the Canada Railway Loan act, 1867.

Fonda, Johnstown & Gloversville Railroad.

We learn from the Gloversville *Standard* that this road is rapidly being pushed forward to completion. Aside from the convenience and profit to the locality through which the road will for the immediate future run, it is claimed that it ought to be the opening wedge to a line of communication to Lake Ontario and the St. Lawrence river. The *Standard* claims that this is the natural outlet for all that vast region lying north of it, which is now so little peopled, but which is so affluent in mineral resources, in water power and lumber.

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Notice to Contractors,

—o—

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, KINGSTON, N. Y. August 12th, 1867.

Proposals will be received at this Office until September 20th, 1867, for the Grading, Masonry, Bridging and Iron of the Eastern Division of this Road. Maps, plans and specifications will be furnished on and after September 1, 1867, by the Chief Engineer, WILLIAM E. MORRIS, Esq., at Kingston, N. Y. All other information furnished at this office.

THOMAS CORNELL,
President.

3t35

CIVIL AND MINING ENGINEERING at the RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11th. For the ANNUAL REGISTER, containing full information, apply to

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NEW YORK, July 25, 1867.

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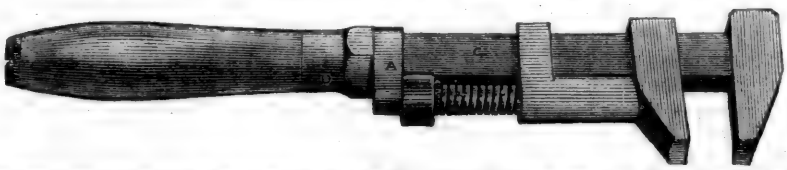
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All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

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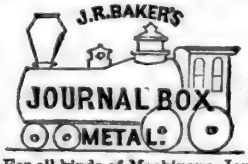
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As an Investment.

THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

1st. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 425 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 92 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

7th. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

9th. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. Stocks.

10th. At the current rate of premium on gold, they pay

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and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer*,

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RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

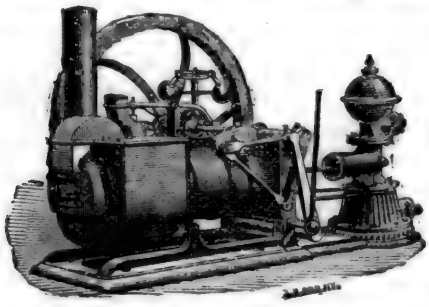
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, September 7, 1867.

American Institute.

The Annual Exhibition of the American Institute will be opened to the public on the 12th inst., at noon. In the evening, the opening address will be delivered by the President of the Institute, and a poem, prepared for the occasion, will be read. Those who have applied for space in the Exhibition, are notified that the Armory in 14th street, near Sixth Avenue, where the Exhibition is to be held, is now open for the reception of goods. Only those articles produced in the United States will be allowed to be entered for competition—though other articles will be received for exhibition. The Exhibition will be held from the 12th of September to the 26th of October, inclusive, from 9 a. m. to 10 p. m. On the evening of the 26th of October, the closing address will be delivered, and the names of the successful competitors announced. In future, the most prominent feature of the award is to be a testimonial or statement of the advantages or good qualities of the prize articles, given in such terms that it may be used by the successful competitor as evidence of its value.

Union Pacific Railroad.

The earnings and expenses of this road, on 325 miles, for the quarter ending August 31, 1867, are officially stated as follows:

Earnings:		
Passengers		$160,526 92
Freight		549 672 39
Telegraph		1,416 23
Mails		12,140 00
Transportat'n, contractor's materials		468,205 44
Transportation, contractor's men		26,077 97
Total		$1,203,038 95
Expenses:		
Agents and clerks	$17,156 22	
Miscellaneous, office expenses, exchange, &c.	10,560 00	
Station expenses	6,154 52	
Station labor, watchmen, &c.	21,036 06	
Conductors, baggagemen, &c	16,038 41	
Engineers and firemen	17,256 32	
Fuel account	131,089 58	
Oil, tallow, waste	10,298 98	
Loss & damage of goods	1,665 92	
Contingent account	3,522 02	
Repairs of engines and tenders	17,436 51	
Repairs of cars	21,655 42	
" roadway & track	109,767 64	
" bridges	9,075 78	
" buildings	2,189 38	
" telegraph	627 36	
		395,530 92
Net earnings		$807,508 03

The company add that, from the relative high charges, the operating expenses of the road are but 32¼ths per cent. of the earnings, and the ratio would be much less if the contractor's business were not done at half rates. Throwing out charges to contractors for transportation of materials and men, ($479,283 41,) and deducting from the aggregate of all operating expenses ($395,530 92) 32¼ths per cent. ($157,564 42) as the proportion chargeable on work done for contractors, which was less than actual cost, because of the half price charged for it, and we have the net operating expenses on the commercial business for the quarter, $237,966 50. The account for the commercial business of the quarter was:

Earnings	$728,755 54
Expenses	237 966 50
Net profit of operating 325 miles of road three months	$485,789 04

The amount of bonds the company can issue on 325 miles, at $16,000 per mile, is $5,200,000. Interest in gold, three months at 6 per cent., on this sum, is $78,000: add 40 per cent. premium for currency $109,200—showing that the net earnings for this quarter were more than four times the interest on the first mortgage bonds on this length of road.

Selma and Montgomery Railroad.

We learn from the Selma *Messenger* that Mr. C. T. Pollard, President of the Montgomery and West Point Railroad Company, has made arrangements for the purchase of 3,600 tons of iron for the extension of that road from Montgomery to Selma, at which point it will connect with the Selma and Meridian Railroad, and through that road with the Southern (Miss.) Railroad. It will be about 50 miles in length, and is the only link wanting to complete a through connection between the Mississippi at Vicksburg, and Charleston and Savannah on the Atlantic. A through line will also be established via the Atlanta and La Grange, Western and Atlantic, and the Tennessee and Virginia Railroads, to all points north and east of Montgomery.

Western Maryland Railroad.

The work on this road, we understand, is progressing finely. The heavy rock work on the sixth section is nearly graded; the heavy fill over the Big Pipe Creek bottom on the same section is so far completed that no more can be done until the abutments of the bridge are raised to receive the filling. The building of the bridge over Big Pipe Creek has been let by the McCaffreys to E. Traine and James Crowther, bridge contractors. The bridge will be thirty feet above low water. The bridge over the Monocacy on section eight is under way. Both bridges will be pushed forward as rapidly as possible.

The Suez Canal.

The amount of capital expended last year on this enterprise was £2,520,000. The expenditure still required to be made is estimated at £5,920,000.

Chicago and North Western Railway.

The earnings of this road for the years ending May 31, 1866 and 1867, have been as follows:

	1865–'66.	1866–'67.
From passengers	$2,510,727 52	$2,945,016 19
" freight	5,393,191 39	6,649,589 81
" express	157,157 30	346,016 37
" mails	77,660 21	124,485 27
" miscellaneous.	105,103 86	96,627 81
	$8,243,840 28	$10,161,735 45
Expenses, viz:		
Repairs of track	$1,100,865 08	$1,340,911 96
" engines.	519,862 86	550,019 71
" cars	543,991 01	797,487 81
" build'gs.	79,708 35	198,436 97
" fences	22,446 92	37,015 27
" bridges	79,606 77	252,407 62
" tools, etc.	74,813 11	164,793 75
Fuel used by locomotives	749,741 55	867,915 88
Fuel and lights used at stations, etc.	142,887 81	184,619 36
Oil and waste	93,312 33	103,320 96
Office and station expenses	53,586 28	72,478 70
Furniture & fixtures for cars	18.145 75	33,785 49
Foreign agents	39,355 26	45,436 79
Advertising	9,186 76	11,244 07
Stationery, etc.	55,049 44	61,267 64
Train hands	556,344 20	762,796 57
Laborers & switchmen	359,008 36	529,179 48
Agents and clerks	276,494 73	370,141 04
Superintendence	71.699 70	79,790 90
Rents	17,518 76	15,108 00
Loss and damage	101,137 25	91,266 38
Teaming freight, etc.	5,643 56	7,573 18
Operating ferry and bridge across the Mississippi	7,821 87	.....
Clearing snow and ice	6,017 33	40,183 02
Miscellaneous exp.	42,838 97	76,997 25
Insurance	23,395 46	8,525 00
Exp. N. Y. office	22,479 87	21,562 65
Total operating exp.	$5,072,959 34	$6,724,265 45
State and Co. taxes.	249,489 99	266,426 57
U. S. tax on earn'gs	200,169 48	107,611 96
U. S. revenue tax stamps	4,514 64	5,689 22
Total expenses	$5,527,083 45	$7,103,993 20
Balance of earn'gs.	$2,716,756 83	$3,057,742 25
Balance from previous year	678,929 78	483,988 22
Total	$3,395,686 61	$3,541,730 47
Disbursed as follows:		
Transferred from construction account of 1865	$521,326 19	$. .....
Interest on bonds	896,513 12	1,085,822 50
Interest and exchange	43,809 28	57,077 57
Interest on bonds and dividends on stock C. and M. R.R. Co.	.....	132,423 95
Sinking funds	65,120 00	59,120 00
Rent of C., I. and N. R. R	365,831 59	373,411 53
Rent of C. R. and M. R. R	152,690 23	265,819 41
Dividend on preferred stock	447,135 33	982,000 00
Dividend on stock of Beloit and Madison R. R. Co.	3,473 45	.....
Discount on securities sold	415,799 20	117,831 05
Balance to credit of income account May 31	483,988 22	468,224 46
Total, as above.	$3,395,686 61	$3,541,730 47

The gross earnings of the road for the year ending May 31, 1865, were $6,820,749 75; and the operating expenses, $4,295,372 86—excess of earnings $2,525,276 89. From which deduct State, County, Town and Government taxes, amounting to $325,888 98—leaving a balance of $2,199,387 91. The payments to sinking funds in that year were $750,470; dividend on preferred stock, $372,872 15; and rents of leased roads, $397,115 98—leaving to be carried to credit of income account, the sum of $678,929 78. The operating expenses were 62.98 per cent. of the gross earnings; and, including taxes, 67.75 per cent. In 1866, the operating expenses were 61.54 per cent.; including taxes, they were 67.04 per cent. In 1867, the percentage of expenses was 66.17 and 69.91 respectively.

The total expenditures in 1865, including operating expenses, taxes, contribntions to sinking funds, interest, rent of leased roads, dividends on preferred stock, interest on bonds, and dividends on stock of the M. and B. R. R. Co., amounted to $6,141,819 97; against $7,501,656 45 in 1866; and $10,059,668 16 in 1867.

The amount charged to old construction during the past two years for exchanges of stock and settlements, in accordance with plan of re-organization of 1859, and with terms of consolidation with Galena Company in 1864, has been $401,882 41. During the same time the sum of $3,726,875 10 has been expended for new equipment, and $940,847 30 for new construction.

During the past three years, the sum of $1,054,-956 44, being for discount on securities sold, and which is properly chargeable to construction, has been carried to income account, thus reducing the surplus, which otherwise would have amounted to $1,523,180 90, to $468,224 46, as shown in general account.

During the past year, the company have issued $2,200,000 of short equipment bonds, drawing interest at 10 per cent. per annum, secured by a lien on $2,750,000 of new equipment purchased and built during the year, $550,000 of the cost price of such equipment having been paid by the company, and the whole left as security for the $2,200,000 of bonds. These bonds are payable in semi-annual instalments of $270,000 each, commencing May 1, 1868, and ending November 1, 1871.

The amount paid for interest on bonds during the last fiscal year, includes six months' interest on these bonds; and the amount paid for rent of leased roads includes rent paid on new portions of the road opened for business during the progress of construction through the State of Iowa.

The income account for the year ending May 31, 1866, shows the gross earnings of all the lines of road operated by this company, including the leased roads in Iowa, and 23 days' earnings of the Chicago and Milwaukee Railroad, which was leased by this company on the 8th of May, 1866. In the earnings for 1866–'67, are included those of the Chicago and Milwaukee for the whole year. These earnings amounted to $1,063,164 21, showing that on the basis of earnings as well as for the purpose of securing more perfect combinations and preventing undue competition, the purchase of this road was a desirable transaction to the company.

A dividend on the preferred stock of 1¾ per cent. was paid in June, 1864, and another, of 3½ per cent. in December, making 5¼ per cent. for that year. In June, 1865, a third dividend, of 3½ per cent., was paid; and in December, 1866, a fourth, of 7 per cent., payable in preferred stock, at par.

The length of Main Line and Branches owned and leased by this company, are: Main Line from Chicago to Clinton, Iowa, 138.1 miles; Clinton to Council Bluffs, (opposite Omaha,) 352.9 miles—total Main Line, 491.0 miles; Branches, viz: Junction to Freeport, 91.0 miles; Elgin to Richmond, 33.0 miles; Belvidere to Madison, 67.6 miles; Rockford to Kenosha, 72.4 miles; Chicago to Milwaukee, 83.5 miles; Chicago to Fort Howard, 242.4 miles; Escanaba to Negannee, with branches and extensions to mines, 71.5 miles—total number of miles, 1,152.4. The road from Clinton to Council Bluffs is perpetually leased by this company. All the other lines are owned by the company, except the Chicago and Milwaukee, whose stock is mostly owned by this company.

The company own 248 locomotives, 112 first class and 21 second class passenger cars, 101 baggage, mail and express, 117 caboose, 4 boarding, 3,554 box, 901 platform, 307 cattle, 53 coal, and 519 iron ore cars.

The total number of passengers carried in 1865, was 1,096,697; in 1866, 1,511,992; and in 1867, 1,533,028. Tons of freight transported in 1865, 956,484; in 1866, 1,370,515; and in 1867, 1,726,-920.

The following is a comparative statement of the capital stock and bonded debt of the company, as stated in their reports for the past and preceding year:

	1866.	1867.
Flagg trust bonds	$245,000	$200,000
Preferred sinking fund b'ds	1,250,000	1,250,000
Appleton extension bonds.	184,000	184,000
Green Bay extension bonds	300,000	300,000
Funded coupon bonds	756,000	756,000
General first mort. bonds	3,600,000	3,600,000
7 per cent. eqnipment b'ds	320,000	165,000
10 per ct. equipment bonds	.....	2,200,000
First mortgage bonds G. & C. U. R. R. Co	1,948,000	1,919,000
Second mortgage bonds of do	1,232,000	1,173,000
Elgin and State Line R. R. bonds	189,000	189,000
Mississippi River Bridge bonds	200,000	200,000
First mortgage bonds Peninsular Railroad of Michigan	1,200,000	1,075,000
Consolidated sinking fund bonds	2,627,100	3,040,000
Total bonds	$14,051,000	$16,251,000
Common stock	13,174,901	13,232,496
Preferred stock	13,019,056	14,789,125
Total stock and bonds	$40,244,957	$44,272,621

The amount of common stock, per report of 1865, was $13,160,921; preferred stock, $12,994,-720; bonds, $12,020,483—total stock and bonds, $38,176,124. This shows an increase since 1866, of $4,027,664; and since 1865, of $6,096,497. Common stock was increased during the past year, $57,594; preferred stock, $1,770,070; bonds, $2,200,000; unfunded debt, $846,326—total increase of indebtedness, $4,873,990. The unfunded debt in 1865, was $825,398, and in 1866, $277,-151.

A full and comprehensive statement of the

bonds of this company, giving the amounts of each class, date of maturity, rate of interest, and when and where payable, may be found on pages 854, 855, and 856, of our present issue.

The Flagg Trust bonds are secured by a mortgage on depot grounds at Chicago, 8 per cent. interest, payable semi-annually. The preferred sinking fund bonds are secured by a first mortgage on road and equipment, from Chicago to Oshkosh, 193 miles. The funded coupon bonds, issued for first six coupons from general first mortgage bonds, secured by mortgage lien, next to the preferred sinking fund bonds, on road and equipment from Chicago to Oshkosh, 193 miles. General first mortgage bonds, are a mortgage lien, next to preferred sinking fund and funded coupon bonds, on road and equipment from Chicago to Oshkosh. The Appleton extension bonds, are a first mortgage lien, interest 7 per cent., payable semi-annually, and secured on road from Oshkosh to a point 23 miles north of Oshkosh, and on 76,000 acres of land received from U. S. Government. The Green Bay extension bonds are a first mortgage lien on road from north end of Appleton extension to Fort Howard, on Green Bay, about 26 miles, and on 76,000 acres of land received from Government. The seven per cent. equipment are a first mortgage lien on locomotives and cars purchased with said bonds.

The first mortgage bonds of the Galena and Chicago Union Railroad Company, are secured by a first mortgage on road and equipment from Chicago to Mississippi River, near Fulton, 138 miles; from Junction to Freeport, 91 miles; and from Belvidere to Wisconsin State Line, at Beloit, 20 miles—in all 249 miles. The second mortgage on same road and equipment as above described. The Mississippi River Bridge bonds are secured by lien on the net earnings of the Galena Division, after payment of interest and sinking funds on the first and second mortgage bonds. The bonds issued for the purchase of the Elgin and State Line Railroad are secured upon the net earnings of the Galena Division after the payment of interest and sinking funds on the first and second mortgage, and Mississippi River Bridge bonds.

The first mortgage bonds of the Peninsula Railroad Company of Michigan are a first mortgage lien on Peninsula Division from Escanaba to Negaunee and extensions to iron mines, about 71 miles, and on the lands received from the United States and the State of Michigan in aid of building said road. The mortgage provides for an issue of $1,200,000.

The consolidated sinking fund bonds are secured by a mortgage lien on all the different lines of road and equipment of the company in the States of Illinois, Wisconsin and Michigan, subject to prior liens. The mortgage provides that the company may at any time make further issues of this class of bonds for the purpose of exchanging them for any of the prior bonds of the company, (but not the $2,200,000 of ten per cent. equipment bonds,) dollar for dollar. The $3,040,000 of these bonds, now issued, are convertible into the preferred stock of this company, at par, at the option of the holder, at any time before the first day of May, 1870. The ten per cent. equipment bonds are secured by a first mortgage lien on locomotive and cars, payable semi-annually, commencing May 1, 1868, and ending November 1, 1871.

Balance Sheet, May 31, 1867.

Old construction:		
Cost of road and property in accordance with terms of consolidation		$35,272,814 39
New construction:		
Balance to the debit of this account May 31st 1866	$1,269,240 09	
Right of way and depot grounds	34,022 97	
Additional side tracks	201,303 56	
Construction of buildings	166,261 99	
Construction of telegraph	4,499 55	
Civil engineering	8,501 37	
Miss. River Bridge	7,662 34	
Fences	78,864 42	
		1,770,356 29
New equipment:		
Balance to debit of this account May 31, 1866	$1,539,935 02	
Add for new equipment purchased & built during the yr.	3,288,464 48	
		4,828,399 50
Securities on hand:		
1st and 2d mortgage bonds G. & C. U. R. R. Co.	$293,000 00	
Sterling Bridge Co's. stock	2,000 00	
Dubuque and Sioux City R.R. Co. stock	8,304 77	
Dubuque and Sioux city R.R.Co's bonds	6,000 00	
Waupacca and Weyauwega town bonds	2,100 00	
Dubuque and South Western R. R. Co's. bonds	4,000 00	
Green Bay Transit Co's stock and loans to that company	274,200 00	
Propellor Favorite's stock	10,455 00	
Subscript'n to Northern Pacific R. R.	11,333 33	
Chicago and Milwaukee Railway stock.	2,018,200 00	
		2,629,593 10
Materials on hand:		
Materials in shops and store	$588,323 33	
Wood and coal on hand	757,365 30	
Wood lands	17,470 13	
		1,363,158 76
		$45,864,322 04

Common Stock.

Amount issued May 31, 1867	$13,166,621 39	
Add amount to be issued in excha'ge for stock of the G. & C. U. R. R. Co., still outstanding.	65,874 22	
		$13,232,495 61

Preferred Stock.

Amount issued May 31, 1867	$14,512,051 20	
Add amount to be issued in exchange for stock of G. & C. U. R.R. Co. still outstanding	65,874 22	
Add amount to be issued in exchange for 2d mortgage bonds of C. & N. W. R.R. Co	211,200 00	
		14,789,125 42

Funded Debt.

Flagg trust bonds	$200,000 00	
Preferred sink'g fund bonds	1,250,000 00	
Appleton Extension bonds	184,000 00	
Green Bay Extension bonds	300,000 00	
Funded coupons (interest bonds)	756,000 00	
General 1st mortgage bonds	3,600,000 00	
First mortgage bonds G. & C. U. R.R. Co.	1,919,000 00	
Second mort. bonds G. & C. U. R. R. Co.	1,173,000 00	
Six per cent bonds, G. & C. U. R. R. Co. issued for purchase of E. & St. L. R. R.	189,000 00	
Miss. River Bridge bonds of G. & C. U. R. R. Co	200,000 00	
Equipment bonds	165,000 00	
First mortgage bonds Peninsular R.R.Co. of Michigan	1,075,000 00	
Consolidated sinking fund bonds	3,040,000 00	
Ten per cent. equipment bonds	2,200,000 00	
		16,251,000 00

Unfunded Debt.

Bills payable	$1,380,756 61	
Add operating debt—		
Balance due sundry Railroad Co's for ticket and freight balances	113,881 78	
Amount due leased roads	110,201 42	
Coupons and divid'ds overdue, uncoll'ted	105,320 69	
Audited bills and accounts, including pay-roll for May	925,500 85	
	$2,635,660 35	
Less balances due from R. R. Co's for ticket and freight balances, uncollected earnings, U. S. Government, and from sundry corporation and individuals.	$1,190,616 81	
Cash	321,566 99	
	1,512,183 80	
Amount of unfunded debt May 31. 1867		$1,123,476 55

Income Account.

Being excess of earn'gs over operating expenses and amounts paid for interest and sinking funds on bonds, dividends on stock, rent of leased roads, and discount on securities, from June 1st 1864, to May 31, 1867	468,224 49
	$45,864,322 04

President.—William B. Ogden.

Directors.—William B. Ogden, Perry H. Smith, George L. Dunlap, John B. Turner, William H. Ferry, Chicago Ills., Samuel J. Tilden, William A. Booth, Henry H. Boody, Lowell Holbrook, James D. Fish, James W. Elwell, John M Burke, Benjamin Nathan, Albert L. Pritchard, Samuel Sloan, Adrian Iselin and M. L. Sykes, Jr. New York.

Vice President.—Perry H. Smith.

2d Vice President.—M. L. Sykes.

Secretary.—James R. Young.

Treasurer.—Albert L. Pritchard.

Gen'l Superintendent.—George L. Dunlap.

Portland and Kennebec Railroad.

The earnings of this road for the years ending December 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$285 291 15	$251,485 73
" freight	219,816 13	295,796 10
" extra baggage	738 08	808 88
" mails	11,200 00	11,200 00
" express	6,000 00	6 000 00
" connecting roads.	1,257 14	11 113 88
	$524,302 51	$576,404 59
Military	5,398 31	34,449 82
Rents	615 88	1,264 10
	$530,316 70	$612,118 51
Expenses, viz:		
Maintenance of way	$120,994 04	$120,817 58
Fuel	59.192 70	58.991 98
Locomotive power	96,278 57	95,070 06
Train expenses	40,036 33	42,293 17
Station expenses	42,029 60	44,632 07
Salaries	10 957 84	10.902 58
Other expenses	14 073 86	10 685 26
Rent of Somerset and Kennebec R. R	36.000 0	36,000 00
United States tax	13,054 60	11.102 87
Wood burnt at Portland	.....	4.200 00
	$432.607 70	$434,695 57
Net earnings	$97,709 00	$177.422 91
From which deduct—		
Yarmouth stock dividends	$12.144 00	
Interest on city bonds	48 000 00	
" extended bonds	13,752 00	
" funded int. b'ds	6 094 86	
" consol bonds	6,360 50	
" other loans	13,639 20	
		99,990 56
Balance		$77.432 38
Add balance from previous years		20.080 09
Received for sales of land & buildings.		200 00
" from consolidated bonds		199 500 00
Notes payable		171 301 74
Due for outstanding coupons		6 842 33
" S. C. Chase & Co		583 15
" United States excise tax		2,859 57
Received for difference in extended bonds		515 50
		$478,954 76
Expended in 1865 and 1867:		
For new cars	$14,625 00	
Westbrook and Portland road	69.828 54	
Depot grounds in Portland	124,408 34	
Paid on principal of funded interest bonds	10,696 22	
Gardiner depot	3,007 78	
Augusta depot	12.836 57	
		233,402 95
Leaving		$245,551 81

ASSETS.

Sinking fund	$98 757 50
Wood and coal on hand	22.484 00
Stock for repairs	9,916 74
Sundry accounts	10 225 86
United States	10,210 11
Post Office department	1 917 56
Railroad bonds	2,600 00
Bills receivable	65.000 00
Cash	24,440 04
Total, as above	$245,551 81

The number of passengers carried in 1864, was 312 771; in 1865, 272.548; in 1866, 278,197

Number of tons of merchandise carried in 1864 was 92,548; in 1865, 99,623; in 1866, 133.875

The report says:

The business of our road for the past year has been, on the whole, as successful as we anticipated. Our trains have run during the year 309,481 miles, divided between the different trains as follows:—Passenger service, 120 613 miles; freight, 139,493 miles; gravel, 49 375 miles, at a cost of $383,392 70, being $1 23.881 per mile. Our gross earnings have been $576,404 59, of which $251,485 73 have been for transportation of passengers, $295,796 10 for freight and $29,122 76 from other sources. This shows an increase of $41,896 24 over the earnings of the preceding year, and a diminution of expense of $160 24, notwithstanding the miles run the last year were 35,071 more than the year preceding. The passenger traffic shows a diminution of receipts as compared with the preceding year of $33,805 42, although the number of passengers transported was 5,649 greater in the year 1866 than in 1865 This falling off in receipts is accounted for from the fact that a portion of the passengers, (those going by boats) travelled shorter distances on the road than the general average, but principally to reduction of fare rendered necessary from the advance charged us by the Boston roads.

Our freight shows an increase of 34,252 tons, and an increase of receipts of $75.979 97.

The exhibit of expense does not show precisely the cost of operating the road, with ordinary repairs; no inconsiderable portion of the amount thus charged to expense account, having really been incurred for improvements.

Thus we have filled a large space of dock at Bath, and constructed an engine-house and turntable at this place, have put in a track scale at Brunswick, have raised 22 miles of track with gravel, constructed over 30 miles of new fence, laid over 525 tons of new rails and 300 tons of repaired rails, laid 49,141 new sleepers, filled permanently, the space bridged at Shingleman's creek, Lang's Mills, and the deep ravine near Skowhegan, constructed water tanks at Freeport, near Bowdoinham, and Augusta, and supplied them, and also the one at Dresden with water by aqueduct of more than two miles in length, thus furnishing an abundant supply of water which *flows* into the tanks instead of being raised by steam or hand power. We have extended bank walls near Danforth street in Portland and constructed wood sheds at Portland, Brunswick, Bowdoinham, Richmond Winslow, Skowhegan and Bath, in all, more than fourteen hundred feet in length, rebuilt one over Head bridge near Bath, a railroad bridge at Abigadasset, and thoroughly repaired the long trestle bridge at Gardiner, built at our shop in Augusta 25 new freight cars and 8 hand cars, and rebuilt wholly, except wheels and axles. 22 freight cars besides ordinary repairs on 236 more.

We have also built a new passenger depot at Gardiner, filling and preparing the grounds therefor, and also fitted up the old depot at Gardiner for a freight house and made large additional improvements for the accommodation of freight at that station. At Augusta we have built a new and commodious brick passenger depot and fitted it up with commodious offices with fire proof vaults, for the accommodation of the company. This building is constructed in the most permanent manner, has in it all the modern improvements, and is an ornament to the place in which it is located. The preparation of the site for this building, subjected us to much labor and expense, requiring the excavation and removal of between 3,000 and 4,000 yards of material, mostly of ledge, of very different character. The land on which these improvements in Augusta have been made was principally obtained by exchange with the city, in which both parties have been much benefitted and the public accommodated. At our machine shop we have, in addition to other large repairs, rebuilt one old and unserviceable engine making her substantially a new machine. She is now nearly ready to go upon the track. We have also put in seven new turn-outs and extended three others.

Many of these additions fall more appropriately under the head of construction, than repairs They have all, however, with the exception of the depots at Gardiner and Augusta been included in our expense account.

In addition we have contracted for 2 new first-class freight engines, (now on the road and models in finish and style,) and also for the re-building of an old engine which had become unserviceable. This will also soon be completed and on the road; also for 33 freight cars, 28 of which have already been delivered and are now in service.

When these additions shall have all been completed, which will be within a few days, we shall have added four first-class engines to our effective motive power, and 80 freight cars to our rolling stock within the last thirteen months.

With these additions to our rolling stock, and the additions which come from the ordinary operations of our own shops, we hope to be able to meet promptly the demands upon our road for the transportation of freight and passengers.

The general condition of the road is good, much better than ever before, and its equipment sound and efficient.

It is not, however, intended to affirm that further additions and improvements will not be required. Far from it. The construction of a railroad in a new and growing country can never be said to be complete. New sources of business are continually being opened, which require additional railroad facilities, and with a road like ours, which was originally imperfectly constructed and insufficiently equipped, this is emphatically true.

Thus, at this time we require at Bath a new passenger house and additional freight accommodations; better freight and passenger accommodations at Yarmouth Junction, to be constructed in connection with the Grand Trunk; also freight and passenger house at Waterville, and a new freight house, &c., at Augusta, besides improvements in our accommodations at Brunswick, Skowhegan, and perhaps other points on our line. These required improvements and additions are not in the nature of repairs but construction, and should, in the opinion of your directors, be provided for by increase of capital, and not taken from the ordinary income of the road to the further postponement of dividends upon our stock, which may be actually earned.

While the want of these contemplated improvements do not interfere with the safe and efficient operation of the road, their existence would be matter of great convenience and tend directly to the increase of our business.

Our trains have run during the year with great regularity and safety. No passenger has sustained injury, or suffered detention; our connections have been made with almost unerring certainty.

We have suffered somewhat from fire during the year. A spacious wood-shed in Portland containing 700 cords of wood took fire and was totally consumed. The fire occurred during a tempest of wind, and, though in the day time, it was found impossible to save it. The loss was something more than six thousand dollars, about one half of which was covered by insurance. We have also had three cars loaded with hay or loosely baled rags, wholly or partially consumed. These, however, so far as the loss fell upon us, were to a considerable extent protected by insurance. Two severe accidents occurred on the Boston and Maine road, in which 14 of our freight cars were badly injured or wholly demolished. The disabled cars were returned to our shop and repaired, for which the road on which the injury occurred will undoubtedly make us reparation.

With the railroads west of Portland over which we do a large connecting business, our relations have not been wholly satisfactory. They arbitrarily doom us at their pleasure, changing their rates for the transportation of our freight and passengers without previous notice or consultation with us, charging us more per mile for the transportation of our passengers, who are delivered to them in large numbers and without trouble or cost to them, and who as a general thing, pass over the whole line of their roads, than they receive, on an average, for their local passenger business. This is wholly wrong, and not only

prejudicial to us, but to them also. It was an efficient cause for the establishment of a daily line of boats from the Kennebec river to Boston, and if persisted in will make permanent that water competition for through business, which under a more enlightened and just policy would undoubtedly be temporary only.

With all other railroads doing business with us, our relations have been entirely harmonious and satisfactory.

We are happy to perceive indications that the railroad system of the State is to be extended. The work of construction, as we learn, has already commenced on the European and North American Road, under circumstances that show not only an ability but a determination to effect its early completion. It is an enterprise that will confer unmeasured benefits upon the eastern portion of our State, and is of great importance to the whole State, and though not directly connected with our road, will indirectly, if not directly contribute to our business and prosperity.

The prospect is also now highly encouraging that we are soon to have a road from the Kennebec to the Penobscot Bay at Rockland. This road when constructed will connect with ours, and will open a very large field for railroad traffic. It is the best unoccupied territory for a railroad in New England, and cannot fail, in addition to accommodating a very large local travel, to attract over its line, and the line of connecting roads, an immense business extending to the eastern extremity of our State and the adjoining Provinces. The precise point where this road will intersect our line has not been determined. That question must be settled by those on its line who are more directly interested in its construction; but where ever it may intersect our line we must extend to it a hearty welcome and render it all the aid in our power.

Railroads have become the great highway of the nations. Like the highways erected by nature, they should be free from obtructions. Our legislation should be so conceived as to connect and extend these channels, so that freight and passengers may pass the longest distance without change or interruption. Nothing is more annoying to the traveller than to be harrassed with frequent transfers from car to car, and be subjected to the necessity of providing himself with a multiplicity of tickets to be scrutinized by the employees of the different corporations; while to the shippers of freight the multiplicity of short lines under the control of different, and frequently disagreeing companies, is not only an annoyance, but often operates as a fatal obstruction to successful business. The interests of the people, no less than the roads, require that every reasonable effort should be made to bring all our short lines into harmonious action, and constitute them open and extended highways.

In conducting the business of the road during the past year, there has been a laudable desire manifested on the part of those in our employment for its success; in fact, with hardly an exception, they have come to look upon the road as an institution with which their own interests are identified and interwoven.

President.—RICHARD D. RICE, Augusta.

Directors.—Richard D. Rice, H. N. Jose, John B. Brown, Geo. F. Shepley, Geo. F. Patten, William D. Sewall, N. M. Whitmore, Darius Alden and Philander Coburn.

Superintendent.—WALTER HATCH.

Treasurer.—JOHN S. CUSHING.

☞ The iron mines at Marmora, in Canada, which were recently opened, are yielding large quantities of ore. It is only three weeks since shipment commenced, and already six thousand tons of ore have been shipped from Coburg to Cleveland or Erie—mostly to the latter port. The company are now shipping over three hundred tons per day. The ore is of excellent quality, and the demand for it is active.

American Central Railway.

We learn from authentic source that this important enterprise for the nation, and particularly for the States of Indiana, Illinois and Iowa, as well as its various important connections, not only East and West, but to the North and South, has assumed a substantial shape. We called the attention of our readers to the "American Central Railroad" in one of our issues last year. We are now pleased to be able to congratulate its managers upon getting its affairs in a satisfactory shape, so that the work can be pushed forward with vigor to completion. This road starts at the city of Fort Wayne, in the East; runs a due sectional course through the States of Indiana and Illinois to New Boston on the Mississippi; from thence through the heart of the young but great and growing State of Iowa, to a connection with the great Union Pacific Railroad at Omaha, a total distance of 585 miles. We venture the assertion, there is no one continuous line of railroad on this continent, from its extreme points, even approximating it in distance, that passes through a richer or more fertile section of country than this American Central. It traverses that portion of Illinois and Iowa where they have inexhaustible beds of coal, as well as the advantage of all the present constructed lines in distance between the great East and the great West.

For comparison, we will give the distances of the several leading routes:

	Miles.
From Omaha to Fort Wayne is	585
Fort Wayne to Pittsburg	320
Pittsburg to New York, *via* Allentown route	431
Total from Omaha to New York	1,336
Omaha to Chicago	500
Chicago to Dunkirk, *via* Michigan Southern & Lake Shore lines	498
Dunkirk to New York, *via* Erie Railroad	460
Total	1,458

Making the great saving in distance between New York and Omaha, by the above comparison, of 122 miles.

	Miles.
Omaha to Chicago	500
Chicago to Buffalo, *via* Michigan Southern and Lake lines	538
Buffalo to New York, *via* New York Central	442
	1,480
Omaha to New York, *via* American Central and her connections	1,336
Difference in favor of American Central	144

MICHIGAN CENTRAL ROUTE.

Omaha to Chicago	500
Chicago to Buffalo, *via* Michigan Central	522
Buffalo to New York, *via* New York Central	442
	1,564
Omaha to New York, *via* American Central and connections	1,336
Difference in favor of American Central	228

It will open up and develop a country that will furnish a local traffic of immense magnitude, and make the "American Central" self-sustaining, independent of its large prospective through business. It is destined to be an avenue for the shipment of live stock to an unlimited amount. To give some idea of the stock trade from this section of the West, which is yet in its infancy, we will state, there was shipped from Fort Wayne the past three months, *via* Pittsburg, Fort Wayne and Chicago Railway, eastward, about one thousand car loads of live stock, and all originating there and from her connections, with the present roads at that point.

This is one of the roads demanded by the laws of trade, traffic and commerce, not only from its favorable location, shortening and straightening distances, but the enterprising tillers of the soil, stock growers, and every department of industry, along its entire length, demand additional avenues and facilities for transporting of their rich abundance. After we have seen it demonstrated, as in the case of the Union Pacific, that a road can be constructed at the rate of one and a half to two miles per day, it is no great stretch of the imagination to say that this line can be opened up even in less time. Now, in view of all these increasing avenues opening up to us, through the great and growing West, does it not behoove us to move with more earnestness and more determination in opening up and completing increased avenues to the eastward of this naturally great Railroad Centre?—*Pittsburg Commercial.*

Italian Railways.

It appears from the report of Mr. Herries, her Majesty's Secretary of Legation at Florence, that at the beginning of 1864 the length of the railways open in the kingdom of Italy was 3,100 kilometres, besides 209 kilometres in the Roman States, and 536 in Venetia, Istria, and the Italian Tyrol. Of the lines conceded there remained to be completed 3,870 kilometres, and it is assumed that within ten years from that time the total length of railways throughout the Italian peninsula will reach 8,500 kilometres. Supposing that on the estimated future length of 8,500 kilometres there may be 3,500 kilometres of double lines, the actual length of railway will be 12,000 kilometres, representing in rails, turn-tables, chairs, &c., 1,075,680,000 kilogrammes of iron and steel, amounting to the value of 296,527 francs. The rolling stock is set down at 1,700 locomotives and tenders, and 38,000 carriages and tenders of all sorts, and the total quantity iron used under all these heads is computed at 1,247,331,000 kilogrammes, valued at 376,240,850 francs. The annual consumption by wear and tear would not be less than 62,774,200 kilogrammes, costing 20,519,011 francs. Rails are not made in Italy. Attempts were made to supply them at the establishment of Pietrassa, near Naples, in 1856, but it was found that they could not be delivered at less than double the price of those imported from England or Belgium. Neither can chairs, turntables, &c., be manufactured cheaply enough to compete with similar articles of foreign production. Native industry may be expected, however, to furnish the iron of superior quality required for axletrees, cranks, plates, locomotive boilers, wheel tires, &c., as well as steel for switches, springs for carriages, and sundry portions of locomotives and tenders. There are several establishments for the construction and repairing of rolling stock in Italy. At those of Sampierdarena at Genoa, and Pietrassa at Naples, locomotives and tenders are turned out which cost little more than those coming from abroad. Large workshops for repairs of locomotives, &c., exist also at Turin, Milan, Verona. Savighiano, Florence, Lucca (where tubular beams for bridges are also made,) Siena, and Civita Vecchia. In connection with railways, telegraph wires are mentioned. Their total length, which at the beginning of 1863, was 26,268 kilometres, may, it is supposed, extend in a few years to 60,000 kilometres, representing a weight of 4,000,000 kilogrammes, on which the annual loss by wear and tear would amount to 160,000 kilogrammes. The wire used comes principally from Birmingham, where it is manufactured at a price too low to admit of Italian competition.

☞ The Winona and St. Peter Railroad has been completed to the new town of Waseca, ten miles west of Owatonna, and 105 miles from Winona. Twenty-eight miles further west is Mankato, which will probably be reached next season.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,460		
Alton and St. Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point..100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr. '67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,300		
Do., do. pref.100	1,340,400	J. & D.	Jun. '67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan., '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000		
Buff., New York & Erie*.100	850,000	J. & J.	J'n'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	797,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,84 2,200	F. & A.	Aug. '67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa, ...50	1,150,000		
Catawissa, pref.....50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110	....	Jul.'67 4½
Central of Georgia.....100	4,666,900	J & J	Jul '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jul.'67 2½
Centr'l Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n '67 2½
Chicago and Alton.....100	3,886,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....10	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	500,000		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	454,358		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City.100	1,673,641		
Do. do. pref.100	1,937,351	Annual.	M'r.'67 7½
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly 100		M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3.156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite..... 100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745		....1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A J&O	Jul. '67 3
Hannibal and St. Joseph..100	$1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch.....50	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River.....100	6,967,971	A. & O.	Apr.'67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ..50	494,380		
" " pref. 50	190,650	J. & J.	Jan. '67 2
Illinois Central.....100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.....50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,046,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jul. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,486,135	M. & S.	Sep. '67 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '67 4
Mississippi Central 100	2,030 961		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Mar.'67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	795,300		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369.307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,368,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3.581,000		
Panama.....100	7,000,000	J.A J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 6
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,365,800		
Philadelphia and Erie*... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,651,700	J. & J.	Jul. '67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 50	999,200	F. & A.	Aug.'67 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,795,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	6o5,019		
Rensselaer and Saratoga ..100	$500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000.000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,078	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	F. '67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'66 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 150		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400.000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,240,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,454,815		
Western (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	M.JS&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Sep. '67 5
Union Navigation..... 100	4,000,000	M.JS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express 100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2 horse.	1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'65	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	—	37
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	66,502	9	—	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,539	200,000	50,000	50,032	164,742	5,253	—	—	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	—	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	—	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.89	—	60	9	—	Quincy	141,333	71,600	58,400	55,000	34,256	2,585	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '65	7.17	—	—	6	6	Albany	85,544	50,000	31,000	—	65,155	501	—	—	—
30 Sep. '65	17 50	—	—	35	—	Bleecker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588	—	100	—
30 Sep. '65	10.76	—	—	32	28	Broadway (Brooklyn	228,286	200,000	27,500	5,802	81,027	12,500	—	100	—
30 Sep. '65	14.33	—	—	98	—	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1200000	100,000	612,779	198,082	—	100	—
30 Sep. '65	7.75	—	—	10	2	Brooklyn, Bath & Coney Isl'd	135,178	100,000	86,000	71.180	28 068	8,282	—	100	—
30 Sep. '65	24.00	—	—	35	42	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	—
30 Sep. '65	56.18	1.90	—	146	29	Brooklyn City	1,333,460	1,000,000	170,000	—	857,701	148,758	5½	10	—
30 Sep. '65	11.75	4.00	—	32	—	Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104 691	5,651	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '65	—	2.50	—	—	—	Brooklyn City & Rockaway	—	7,500	35,000	—	—	—	—	—	—
30 Sep. '65	24.00	—	—	116	—	Central P'k, N & E. Riv. (N. Y.)	1,517,906	955,900	550,000	—	528,090	74 053	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '65	19.75	—	—	32	—	Coney Island & Brooklyn	612,565	500 000	138,000	4.192	150,634	34,102	—	100	—
30 Sep. '65	11.82	—	—	46	—	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '65	18.00	1.00	—	141	—	Eighth Avenue	1,260,915	1,000,000	160,000	—	627,153	90,670	6	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '65	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600	—	100	—
30 Sep. '65	—	19.00	—	—	—	Harlem & Tarrytown	—	3,550	—	—	—	—	—	—	—
30 Sep. '65	19.10	—	—	30	—	Ninth Avenue	444,877	795,360	112,000	—	74,514	loss.	—	100	—
30 Sep. '65	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '65	11.00	—	—	16	—	Rochester City & Brighton	251,559	133,400	100,000	—	80.028	29,616	—	100	—
30 Sep. '65	16.00	—	—	—	—	Second Avenue (N. Y.)	1,218,127	650,000	520,000	136,970	388,298	106	—	100	55
30 Sep. '65	8.37	—	—	—	—	Sixth Avenue (N. Y.)	1,409 516	750,000	—	139 664	482,224	loss.	—	100	116
30 Sep. '65	17.50	—	—	147	—	Third Avenue (N. Y.)	2,110.100	1,750,000	1,800000	115 000	1,024742	211,213	9	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '65	4.46	1.00	—	—	—	Troy and Cohoes	50,000	50 000	—	op. by T. & L. R. R.	—	—	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '65	6.50	9.00	—	—	—	Utica City	209,325	124,500	100,000	—	30,752	loss.	—	—	—
30 Sep. '65	1.60	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	12,839	808	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southwk'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	284,683	121,721	20	—	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. Phila.	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,825	61,822	—	50	—
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	—
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,900	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)	—	—	—	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	70½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,966	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec '62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	118,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Maldan & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica City: 1st Mortgage	100,000	?	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1877	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	WHEN PAYABLE.	Market Price.
National Securities, Aug. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,932,141	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	384,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	109½
" " " " coupon		5	" "	1874	109
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	118
" " " " coupon		5	" "	1871	117½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,315,400	6	Jan & July.	1881	111½
" " " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,108,790,800	6	May & Nov.	1882	109½
" " " (5-20s) ... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	----
" " " (5-20s) ... coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	108½
" " " (5-20s) ... coupon		6	" "	1885	111½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5-20s) ... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	----
" " " (5-20s) ... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	171,409,350	5	Mar. & Sept.	1904	99½
" " " (10-40s) ... coupon		5	" "	1904	99½
Pacific R. R. Bonds ..... (currency)	15,402,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	451,233,425	7.3	Feb. & Aug.	1867	101½
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	101½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	101½
Matured Debt not presented	15, 52,815	---	presentation.	----	----
Gold Certificates of Deposit	19,457,960	---	presentation.	----	----
Coupon Interest Notes 1861 '65	108,329,430	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,164,844	---	----	----	----
Fractional currency	28,554,729	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	457,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1881	----
" —* " " (State Bank). "	610,000	6	Jan & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	121½
" — " " 1860 ... "	198,000	7	" "	1880	----
" —Soldiers Relief Bonds. ... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	101
" — " " Oct. 1861 ... "	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ... "	2,000,000	6	" "	1883	----
" — " " May, 1864. ... "	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 65 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " " ... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ... coupon	276,000	7	various.	'72-'74	84½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ... "	1,566,000	6	" "	'68-'74	74
" — " " (Railroad) ... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ... "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal ... coupon	1,157,.23	6	Jan. & July.	1870	----
" — " " " ... registered	1,229,6.7	6	" "	1870	----
" —State Bonds ... coupon	948,910	6	" "	'60-'70	----
" — " " ... "	4 3.,253	6	" "	'77-'79	100
" —War Loan Bonds ... "	945,200	6	" "	1879	----
Indiana—State Bonds ..... coupon	1,191,.92	2½	Jan. & July.	1866	----
" — " " ... "	3,829,.36	5	" "	1866	----
" — " " ... "	909,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ... "	300,000	7	" "	1881	----
Kansas—State Bonds. ... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ... "	1,4.1,000	6	April & Oct.	'70-'71	----
" — " " ... "	415,000	6	May & Nov.	1870	----
" — " " ... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ... "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ... coupon	4,832,983	6	Feb. & Aug.	'68-'88	----
" — " " (Railroads)... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ... "	1,000,000	6	various.	1886	----
" — " " (New) ... "	822,800	6	" "	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 ... "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 ... "	800,000	6	"	1871	99½
" — " " 1863 ... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ... "	4 5,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ... "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	140,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R. R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	18.0	----
" — " " (Ches. & Ohio Can.).	2,000,000	6	" "	1870	100½
" — " " (Balt & Susq R.R.).	1,000,000	6	" "	1870	100½
" — " (Bounty) ...	501,000	6	" "	abv'74	----
" — " (Ches & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,088	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " —General Statutes Loan ...	21,000	5	" "	1870	----
" —Funding Loan	150,000	5	Jan. & July.	1870	----
	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding	Interest: Rate.	Interest: Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan ...	100,000	5	May & Nov	1872	----
" —S. Almsh and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan ...	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.) ...	150,000	6	April & Oct.	1868	----
" —Funding Loan ...	75,000	6	June & Dec.	1868	----
" — " " ...	172,000	6	" "	'70-'72	117½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun Hosp. (W. Mass) ...	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan ...	860,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan ...	888,000	5	" "	1883	----
" —Bounty Fund Loan ...	200,000	5	" "	1893	101
" — " " " ...	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan ...	850,000	6	Jan. & July.	'71-'73	----
" — " " " ...	2,750,000	6	" "	'74-'76	----
" —War Loan (currency) ...	2,118,000	6	Mar. & Sept.	'71 '86	100½
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan ...	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R. ...	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R. ...	98,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88,'90	----
Michigan—San't Canal Bonds ...	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds ...	216,000	6	" "	1878	----
" —Two Million Loan Bonds ...	1,750,000	6	" "	'73-'83	----
" — " " " ...	250,000	7	" "	1868	----
" —War Loan Bonds ...	1,111,000	7	" "	1886	----
" —Bounty Loan Bonds ...	464,000	7	May & Nov.	1890	----
Minnesota—State Building Loan ...	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds ...	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank) ...	5,000,000	6	----	Var.	----
Missouri—State Bonds ...	622,000	6	Jan. & July.	'62-'83	103½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	78½
" —*Pacific R.R. ...	7,0 0,000	6	" "	'81-'87	103
" —*Southwestern R.R. ...	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R. ...	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R. ...	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R. ...	650,000	6	" "	'85-'87	----
" —*Platte County R.R. ...	70n,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194, 00	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1861 ...	600, 00	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67 '74	----
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free) ...	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (") ...	1,002,800	6	" "	'85-'9-	----
" — " " 1864 ...	783,400	6	" "	'97-'02	----
New York—General Fund Bonds ...	700,000	7	J. A. J. & O.	1870	104½
" —Bounty Fund Bonds ... coupon	2,569,000	7	Jan. & July.	1877	106½
" — " " ... registered	27,726,500	7	" "	1877	106½
" —General Fund Bonds ...	1,186,780	6	" "	pleas.	----
" — " " " ...	500,000	6	" "	1868	----
" — " " " ...	800,000	6	" "	1878	----
" —Canal Fund Bonds ...	3,050,000	6	J. A. J. & O.	1871	----
" — " " " ...	6,000,000	6	" "	1878	100½
" — " " " ...	2,250,000	6	" "	1874	----
" — " " " ...	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds ...	909 607	5	Jan. & July.	pleas.	----
" — " " " ...	442,960	5	May & Nov.	1868	----
" — " " " ...	900,000	5	Jan. & July	1875	93
" — " " " ...	800,000	5	" "	1878	----
" —Canal Fund Bonds ...	1,163,000	5	J. A. J. & O.	1868	----
" — " " " ...	167,000	5	" "	1871	----
" — " " " ...	4,500 000	5	" "	1874	93
North Carolina—State Bonds ...	366,000	6	Various.	'69-'78	54½
" — " " ...	8,334,000	6	Jan. & July.	'81-'90	----
" — " " ...	650,000	6	April & Oct.	'90-'91	----
" — " " (new) ...	2,500,000	6	Jan. & July.	1900	54
Ohio—State Bonds (Union Loan) ...	280,566	6	Jan. & July.	1868	100
" — " " ...	2,183,532	6	" "	1870	100
" — " " ...	1,600,000	6	" "	1875	100
" — " " ...	4,095,300	6	" "	1881	100
" — " " ...	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,6.4	6	Jan. & July.	'75	----
Pennsylvania—State Bonds ... coupon	4,99.,000	5	Various.	'77-'82	98½
" — " " ... registered	5,0-3,052	5	" "	'68-'70	98½
" —Inclined Plane Bonds ...	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series ...	97,850	6	Jan. & July.	1877	----
" — " " 2d series ...	99,480	5	" "	1882	----
" — " " 3d series ...	720,983	5	" "	1892	----
" — " " 1st series ...	4,907,150	6	" "	1877	102½
" — " " 2d series ...	7,909, 20	6	" "	1882	102½
" — " " 3d series ...	9,2 0,017	6	" "	1 92	103½
" —Military Loan Bonds ...	2,00 ,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861 ...	468, 00	6	April & Oct.	1871	----
" — " " " 1862 ...	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863 ...	264,000	6	April & Oct.	1883	----
" — " " " 1863 ...	776,000	6	Jan. & July.	1893	----
" — " " " 1864 ...	917,000	6	Feb. & Aug	1894	----
South Carolina—Free Loan Bonds ...	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various) ...	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new) ...	1,210,803	6	" "	1887	----
Tennessee—State Bonds ...	1,949,430	5	April & Oct.	1868	60
" — " " ...	239,1.7	5½	" "	Var.	----
" — " " ...	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds ...	14,006,0 0	6	Jan. & July	30 y s.	66
" — " endorsement ...	2,207,000	6	" "	Var.	----
" —New Bonds ...	6,000,000	6	" "	1882	64½
Vermont—State War Bonds ...	1,567,000	6	June & Dec.	'71-'78	----
Virginia—State Bonds (sterling) ...	1,885,000	5	Jan. & July.	long.	----
" — " " (sterling new) ...	466,250	5	" "	long.	----
" — " " ... registered	108,000	5	" "	long.	----
" — " " ... "	21, 6. 398	6	" "	long.	42½
" — " ... coupon	10,900,000	6	" "	long.	----
" — " (new) ... registered	1,37 ,600	6	"	1876	50
" — " " (") ... coupon	489,300	6	"	1886	38½
" — " " (") ...	89,600	6	"	1890	35
Wisconsin—State Bonds ...	406,100		Jan	July.	77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,867	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	493 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,596	400,550	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170.910	156.869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320.879	307.803	252,015	2,770,484
1865	280,508	275,283	299.063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329.851	371,544	321,697	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142 947	238,362	283,921	338,691	343,471	356,142	-----	-----	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.030	196,435	201,134	1,959,267
1864	158,735	175,482	243.150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	236,617	321,037	3,095,470
1865	305.554	246,331	289,403	196,580	234,612	321,818	244,121	309,231	389.489	307,523	270,073	201.779	3,313,514
1866	241.305	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273.876	317,839	390,355	421 363	466,930	565.145	480,710	519,306	669,605	729,759	716.378	563,400	6,11!.566
1865	541,005	482,164	499,296	468,358	585,623	747,947	702,891	767,508	946.707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	896,712	894,357	800,325	1.038,824	-----	-----	-----	-----	-----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,695	528.364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	-----	-----	-----	-----	-----	-----
Erie:													
1862	699,097	601.595	638,006	626,070	587,416	528,842	595.024	615,962	756.421	885,136	902,906	963,859	8,400.334
1863	845,695	839,949	956,445	948.059	848,783	770,148	731,243	687.092	816.801	965.294	1,024,649	1,035,321	10,469,481
1864	984,837	934.133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070 917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	-----	-----	-----	-----	-----	-----
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206.246	269.282	261,079	352 786	414,543	410,336	372.593	359,463	3,445,827
1863	299,944	271,085	275.643	289.224	324.687	407.992	343,929	511,305	478,576	496.433	437,679	424,531	4,571.028
1864	327,900	416.588	459,762	422,797	466.372	510.100	423,578	640,179	799,236	661,391	657,141	608,402	6,329,447
1865	571.536	528,972	616,685	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,987	518,068	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83.059	76,764	68,863	710,225
1864	77,010	74.409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	113,184	125,252	116,495	116,146	105,767	1,224,055
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155.417	205.055	138,342	112,913	1,247,258
1864	102.749	115.135	88,221	140.418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116.224	150,989	245,701	244,864	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	135,000	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308.106	375,567	332,260	348,048	3,302.543
1864	256,600	304,445	338,454	330,661	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351.799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,528
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	-----	-----	-----	-----	-----
Michigan Central:													
1862	230,159	159.658	151,902	175.696	186,039	174,002	172,189	216.824	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	316,021	-----	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198.135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,535,601
1866	131,707	123.404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,000	-----	-----	-----	-----	-----	-----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920.272	790.167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	069,025	1,105,664	1,004,435	1,029.736	1,055,793	1,275,117	1,450,076	1,227,113	1,187.505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,288.911	1,480,929	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344.700	350,348	372,618	412,553	284,319	3,763,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,881
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	-----	-----	-----	-----	-----	-----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283.996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,824,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,234	1,196,955	702,685	10,033,026
1866	738,961	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588.066	526,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646 935	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662.163	599,806	692,510	633,667	552,378	648,201	654.926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	-----	-----	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,604	2,240,744
1866	178,120	155,393	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	17.,933	-----	-----	-----	-----	-----	-----
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,238	139,626	244,114	241,840	221,670	220,209	285,154	2,050,432
1865	144,084	139,171	155,753	144,001	138,733	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,141	3,894,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	-----	-----	-----	-----	-----	-----
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,383
1866	45.102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	64,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	-----	-----	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850.	628 500	6	Jan. & July.	"	1890	96
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100
"	200,000	6	April & Oct.	"	1879	96
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (St. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95⅞
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800.000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July		'57-'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1883	102
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	856,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,169,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680.000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	457,406	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102
Income Bonds	1,100,000	7	April & Oct.	"	1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	55
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	47.000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	72½
Dividend bonds	15 314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96½
C. and T. Income (convertible)	6,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589 000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500.000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,224,500	7	April & Oct.	" "	1876	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425.000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	105
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	78½
Land Security	3,344.60	7	April & Oct.	" "	1891	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	100
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6		Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1869	108½
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	86
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	460,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000.000	7	May & Nov.	New York.	1915	98
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1.500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	108,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,434	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'k [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " "]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	119
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	103½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	101½
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	90
Sterling Bonds	3,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						97½
Mortgage Bonds Coupon	1,888,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York	73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	85½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,000	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb'y and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1838, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	96½
1857. (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April,	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1 90	
Raleigh and Gaston:						
Common	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,000	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	275,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo. Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	"	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	"	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusetts:						
Mortgage Bonds	994,905	6	Jan. & July.	Boston.	1883	91½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	"	1872	
Mortgage, (coupons)	983,000	6	" "	"	1884	
State Loan 1859-60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'76	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	25,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	998,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58-'61	9,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	—	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,869	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,910	109,500	21,632	518,965	30.5	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,221	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,600	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mos	1,524,847	642,439	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644 104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345.798	66,483	8,256	306,900	100.000	—	.....	23.8	53,856	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902.356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644.7.5	166,189	—	—
30 Nov. '66	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927.000	—	3,927.000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439.775	*	347,819	2,000,000	262,500	150 848	2,787,594	124 0	192,989	478,095	65,462	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100.000	295.000	34,095	.....	62.0	159,074	419,469	13.,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2 379.606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,555	loss	—	—
30 Nov. '66	100.0	—	.....	—	14	16	150	New London Northern	658,905	*	—	895,000	353.283	122.500	1 370,783	100.0	228,845	232,570	58,084	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 0.0	1,079,5 0	258.046	8,272,123	117.4	787,826	2,068,.60	704,016	10	124½
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	760,678	260,52.	10	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136 651	138.970	41 466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,250	19,258	9	.....
								FLORIDA.													
— — '62	154.2	—	150	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,505	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '66	86.7	—	...	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 00	36,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,388	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,925	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,048	8	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102 5	226,241	404 .18	212,678	12	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,.14	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '66	109.1	100.8	16.2	—	22	20	220	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264,524	856 84	343,802	—	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832.44	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3.983 000	498,049	12,290,904	280 0	1,934.11.	3,695,15.	1,484,616	8	17
30 Apr. '66	317.0	83.0	47.0	—	111	54	2,142	Chic., Burlington and Quincy	12,777 552	2,670,210	2 070,679	10.193,010	5,754,496	2o4 207	17,518,440	300 0	2,083 580	6,175.56	2,799,455	31	25
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,492,752	28 0 1,6.1	16,25 ,000	1,123,4 6	45,864 322	1.52	.....	.....	10,161.73.	2	40½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,.18,822	*	3,192,940	9,100.000	8,14 .524	635,480	18,.06,76.	109 5	1,621,.07	3, 74, 68.	1,41 .99	10	1 4
31 May, '63	174 5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,848,561	2,350,000	.....	4,214,54.	186.0	.....	.....	742,.97	377,47.	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,548	*Illinois Central*	20,954,455	*	10,523,328	23,415,780	12.14.,000	—	41,478.280	708.3	3,603,86.	6,546,741	2,176,447	10	20½
31 Dec. 66	111.0	—	.....	112	.17	7	309	Toledo, Peoria & Warsaw	5,217.634	*	52,348	3,335,939	1,600 000	121,658	5,.69,.83	111.0	288,524	861,.63	171,967	—	...
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,00.	209.0	.....	2,240,74.	488,58.	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,728	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25.689	1,689,900	1,362,284	140.689	3,458,108	140.0	.....	448,658	230,834	9	81
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,.22	1,872,000	997,000	100,879	2,975,87.	84.0	384,529	771,762	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,22.	108.0	312,859	527,865	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,947	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,.27	371,40	—	36½
30 Nov. '65	78.0	—	.....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,42.	73 0	411,.78	1.248,726	598,671	12	59½
								IOWA.													
30 Apr '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,119	7.717	3,451.713	75.5	125.325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1.0	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,.71	237,801	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570.000	.....	.....	38.5	11 mo's	458,924	21,.56	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,55.	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	357,532	4,375,995	111.8	.....	426,408	227,584	—	.....
30 Jun. '67	29.0	—	3.4	—	}			} Lexington and Frankfort	601,985	52,300	36,711	514,646	63,000	1,790	640,976	29.0				—	90
30 Jun. '67	65.1	—	5.4	—	} 14	13	225	} Louisville and Frankfort	1,405,910	126,735	54,2.8	1,109,.94	294,519	7,430	1,546,.23	65.1	248,321	510,519	153,2.7	6	96
30 Jun. '66	185.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,962,704	*	2,691,582	5,490,100	3,125,491	455,051	12,754,34.	334 0	959,947	3,143,189	1,592,05.	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,315,464	4.093,425	1,730 600	2,804,768	8,628 793	90.0	105,960	414,741	200,22.	—	—
30 Nov '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184.172	1,386,874	—	4,697,477	3,551,000	281.157	12,0.9,63.	206.0	.....	1,533,942	386,298	—	—
31 Aug '60	58.7	—	.....	135.3	..	..	..	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,.69	106.434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647.596	—	2,950.000	4,250.000	.....	9.908,36.	188.0	.....	340,.98	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930 814	*	1,086,729	8 070.663	7,26.,989	234,438	16,017,546	329.3	1,902 098	4,325,490	1,498.715	10	103
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,.40	736,951	20,473,.9.	523.8	2,886,15.	4,673,153	1,609,35.	—	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	856	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,896	236,0	.....	584,342	328,09.	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,4.3	—	—
31 Dec. '58	83.2	—	—	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,6.9	—	—
								MISSOURI.													
31 Aug '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,056	—	57½
31 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	205,715	2,469,540	4,400,000	106,335	8,026,361	182.0	.....	1,020,089	267,8.4	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
31 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,8.5,014	1,504,015	439.157	8.581,599	9,200.000	1,160,743	16,628.18.	283.0	831,433	1,794,396	400,8.3	—	—
31 Feb '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,600,0.0	—	5,000,000	127.0	.....	.....	.....	—	—
31 Feb '64	86.6	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2.2	3,501,000	40 558	5,.52,10.	90.1	288,189	399,291	239	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,000,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jan. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000 000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	18	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,436	1,500,000	—	—	1,858,669	51.3	227,304	529,325	230,825	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,429,530	1,022,969	39,633,113	236.8	3,493,376	8,577,692	5,307,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '6.	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480.176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	778,454	1,575,826	498,499	10	136
30 Nov. '66	47.0	7.0	46.0	—	30	53	200	Boston and Providence	3,162,600	207,400	567,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	364,644	10	143
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	204,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848 400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	112
30 Nov. '66	51.0	42.5	76.1	—	29	88	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	23.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275.012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	569,790	7	80½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,598	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	109
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	925,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,800,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	53½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	140½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 834)	1,025.000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,937	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	117
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	382,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	346,140	3,587,787	77.5	.....	586,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,007,662	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,231,434	*	—	1,001 993	1,034 776	107,432	2,244.201	60.2	.....	393,975	129,869	—	9
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964.600	5 250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,921	2,181 121	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,505	1,580,141	5,000 000	855.000	—	6,512.449	33.8	688.632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	.....
31 Dec. 66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4 498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec '66	18 2	—	...	—	.....	.....	.....	Warren	2, 00,000	—	59,050	1.647,650	511 400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	W. st Jersey	1,219,804	*	454,219	731.050	1,010,000	—	1,741.550	54.0	.....	263,420	69,112	20	—
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173.722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369.088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516.576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	70½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,762 840	1,167	15,264,586	150.0	1,602,279	4,452,380	994,668	8	126
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,400	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,399	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	8,867,761	14,596,786	3 201,112	6	106½
30 Sep '65	130.8	2.1	45.0	—	43	63	687	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,060	6,098,045	—	12,683,995	164.0	1,592,080	2,509,726	422,348	—	114
30 Sep. '65	118.0	4.0	18.0	—	28	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,521	44,810	—	64
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,769	135,041	—	482,400	311,500	19,875	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,837	—	.....
30 Sept. '65	141.1	48.5	19.4	—	26	35	398	Rome, Watert'n & Ogdensb'g	3,096,542	368,304	—	1,991,900	1,603,908	55,923	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	—	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	45,000	Lensed	to Rensselae	r and S	aratoga	R. R	—	6	.....
30 Sep. '65	40.9	6.7	8.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	355,000	"	"	"	"	"	—	6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	34,273	600,000	628,500	200,000	120,000	948,500	13.0	47,098	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979 190	81.0	208,635	386,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,732,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	658,717	280,060	—	.....
30 Sept. '65	34.9	—	2.6	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,600	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	85,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,000	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523.741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	28½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930.423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4.070,000	790.000	1,911,246	6,000,000	450.000	239,888	6,771,246	191.2	1,055,592	1,983 700	521,906	8	100½
3 1 Oct. '65	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3 882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952 041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,408,953	3,872,861	189,197	9,586,262	203.5	1,440,681	2,351,906	654,726	5	88½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872 185	133,792	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	126
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,368	—	691,451	1,786.200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494 543	64,292	2,388,064	3,685.600	344 005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	47.6	—	45	40	684	Little Miami	3,710,505	*	1,515,128	3,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,936,088	489,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	56	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,668	3,688,385	316.434	17,429,777	250.8	739,960	1,224,658	445,302	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,932	119,032	—	—
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3 382,163	1.218.972	109,913	4,372,746	205.9	346,671	694,120	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
1 Dec. '66	412.0	45.2	—	—	102	47	1,602	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,113,900	250.6	———	3,717,886	906,200	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	366,277	123,892	——	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9[illegible]2,900	1,156,819	60,721,124	507.0	2,041,771	4,833,460	1,476,080	——	.....
31 Oct. '66	65.0	2.5	4.5	——	21	9	263	Catawissa	3,634,000	*	——	3,350,000	296,000	——	3,634,000	67.5	227,045	447,052	130,541	——	13
31 Oct. '66	74.0	——	6.3	——	15	12	130	Cumberland Valley	1,691,037	*	——	1,316,900	384,000	——	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	——	70.0	——	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	——	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,486	714,825	20	121
31 Oct. '66	36.0	1.7	6.0	——	10	8	96	East Pennsylvania	1,342,081	227,659	——	654,400	574,900	——	1,564,740	36.0	199,412	440,078	237,004	——	.....
31 Oct. '66	78.0	——	16.0	——	18	——	620	Elmira and Williamsport	2,268,000	352,000	——	1,000,000	1,620,000	——	2,620,000	78.0	285,143	517,631	loss.	5	29
31 Oct. '66	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	——	30.000	600,000	400,000	——	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	——	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	315,902	618,866	235,163	——	.....
31 Oct. '66	36.0	18.0	17.9	——	——	——	——	Harrisburg and Lancaster	1,882,550	*	——	1,182,550	700,000	——	1,882,550	——	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	——	1.4	44.0	4	2	15	Hemptield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	——	.....
31 Oct. '66	44.0	15.7	11.7	6 0	16	3	79	Huntingdon and Broad Top	2,185,498	*	——	685,130	1,462,140	——	2,188,498	59 7	194,282	250,900	55,595	——	16
31 Oct. '66	80.0	2 0	13.5	——	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	——	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	——	.....
31 Oct. '66	71.0	57.5	130.0	——	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	——	9,408 2 0	1,477,000	——	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	57
31 Oct. '66	28.3	6.0	8.0	——	——	——	——	Little Schuylkill	1,466,283	*	1,598,965	2,666,100	886,000	73,555	3,664,655	(oper. by Re		ading	R. R.)	2	34½
31 Oct. '66	138.0	——	64.1	——	——	——	——	Mine Hill and Schuylk. Haven	3,740,800	——	——	3,775,600	——	——	3,776,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	——	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	——	6,887,256	67.5	345,588	902,215	387,500	——	36½
31 Dec. '66	354.8	33.3	166.3	——	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	180 8 2 6	——	44,251,544	365.0	7,080,026	16 583,883	5,967,520	9	58½
31 Oct. '66	17.0	3.0	19.3	——	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,459	409,936	1,491,550	159,800	——	1,817,554	24.5	274 879	606,556	247,440	9	68
31 Dec. '66	287.5	——	63.3	——	——	——	——	Phila. and (Sunbury) Erie	17,369,735	——	——	5, 83 7.0	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,677	——	28½
30 Nov '66	147.0	——	255 4	——	267	71	8,043	Philadelphia and Reading	19,598,403	3,765,774	2,399,768	22,742,867	6,719,562	——	32,577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	51½
31 Oct. '66	26.5	——	30.0	——	——	——	——	Philadelphia and Trenton	1,369,284	——	272,223	1,099,120	200,000	——	1,641,567	2 5.5	195,478	849,446	317,754	15	125
31 Oct. '66	96.0	——	105.6	——	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	——	9,019,300	1,450.0 0	——	10,469,300	197 0	880,836	2,4 0,958	1,057,687	10	54½
31 Oct. '66	58.4	——	——	90.6	14	12	82	Pittsburg and Connellsville	2,432,098	229,768	——	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	24,980	——	.....
31 Dec. '66	468.5	——	138.1	——	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,342	25,927,549	468.5	4,945,413	7,467,217	2,219,531	10	166½
31 Oct. '66	28.0	——	5.0	——	7	——	458	Shamokin Valley & Pottsville	1,569,450	——	——	869,450	700,000	——	1,569,450	28.0	149,05[illegible]	348,136	136,392	4½	40
31 Oct. '66	26.1	——	4.0	——	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760 501	35.4	144,402	857,510	14[illegible]50	——	.....
31 Oct. '66	36.6	——	4.7	——	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,096,913	36.6	120,004	264,125	125,842	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	——	4.0	——	16	18	140	N. Y., Providence and Boston	2,568,000	*	——	1,755,281	500,000	——	.....	62.0	340,600	625,641	169,823	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	——	.....
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	283,23[illegible]	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,196	125,871	——	.....
28 Feb. '59	102.0	——	.....	——	——	——	——	North Eastern	2.011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	.....
31 Dec. '66	136.0	106.0	.....	——	47	34	345	South Carolina	8,511,957	*	549,110	5,819,275	3,534,793	447,491	9,827,175	242.0	.....	1,312,738	387,332	——	.....
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,307	47.6	.....	29,967	19,187	——	.....
30 June '66	30.0	——	1.8	——	17	11	200	East Tennessee and Georgia	.....	*	——	.....	2,141,970	.....	.....	140.0	10 mos.	441 029	154,081	——	.....
30 June '66	140.0	——	8.0	——	15	8	185	East Tennessee and Virginia	3,3 9,984	*	824,263	657,700	2,175,800	541,853	4,224 247	130.3	139,332	331,871	161,014	——	.....
30 Jun. '66	271.6	19.4	20.0	——	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,485 990	1,462,554	11,093 891	291.0	406,051	1,274,307	624,142	——	.....
1859.	271.6	16.0	20.0	3.9	9	6	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	...	.....	.....	.....	——	.....
1859.	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	.....
30 Sep. '66	99.2	——	.....	——	12	7	92	Mississippi and Tennessee	3,015.107	*	——	825,399	1,069,660	962 0 9	3,01[illegible],107	99 2	.....	367,252	173,729	——	.....
1859.	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	——	.....
1859.	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.	.....	——	.....	——	——	——	——	Nashville and Northwestern	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
1860.	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	.....
1859.	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	——	.....	.....	.....	.....	32.0	.....	.....	.....	——	.....
— — '58	56 0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	——	.....	.....	.....	.....	56.0	.....	.....	.....	——	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	.....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,565	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	——	.....	.....	.....	.....	25.0	.....	.....	.....	——	.....
								VERMONT.													
31 May '67	110.3	——	6.6	——	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,499	498,706	184,652	——	.....
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,381	423,027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950.000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	186,761	185,474	67,786	——	.....
31 May, '65	117.0	2.0	26 0	——	54	49	1,068	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	324,328	——	1
31 May, '65	47.0	18.5	5.3	——	——	——	——	Vermont and Canada	2,250,000	——	——	2,140,000	.....	.....	2,250,000	oper. by Vt.		Centra	180,000	8	90½
30 Jun. '65	23.6	——	0.9	——	4	6	89	Vermont Valley	1,212,274	*	——	516,164	793,200	.....	.....	23.6	.....	90,273	34,359	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,983,500	*	——	832,000	700,000	.....	.....	oper.	r.b. Troy	& Bost.	53,862	——	.....
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,06[illegible]	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	——	.....
30 Sep '66	103.5	——	.....	——	——	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	.....	686,703	127,935	——	17½
30 Sep. '66	88.3	68.4	10.0	——	16	16	123	Orange and Alexandria	.....	.....	——	2,063,655	2,923,700	380,780	.....	167.7	6 mos.	360,101	102,651	——	15½
30 Sep. '66	123.3	10.1	.....	——	13	7	107	Petersburg and Lynchburg	3,538,272	*	——	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49 581	——	.....
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep '66	140.5	1.5	11.2	——	26	16	289	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	140.5	239,951	672,714	284,789	——	.....
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,823	.....	78.6	159,991	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	5.1	——	8	10	121	Richmond and Petersburg	479,274	*	19,676	847,100	519,000	44,524	1,210,624	43.5	67,994	167,881	60,784	——	.....
30 Sep. '59	23.7	——	0.2	14.6	2	——	28	Richmond and York River	704,840	20,554	——	667,812	85,000	.....	.....	23.7	12,542	.....	.....	——	.....
28 Feb '67	80.0	——	...	——	12	6	153	Seaboard and Roanoke	1,811,663	*	221,084	868,200	409,893	112,266	2,032 947	80.0	168,037	391,577	220,526	——	.....
30 Sep. '66	178.2	——	21 3	7.0	30	15	176	Virginia Central	5,423.128	541,814	280,946	3,353,679	1,799,822	204,785	6,245,858	195.0	.....	487,449	129,135	——	.....
30 Jun. '66	204.7	9.4	10 6	——	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52[illegible],22	7,362,220	214.9	278,839	558,022	93,882	——	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	——	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	——	18,508,374	2 5 0	986,727	2,538,800	934,103	——	48½
31 Dec. '66	200.0	135.0	28.3	——	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	——	4,144,696	390,500	——	.....	235.0	.....	.....	.....	——	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (6 y.)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236.798	67,652	——	15
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,4[illegible]9	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	——	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],210.345	*	——	15,128,430	54,750,510	7,336,405	77,210.345	1.096	.....	4,368,510	1,154 85	——	.....
31 July '63	229.6	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,260,000	16,802,745	9,281,435	——	26,084,180	357.0	.....	3,011,866	1,549,510	1½	.....
11Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	——	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,206	191,15[illegible]	——	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	——	13	18	170	European & North American	4,747,713	.....	——	4,658,700	.....	.....	.....	108.0	.....	148,339	55,77[illegible]	——	.....
July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]58	——	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 466	36,67[illegible]	——	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	.....	.....	4 273,281	92.0	158,416	129,107	37,18[illegible]	——	.....
								NEW GRANADA.													
ce 63	8.		—	——	11	22	120	Pan ma	6,900,000	*	——	[illegible],000.000	.....	.....	10 [illegible]3[illegible]	48.7	.....	[illegible] 37,428	1,136,92[illegible]	——	257

D

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	60
Chicago & Alton (preferred)	2,425,400	7	7	120
Chicago & Northwestern (pref.)	14,789,125	7	7	70⅞
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,773,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	64
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	91
" " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	67
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	111
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	82½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70¼
Toledo, Peoria & Warsaw (1st pref.)	1,851,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb BR.	----------	--	-------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	-------	------	89
Boat Loan	232,807	6	-------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	95½
Chesapeake and Ohio	100	8,224,595	----	----
Delaware Division	100	1,633,350	----	57
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	46¾
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	51½
" (preferred)	100	1,175,000	10	110
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	20
" " (preferred)	50	2,888,988	----	28
Susquehanna and Tide Water	50	2,048,260	----	15½
Union	----	----	----	2½
Union (preferred)	50	2,787,000	----	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 —	@ 45 —
Pig, American, No. 1		— —	@ 44 —
Bar, Refined, English		85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)		92 50	@105 —
		Store Prices.	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		100 —	@105 —
Bar, English & American, common		90 —	@ 95 —
Scroll, English		132 50	@180 —
Ovals and Half round		127 50	@137 50
Band, English		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, English		105 —	@165 —
Hoop, English		137 50	@192 50
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble		— 6	@ — 7½
Rails, English (gold)	per ton	52 50	@ 53 —
Rails, American		79 —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)		— 10½	@ — 12½
English Blister (1st & 2d qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 21	@ — 23
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— —	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— 33	@ — 34
Sheathing, Yellow		— 26	@ — 27
Pig, Chile		— —	@ — —
Bolts		— —	@ — 35
Braziers'		— 33	@ — 34
American Ingot (cash)		— 25½	@ — 26½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena	per 100 lb.	9 37½	@ — —
Spanish		6 50	@ 6 62½
German Refined		6 50	@ 6 62½
English		6 50	@ 6 87½
Bar	per lb.	10 —	@ — —
Pipe and Sheet		11 50	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold), per lb.	— —	@ — 26½
Straits	(gold)	— —	@ — 25
English	(gold)	— 23½	@ — 23½

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	$ 12½ @	9 25	13 — @	13 75
Plates, I. C. Coke	7 62½ @	8 50	10 75 @	12 50
Plates, Coke Terne	7 — @	— —	9 75 @	10 —
Plates, Charcoal Terne	8 87½ @	9 —	12 50 @	12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d (cash)	per 100 lb.	5 62½	@ 5 75
Clinch (cash)		7 12½	@ 7 25
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos.)		— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½	@ — 14
Refined, free L. S. to White	— 41½	@ — 42
Refi'd, in bond, prime L. S. to White	— —	@ — 22
Refi'd, in bond, Standard White	— 23½	@ — 24
Naptha, Refined (60@63 gravity)	— —	@ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	Th 29	F.30	Sat.31.	M 2	Tu.3.	W.4
Atlantic M. S. S. Co	113	113	113	----	----	111
California 7s	----	----	----	----	----	127½
Canton Co.	----	----	----	----	----	----
Chicago & Alton	----	----	117	----	117½	----
" " pref.	118	----	120	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	92	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	125	126	----
" " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	46	46½	46¼	46½	46½	46⅜
" " pref.	69½	70	70⅜	70⅜	70½	70⅝
" " 1st M.	----	----	----	----	85½	86½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	82	----	----	----
Chicago & Rock Isl.	103	103½	103⅜	103⅜	103½	104
" " 1st M '70	----	----	----	----	101	----
Chi., R. I. & Pa. 7s, 1896.	91	----	91	91	91½	91
Clev., Col. and Cin.	----	100	----	----	100½	----
Clev. and Pittsburg	93¼	93⅝	94	94½	93⅛	89x
" " 2 M.	----	94	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	72½	----	----	----
Clev. and Toledo	127	126¾	125⅝	----	126	126
" " S. F. 7 p.c	----	102	----	----	102	----
Cumberland Coal, pref	----	----	----	35½	----	----
Del. & Hudson Canal	----	146	145	145	145	145
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	69⅝	70	70⅛	70⅛	70⅛	70⅜
" pref.	----	----	----	----	----	76½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	101¼	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	90
Hudson River	124⅞	125	125	126	126	126⅛
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	120	----	----	120	120⅛	120⅛
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	10⅛	10⅛	----	----	----
" " pref.	20	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	110	----	----	----	----	----
" S F. 8 pc. '82	112	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82⅛	82⅜	83⅛	83⅜	83½	83⅛
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	91	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	48⅜	48⅛	48⅛	48⅛
" " pref.	65½	----	66¼	66	66	66¼
" " 1st mort.	----	----	----	----	----	86
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	103	----	103	----	103	103⅛
" iss. to H. & St. J. R.	78	----	----	79	79	78½
" " Pacific	103	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	97¼	----	----	----
" "2d mort.	82½	----	----	----	----	----
New York Central	105½	105½	105⅝	106¼	105½	106
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	----	----	----	----	----	----
" "2M. 7 p.c. '64	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	124½	124½	124½	124½
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	53½	----	----	54	54½	----
" new	54	----	----	53½	54	----
Ohio & Miss. cer.	27	27½	27⅝	27⅝	27½	27⅝
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	145	144	144½	144	144	144
Panama	----	270	----	----	----	----
Phila. and Reading	104½	103⅝	104½	104½	105⅞	104
Pitts. Ft. W. & Chicago	104½	105⅛	106⅛	105⅞	106⅛	106
" " 1M.	----	----	----	----	104	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	28	28	28	28¼	----	28
St. L., Alton & T. H.	----	----	50	----	----	----
" " pref.	82	83	82½	----	----	----
" " 1M.	90	----	----	----	91	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	80	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	----	----	----	66	----	----
" new	65	65	64½	64½	64½	64½
Tol. Wab. & Western	----	----	----	49	49½	49
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	81	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	50½	50½	----	----	----	----
" new	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	Th 29.	F.30	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	117	117	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102⅞	103	103	99⅝	99⅝	99⅝
U. S 5s, 10-40s, reg.	----	99	----	99⅛	9⅛	99⅛
U. S. 6s, 1881, reg.	110⅜	----	----	111	111	111⅜
U. S. 6s, 1881, cou.	111	111⅛	111⅛	112⅛	112	111⅜
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅛y.	106	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	113⅞	114⅛	114⅜	114⅜	114⅛	114⅛
U. S. 6s, 5-20s, c. 1864.	109⅜	109⅜	109⅜	109⅞	----	110
U. S. 6s, 5-20s, c. 1865.	110⅛	110⅛	110⅛	111⅛	111	111⅛
U. S. 6s, " reg.	109	109	----	109⅛	109⅛	108⅝
7.30 Notes, 1st series.	----	----	----	107⅛	----	107⅛
" " 2d series.	----	107⅛	107⅛	107⅛	107⅛	107⅛
" " 3d series.	107⅛	107⅛	107⅛	----	107⅛	107⅛
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	W.28.	Th.29	F.30.	Sat.31.	M.2.	Tu.3
Catawissa	----	----	----	----	----	----
" preferred	28⅛	26	----	----	----	----
Camden & Amboy	127	----	126⅝	----	126⅛	126⅛
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	95	----	----	----
" " 6s, '75	----	----	----	----	----	91⅛
" " 6s, '83	----	----	----	----	89⅛	----
" " 6s, '89	88⅛	89	88⅛	89⅛	88⅛	----
" mort. 6s, '89	----	----	----	96	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	57	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	46	46	----	46	----	----
" " 6s, '84	87⅜	87⅛	----	87⅛	----	----
Lehigh Valley R. R.	58⅜	57⅛	57	----	56⅞	57
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	57⅛	57	----	----	57⅛
Morris Canal	----	----	----	----	----	----
" " pref.	110	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	88⅛	----	----	----	88⅛
" " 10s	----	----	----	----	----	----
Northern Central	----	43⅞	----	----	----	43⅛
Pennsylvania R. R.	53⅜	53⅛	53⅛	53⅛	53⅛	53⅛
" 1st m.	99⅛	----	----	----	----	100
" 2d m.	----	99⅛	96⅛	----	----	96⅛
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	101⅛
Philadelphia City, 6s	98⅛	----	----	98	98	----
" " new	101⅜	101⅜	101⅛	----	101	101⅜
" " muno	----	100⅛	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	65	----
Phila. & Reading	52⅛	51⅞	52	52	52⅛	52
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	28⅛	----	28⅛
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	28	----	----	28	----	----
" " 6s '82	74	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	19	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	13⅜	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	W.28.	Th.29	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875	----	----	99⅛	99⅛	99⅛	9 ⅛
" " 1886	----	----	----	----	98⅛	----
" " 1870	----	----	----	----	----	----
" " 1890	99	----	99	----	----	----
Balt. and Ohio	----	----	----	118	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	99	----	----
Northern Central	----	----	----	43⅛	----	----
" " b'ds, 1885	86⅛	----	86	86	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sales Prices for the week ending Sept. 4.

	Th. 29.	F.30.	Sat.31.	M.2.	Tu.3.	W4
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134	135	----	----	136	----
Boston and Providence	141	143	----	----	----	----
Boston and Worcest.	----	140	----	143	143½	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	67	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	112	----	112	112	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	120	120	----	120	----	----
Manchester & Lawr'ce.	----	----	----	----	----	117
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport.	89	89	88	----	----	89½
Ph., Wil. & Baltimore	54⅛	54⅛	54½	----	----	54⅛
Portl'd, Saco & Ports.	----	----	----	101	101	101
Vermont & Canada	----	----	90½	----	----	----
Vermont & Mass.	----	----	----	----	----	5 ⅛
Western	138	----	138½	----	140	140½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	42	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26	25⅞	25⅛	----	25⅞	26
Franklin "	----	----	17⅛	----	17	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	14⅛	14	14⅛	14	14⅛
Pittsburg "	----	----	----	----	30⅛	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th and 16th of Aug.

	Closing Prices. Aug. 16.	Aug. 9.
United States, 5-20s, 6 per cent 1882	73⅛@ 74	73⅛@ 74
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	72⅛@ 72⅝	72⅛@ 72⅛
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Do. 5 per cent., 1874	69 @ 71	69 @ 71
Virginia State, 5 per cent	— @ —	45 @ 50
Do. 6 per cent	34 @ 35	32½@ 33⅛
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	22 @ 23
Erie shares, $100 (all paid) 8 p. c.	45 @ 46	44⅛@ 45⅛
Do., convertible bonds, 6 p. c.	65 @ 67	67 @ 69
Do., 3d mort., 1883, 7 p. c.	65 @ 67	65 @ 68
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	80 @ 85	80 @ 85
Do., $100 shares (all paid)	77⅛@ 78⅛	77⅛@ 77⅛
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	102 @104
Penn. R.R bonds, 2d mort. con. 6 p c.	91 @ 93	91 @ 93
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	80 @ 82
Do. with option to be paid in Phil.	80 @ 82	80 @ 82

American Railroad Journal.

Saturday, September 7, 1867.

Stock Exchange and Money Market.

The Money Market has been without special activity, since our last, though some increase of discount applications has been reported by the banks and private houses, and remittances of currency to the interior have been continued on a comparatively liberal scale. The very extensive liquidation of the Treasury office, during the week, prevented any disturbance in the ease of the market, which, in view of the extraordinary abundance of capital available here, especially on call, is now well assured for some time to come. The Treasury disbursements enabled the city banks to make a much more encouraging exhibit on Monday last, when, it appeared, that they had gained, during the week, $2,972,541 in their legal tender reserve, $2,148,214 in their deposits, and $1,243,060 in their specie hoard; while from the comparatively light demand for accommodation, they reported a falling off of $2,820,017 in their loan averages, and $21,121 in their circulation. The closing call loan rates are 3@4 per cent. on Government securities, and miscellaneous stock collaterals; and the best discounts are quoted at from 5@6 per cent. per annum. The public debt statement for Sept. 1, just made up, shows a further reduction of nearly six millions in the net aggregates since Aug. 1, and of over ten millions since June 1, 1867. The coin reserve of the department is now $101,263,020, against $102,905,174 a month since. The currency reserve is down to $47,073,074, against $72,474,296 on Aug 1. The statement, on the whole, is a very strong one, and is favorably regarded in the street, though the reduction of precisely four millions, in the outstanding volume of plain legal tender notes, during the month, has been used to some extent to lessen public confidence in an easy Money Market. The specie reserve of the banks is now $7,271,595, against $6,381,600 same time last year. The city bank deposits are now $190,744,101, against $225,191,282 week ending Sept. 1, 1866. The legal tender reserve amounts to $67,932,571, against $92,622,808 same time last year. The circulation now stands at $33,715,428, against $27,807,834 same time last year. The loans are now $247,877,662, against $265,399,607 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $64,265,258 a day, against a daily average of $70,249,439 the preceding week, and $69,048,253 the week ending with Aug. 17. The current week's exchanges average about $72,330,000 a day.

National Bank notes to the amount of $59,680 were issued last week, making the total issue to 1,671 banks thus far, $303,789,156, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,745,373, leaving, with the existing 1,650 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,043,841. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $240 581,300; and for the public deposits, $38,498,950—making a total of $379,080,250. The Treasury Department last week redeemed and destroyed $270,000 of worn and mutilated fractional currency, and issued $485,986 of new.

The U. S. Sub-Treasury receipts, week ending with Aug 31, were $21,445,375, including $2,480,567 from customs duties; payments, $43,123,557; balance at the close of the week, $112 766,019, against $134,449,201, at the close of the preceding week, showing a decrease of $21,683,181. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,872,044 including $526,791 from customs, and payments. $4,943,638; on Tuesday, receipts, $917,732 including $496,457 from customs, and payments, $2,097,803. The balance at the close of business on Tuesday stood at $110,514,354, against $130,338,000 a week previous. The total receipts of the office in August, were $96,941,941 for the past month; and the total payments were $110,490,990. The office last week paid out about $3,500,000 in liquidation of matured Compound Interest Notes, and about

$11,750,000 in payment of matured or maturing Seven-thirties, bought in on account of the department.

The Philadelphia Bank movement the past week shows an increase in loans, of $150,359; a decrease of $6,284 in specie; a decrease in legal tenders of $164,907; a decrease of $136,024 in deposits; and a decrease of $2,950 in circulation. The Bank Clearings show a decrease of $1,831,208, and the balances, an increase of $740,478.

Government revenues were on a moderate scale last week, but are increasing again, this week, especially in the line of excises. The excises, last week, yielded $3,675,353, against $2,878,739 the preceding week; customs at the port of New York $2,480,567, and at the outports, about $825,000 (in coin) more, making the grand total income for the week equal about $8,385,790 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $46,000,000.

A more active speculation has been reported in Gold, the price of which has risen from 141 the lowest of the week, to 142⅛, closing as 142. The main inquiry has been from speculative sources, though the customs demand has been good. There has not been much call from shippers. The *Scotia* on Wednesday carried off only $114,500 in specie. The public debt exhibit of Sept. 1, shows that, while the aggregate coin reserve in the Treasury has fallen off $1,642,154, the portion absolutely owned by the Department has increased over two and a half millions. The outstanding coin certificates were reduced nearly four millions during the past month. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $1,438,246. The customs demand for Gold last week, averaged $413,428 a day; thus far, this week, it has been equal to $510,000 a day, or equal to a weekly aggregate of $3,060,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $113,756, and from California, $1,103,332. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $83,054,655, against $92,827,569 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $21,042,852, against $28,718,154 same time last year, showing a decrease this year, of $7,675,302. The exports of specie from this port, last week, were $103,792. The total outflow of specie from the port, since Jan. 1, 1867, has been $41,163,067, against $53,495,552 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $196,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $40,558,765, against $29,417,057 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to July 31, reached $25,775,917, against $27,784,558 same time last year, showing a decrease, in 1867, of $2,008,631.

A pretty fair business has been transacted in foreign exchange, since our last, at rather firmer rate. Bankers' 60 day bills on London closed at 109⅝@109⅞, and on Paris to 5.16¼@5.15; sight bills on London to 110@110⅜; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,558,807, making the total value of exports since Jan. 1, 1867, $124,978,938, against $134,125,806 same time in the preceding year.

Government securities have been decidedly more active. The speculative and investment demand has been quite brisk. There has likewise been a good export inquiry for the older six per cent. bonds. Prices have advanced materially. At the close, the business, which is up to a fair average, is mainly on investment account, at steady rates. U. S. sixes of 1881 closed here on Wednesday at 111⅞@112; U. S. Five-twenties of 1862, 114⅛@114¼; U. S. Five-twenties of 1864 at 109⅞@110; U. S. Five-twenties of 1865 at 111¼@111⅜; U. S. Five-twenties of 1865, consolidated, 108½@108⅝; U. S. Five-twenties of 1867, 108½@108⅝; U. S. Ten-forties at (ex-September coupon) 99⅝@99¾, and U. S. Seven-thirties at 107½@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864....118⅞	August, 1865....116
December, 1864..117⅞	September, 1865..115½
May, 1865 .....117⅛	October, 1865....115

Railway and miscellaneous share property has been in light request all through the week, and prices have been variable though not remarkably altered from the closing figures of last week. Wednesday was the busiest day of the week, and the best rates were made on the speculative favorites the market closing rather buoyantly.

General business shows more animation. The breadstuff and provision interests report more activity, the former at lower, and the latter at firmer prices, as a rule. The cotton trade has been light, as usual at this season of the year, and the market closes dull and heavy, with middling grades on Wednesday at 26½@28 cents per lb. as extremes. The stock of cotton now here is estimated at about 42,000 bales. The receipts at the port this week, have averaged about 1,250 bales a day. The receipts during the cotton year, ending Sept. 1, 1867 were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, to Aug. 31, 1867 were 1,850,014 bales, against 2,066,786 bales the preceding cotton year; exports, 1,553,000 bales, against 1,550,437 bales last year; estimated stock at latest dates, 70,000 bales, against 255,166 bales same time last year. Beeves have been less plenty and in more request during the week, at from 10@17c. per lb.; receipts, 6,353. Calves have been in demand at from 7½@12c. per lb.; receipts, 1,223. Sheep have been abundant and depressed at from 4@6c., lambs at from 6@8c. per lb.; receipts, 30,494. Swine have been moderately dealt in at from 7@7⅞c. per lb., all live weight; receipts, 21,705. Foreign merchandise has been in better request, and there has been decidedly more firmness in foreign dry goods. The total imports of foreign dry goods, last week, were $3,311,311, and the total amount marketed $3,526,049. The value of foreign merchandise imported last week, was $3,051,279—making the grand total specie value of last week's imports of dry goods and merchandise, $6,362,590, and since Jan. 1, 1867, $171,178,058, against $204,332,005 same time in the preceding fiscal year. The ocean freight market has been quite dull, since our last, rates have been depressed with 640 vessels of all classes in port. For Liverpool we quote flour at 1s. @1s. 3d. per bbl.; grain at 2d.@2¼d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 21.	Aug. 28.	Sept. 4.
Consols	94 9/16	94¾	94 13/16
U. S. 5-20's of 1862	73½	73⅜	73¾
U. S. 5-20's of 1865	72	71⅞	72¼
Erie	45	45½	45¼
Ill. Central	77¾	77¼	77¼

The New York exports, exclusive of specie, for the week ending Sept. 3, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,895,593	$2,558,807
Prev. reported	130,230,213	122,420,131
Since January 1	$134,125,806	$124,978,938

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,528,193	$3,311,311
Gen. merchandise	2,228,975	3,051,279
Total for the week	$5,757,168	$6,362,590
Previously reported	198,574,837	164,815,468
Since January 1	$204,332,005	$171,178,058

The balance in the Sub-Treasury on Wednesday was $111,893,919 85.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, 1870, 104½; do., 7s, Bounty Loan, 106½; Georgia 7s, 84½; Boston Water Power Co., 20; Long Dock bonds, 98⅛; N. J. Central R. R., 122; Second Avenue R. R., 60; Boston, Hartford and Erie, 14½; Chicago and Milwaukee 1st mort., 88; Troy, Salem and Rutland 1st mort., 97; Great Western 2d mort., 74; Buffalo, N. Y. and Erie 1st mort., 92; Ohio and Miss. 1st mort., 85½; Wells-Fargo, Exp., 65; U. S. Express, 72; Adams' Exp., 72; Am. Exp., 70; Merchants' Union Express, 30 per cent. paid, 17¾; Western Union Telegraph, 43; Ninth National Bank, 107; Band of North America, 107; Fourth National Bank, 109½; Bank of Commerce, 117½; St. Nicholas Bank, 103½; Ocean Bank, 105; Shoe and Leath Bank, 111½; Corn Exchange Bank, 120; American Exchange Bank, 118; Metropolitan Bank, 135; Park Bank, 152; American Flag, 0.90; Benton Gold, 0.95; Columbian G. & S., 1.05; Consol. Gregory, 6.40; Columbian Silver, 35.00; Corydon, 1.35; Davidson Copper, 2.00; Edgehill Mining, 3.00; Gunnell Gold, 1.95; Harman G. & S., 9.50; Hamilton G. & S. bonds, 0.87; Kipp and Buell, 0.40; La Crosse Gold, 0.65; Midas Silver, 2.30; New York and Eldorado, 3.05; New York Gold, 1.00; People's G. & S., 0.35; Quartz Hill Gold, 1.60; Rocky Mt., 1.35; Sensenderfer, 11.15; Smith and Parmalee Gold, 5.60; Seaver, 11.75; Walkill Lead, 0.48; Central petroleum, 0.95; United States, 3.75; Buchanan Farm, 0.30; Webster, 0.04; Bennehoff Run, 5.25.

Philadelphia.—Warren and Franklin 7s, 79¼; West Jersey R. R., 6s, 87½; West Philadelphia R. R. 7, 95; Alleghany County coupon 5s, 75¼; State 6s, 1st series, 102¾; 4th and 11th streets R. R., 63½; Camden and Amboy scrip, 73½; Hazleton Coal, 59¼; McElhenny Oil, ⅝; Corn Planter, 0.31; Mechanics Bank, 32; Western Bank, 97; Bank of North America, 240; Manufacturers' Bank, 32¼; Girard Bank, 59½. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101@101¼; State 5s, reg., 98@—; do., coupon, 97@98; do., 6s, W. L., 101@101½; Reading, 51⅞@52; do., 6s, 1870, 96@98; do., bonds, 91½@91⅞; Camden and Amboy; 126@126½; do., 6s, 1889, 89@90; do., 1883, 88¾@89; Penn. R. R., 53⅜@53½; do., 1st mort., 99@100¾; do., 2d mort., 96@96½; Little Schuylkill R. R., 25@29; Morris Canal, 47@49; do., pref., 109@110; do., bonds, 90@93; Wyoming Valley Canal, 47@49; do., 6s, 80@85; Susquehanna Canal, 15½@15¾; do., 6s, 61@62; Sch. Nav., 17@17; do., pref., 27½@28¼; do., 6s, 1882, 73¾@74; Union Canal bonds, 18@20; Delaware Div. Canal, 56½@57¼; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@42; do., 7s, 1873, 93@95; do., 5s, 63½@—; Lehigh Coal and Navigation, 46½@46¾; do., bonds, 1884, 87½@88½; North Pennsylvania, 35@37; do., 6s, 88@88½; Philadelphia and Erie, 28⅜@28½; do., 6s, 94¼@95; Minehill, 57¼@57½; Catawissa, 10@12; do., pref., 28⅜@29¼; Lehigh Valley, 56¾@56⅞; do., bonds, 93@94; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 78@80; West Philadelphia 66@70; Spruce and Pine, 28@30; Green and Coates, 30@31; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 19¾@19⅞; Girard College, 27½@28; Tenth and Eleventh, 63@64; Union, 35@37; Hestonville, 13½@14.

Boston.—Boston, Hartford and Erie R. R., 14½; do., 7s, 54¾; Vermont Central and Vermont and Canda 8s, 100; Western R. R., 6s, 1875, 99¾; Eastern R. R. 6s, 95; Vermont Central 1st mort. consolidated, 65½; Rutland 1st mort., 145; Connecticut and Passumpsic Rivers R. R., 80; Taunton Branch R. R., 110¼; Summit Branch R. R., 8⅛; Ogdensburg and Lake Champlain R. R., 64; do., pref., 102¼; Indianapolis and Cincinnati, 41; Nashua and Lowell R. R. Rights, 25; Boston Water Power Co., 20¼; Cary Land Co., 7¾; Massachusetts 5s, 1894, gold, 105¼; do., 6s, 1872, gold, 117¼; do., 1873, 117; do., 1874, 117⅝; do., 1876, 118½; do., 6s, currency, 1886, 100¾; Portland 6s, 1882, municipal, 94¼; Springfield 6s, 1882, 98¼; St. Louis 6s, 1882, municipal, 80; do., 1887, 79½; Lynn 6s, 1887, 97¾; Cambridge 6s, 1882, 82¼; Boston 5s, 1868, gold, 135; do., 1869, 135¼; do., 1882@1883, 104½; Bangor 6s, 1873, 90; Boston Gas Light Co., 757½; National Bank of Republic, 110¼; Everett National Bank, 107¼; State National Bank, 98; City National Bank, 108¼; Blackstone National Bank, 129¾; Merchants' National Bank, 114; Howard National Bank, 110¼; Traders' National Bank, 103; Allouez Mining Co., 8; Bay State, 2¾; Concord, 1¾; Calumet, 25¼; Dana Mining Co., 87½c.; Eagle River, 1½; Hancock, 6¾; Hecla, 25; Humbolt, 75c.; Native, 1⅛; Pethetick, 1; Phœnix, 3; Winthrop, 62½c.

Baltimore.—Maryland 6s, 1870, 100½; Virginia 6s, old, reg., 42¼; do., 1866, 38½; do., 1867, 35; Central Ohio R. R., 28½; Marietta and Cincinnati 1st mort., 84½; Western Maryland bonds, 74; Balt. and Cuba S. and M. Co., 46; Atlantic Coal, 0.95; Bare Hill, 0.30; Franklin Bank, 13¼; Mechanics' Bank, 10⅛; Union Bank, 58½; Farmers' and Merchants' Bank, 43½; Citizens' Bank, 14½. The latest quotations are: Balt. and Ohio, 117½@118½; do., 6s, 1875, 98@99; do., 1880, 98@—; do., 1885, 98@—; Northern Central, 43½@43½; do., bonds, 1885, 85@86¼; do., 1900, 90@—; N. W. Va., 17@17½; do., 1st mort., 94@—; do., 2d mort., 91½@92; do., 3d mort., 1873, 89@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84@85; do., 2d mort., —@68¾; Central Ohio, 30¼@30½; do., 1st mort., 85@85; Western Md. 6s, 1890, 74@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 98½@98½; do., 1873, 98½@—; do., 1875, 98¼@99½; do., 1886, 98½@98¾; do., 1890, 99@99¼; do., coupon, 100@100; do., Park, 97@98½; do., 1892, 93½@98; do., 5s, 1838,-'70, 80@81; City Passenger R. R., 18⅞@19¼; Canton Co., 45@45; Gardner, 1.00@1.50; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@75¼; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.34@0.40; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.20@0.25; Baltimore Coal, 150@155.

Tunnel Through a Volcano.

In order to connect the Canterbury Settlement with the port of Lyttleton, in New Zealand, English engineers have nearly completed a railway tunnel through a volcanic range of mountains which separated the two places. The tunnel is to be 2,838 yards (upward of a mile and a half) long, was begun in 1861 and to be completed in five years at a cost of £195,000. This tunnel affords, it is believed, the first instance where a complete section of an extinct volcano has been opened out. The rock in it is a series of lava streams and beds of tufa, intersected by vertical dykes of phonolite. The lava streams generally consist of scoria, overlying a coarse pink trachyte, which passes gradually through shades of gray, purple and blue into a black finely-grained dolorite, intensely hard and tough, the lightest and softest rock being at the top, and the densest and blackest at the bottom. Regarded from an engineering point of view, the work is considered eminently successful.

Selma and Montgomery Railroad.

The Mongomery *Sentinel* gives a cheering account of the prospects of an early completion of the fifty miles of road which is to connect Montgomery and Selma. There are now near five hundred laborers engaged in grading, bridging, culverting and otherwise preparing the road-bed for the rails. Large quantities of cross-ties have been secured, and, within the next six weeks, it is anticipated, the bed and ties will be ready for the iron to Big Swamp Creek, a distance of thirty-five miles from Montgomery. The *Sentinel* thinks the trains will be running through by the 1st of January.

☞ The Memphis and Ohio railroad has paid the interest due the State of Tennessee, and has been released by the State authorities.

☞ The first train of cars passed over the Mont Cenis Railway on the 28th ult.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States Aug. 1 and Sept. 1, 1867:

	August 1, 1867.	Sept. 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$196,431,350.00	$196,431,350.00
Six per cent. bonds of 1867 and 1868	14,932,141.80	14,869,791.80
Six per cent. bonds of 1881	283,746,400.00	283,676,100.00
Six per cent. Five-twenty bonds	1,168,796,800 00	1,205,710,500.00
Navy pension fund	13,000,000 00	13,000,000.00
Total	$1,678,906,691.80	$1,715,687,741.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$15,402,000.00	$16,346,000.00
Three-year compound interest notes	108,329,430.00	91,512,330.00
Three-year seven-thirty notes	451,233,425.00	400,786,025.00
Total	$574,964,855.00	$508,644,355.00
Matured debt not presented for payment	15,636,815.87	19,440,375.87
DEBT BEARING NO INTEREST.		
United States notes	$369,164 844.00	$365,164,844.00
Fractional currency	28,554,729.72	29,392,172.97
Gold certificates of deposit	19,457,960.00	15,462,700.00
Total	$417,177,533.72	$410,019,716 97
Total debt	$2,686,685,896.39	$2 653,792,189.64
AMOUNT IN THE TREASURY.		
Coin	$102.905,174.00	$101,263,620.00
Currency	72,474,296.38	47,073,074.59
Total	$175,379,470.38	$148,336,094.59
Amount of debt less cash in the Treasury	$2,511,306,426.01	$2,505,456,095.00

The matured debt not presented for payment, consists of—

Compound interest notes matured June 10th, July 15th and August 15, 1867	$12,672,730 00
Bonds of Texas indemnity	263,000 00
Treasury notes, acts July 17, 1867, and prior thereto	165,311 64
Bonds, April 15, 1842	64,768 68
Treasury notes, March 3, 1863	959,380 00
Temporary loan	5,279,185 55
Certificates of indebtedness	36,000 00
Total, as above	$19,440,375 87

By comparing this with the statement of August 1, it is shown that the debt bearing coin interest has increased $36,781,050; the debt bearing currency interest has decreased $66,320,500; the matured debt not presented for payment has increased $3,803,560, and the debt bearing no interest has decreased $7,157,816 75—making the decrease in the total debt since Aug. 1, 1867, $32,893,706 75. The amount of coin in the Treasury during the same period has decreased $1,641,554, and the amount of currency has decreased $25,401,221 79—leaving the amount of debt less cash in the Treasury on September 1, $5,850,331 01 less than on August 1st.

☞ The extension of the Cincinnati and Martinsville Railroad, from Indianapolis to Vincennes, has been decided upon. A portion of the line between Indianapolis and Gosport has already been surveyed, and a contract entered into to complete the road to the last named town by the 1st of January next.

☞ Holders of the $21 coupons of the Central Ohio Railroad Company, given for past due interest on the 2d mortgage bonds, are notified to present those due March 1st, 1868, on or after 1st September, at the Western National Bank of Baltimore, when they will be paid, interest being deducted for advance of payment.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the 4th week in Aug., 1867, were $131,400 00
Corresponding week of previous year.. 108,451 00

Increase $22,949 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Aug. 1867, were $157,352 00
Corresponding week of 1866 ..... 147,671 00

Increase $9,681 00

The earnings of the Detroit and Milwaukee Railroad for the week ending August 29, 1867, were $38,887 00
Corresponding week of 1866..... 37,540 00

Increase..... $1,347 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Aug., 1867.. $427,749 00
Corresponding week previous year .. 304,409 00

Increase $123,340 00

The earnings of the Virginia and Tennessee Railroad for the third week of Aug., were $20,955, an increase of $7,767 on the same week last year. Total for the fiscal year commencing 1st of July, $113,775, an increase of $28,431 on same time in 1866.

Journal of Railroad Law.

DUTY OF COMPANY TO KEEP GATES IN REPAIR.

The case of Staats *vs.* Hudson River Railroad Company was an action brought to recover the value of a horse owned by the plaintiffs' testator, which was run over by a train of cars on defendants' railroad and killed. The defendants' road runs through lands that were owned by the testator, and at the time of the accident fences were erected on each side of the road. On the evening before the injury the horse was in a pasture adjoining the road, and during the night he escaped therefrom through a gateway (the gate being out of repair,) upon the railroad track, where he was run over and killed. It was admitted on the trial that no part of the fence was out of repair except the gate, and that there was no negligence in the management of the train. The cause was tried in the Rensselaer Circuit in February, 1864, before a justice of the Supreme Court, without a jury. The justice decided the defendants were under no obligations to keep the gate in repair, and therefore the action could not be maintained. On appeal the judgment was reversed with opinion by

JAMES C. SMITH, J.—The only question is, whether it was the duty of the defendants to keep the gate in repair. The plaintiffs claim that the duty was imposed upon the defendants by the statute of 1850, known as the general railroad act, and if not thereby, by the eighth section of chapter 282, of the laws of 1864, amending the act of 1850. The 44th section of the act of 1850, expressly imposes upon all railroad corporations to which it applies, the duty of erecting and maintaining fences on the sides of their road with openings or gates, or bars therein, for the use of the proprietors of the adjoining lands. But it is a question whether that section is applicable to the defendants, who were an existing corporation at the time of the passage of the act of 1850, they having been chartered by a special act in 1846. The 49th section of the act of 1850, subjects all railroad corporations within this State, existing at the time of the passage of said act to all the duties, liabilities and provisions contained in certain specified sections of said act, including the 44th section, not inconsistent with the provisions of their charter. The duty created by the 44th section of the act of 1850, therefore attaches to the defendants, unless it is inconsistent with some provisions of their charter. The defendants claim that it is inconsistent with the provisions of the 24th section of their charter, which is in these words. The said corporation before running any cars upon the said railroad, shall erect, and thereafter maintain upon the sides thereof, except where the road shall intersect some public highway, a fence of such height and strength as is by law required as a division fence between the owners of adjoining lands, and shall make and keep in repair wherever the same may be necessary upon the line of the said railroad suitable guards to prevent cattle from running upon the same, but this section shall not prevent persons owning or occupying lands adjoining the said road from erecting at proper and convenient places, where they may have occasion for crossing the said road for farming and other necessary purposes, suitable gates in the line of said fence to facilitate such crossing, and to be kept in repair by the person using the same.

The eighth section of the act of 1854 is in these words, every railroad corporation whose line of road is open for use, shall within three months after the passage of this act, and every railroad company formed or to be formed, but whose lines are not now open for use, shall before the lines of such railroad are opened, erect and thereafter maintain fences on the sides of their roads of the heighth and strength of a division fence as required by law with openings or gates, or bars therein, at the farm crossings of such railroad for the use of the proprietors of the lands adjoining such railroads, and shall also construct where the same has not already been done, and hereafter maintain cattle guards at all railroad crossings suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on such railroad. And so long as such fences and cattle guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done by the agents or engines of any such corporation to any cattle, horses, sheep or hogs thereon, and when such fences and guards shall have been duly made, and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. A sufficient post and line fence of requisite heighth shall be deemed a lawful fence, within the provisions of this section, but no railroad corporation shall be required to fence the sides of its roads, except where such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad from the lands adjoining the same. The defendants are undoubtedly within the operation of this section, unless as is claimed by them, it applies only to cases where fences and gates had not been constructed at the time that act was adopted, that claim is not warranted by the language of the section, and in my judgment does not accord with its meaning. In describing the corporation to which the section relates, its framers used the comprehensive words, "every railroad corporation."

And they specified as well those corporations whose lines were then open for use. In the case of Corwin *vs.* The New York and Erie Railroad Company, (13 N. Y., 53,) Denio, J., speaking of section 44 of the act of 1850, expressed the opinion that "it is not to be regarded as merely a regulation respecting division fences between the land of the railroad corporations and those of adjoining property, but that it is rather to be considered as providing a safeguard for the protection of the lives of persons traveling by railroad, and of the property in animals which citizens in the vicinity of those roads may own." This remark of the learned Judge is justly applicable also to the section we are called upon to construe, and the fact that the section was intended in a great measure as a police regulation for the safety of the traveling public, strengthens the conclusions that was designed to have the general scope indicated by its language, and to prescribe a uniform rule for every railroad company in the State. It provides for two distinct acts, the *erecting* of fences and gates, and the *maintaining* them; and although the former provision was unnecessary in cases where suitable fences and gates had already been built, yet the latter provision was useful in those cases as well as where the fences and gates were hereafter to be constructed. Each provision is to be taken distributively and to be applied to the cases in which it can have effect, *reddendo singula singulis.* Several other sections of the same act clearly apply to all the railroad corporations in the State, whether then existing or hereafter to be formed, and whether created by special charter, or organized under the general law (§§ 7, 10, 14, 17.)

No question can arise as to the power of the Legislature thus to amend the defendants' charter, as it contains an express reservation of the legislative power to alter or repeal it, and besides the 22d section of the charter subjects the corporation to the general restrictions and liabilities prescribed by the third title of the eighteenth chapter of the first part of the Revised Statutes, the eighth section of which provides that the charter of every corporation that shall hereafter be granted by the Legislature, shall be subject to alteration, suspension and repeal in the discretion of the Legislature. I am of opinion, that these defendants were charged with the duty of keeping the gate in repair, and therefore that the judgment appealed from should be revised, and a new trial ordered.

A German Railway Congress.

A Congress of managers of German Railways has just been held at Mayence. In all, 64 German railway administrations were represented at the Congress, at which there also assisted delegates from two Dutch Railways, the Northern of France Railway, the Eastern of France, the Swiss Union, the Great Russian, &c. The union of German railways represented by the Congress embraces altogether about 14,375 miles of line in Prussia, Austria and North and South Germany. The next Congress will be held at Vienna in 1869. The object of the Congress is to consider the general questions associated with the working of railways, the best means of securing unity of management, &c.

Imperial Mexican Railway.

The report of the directors states that the railway from Mexico to Apixaco was opened for goods traffic on the 21st of January, but the unsettled state of affairs had prevented this portion of the line from being worked to advantage. It was satisfactory to know that a very large traffic already existed in the district, of which the company would probably carry the greater portion when the business of the country was resumed. The opened lines were reported to have been continuously worked, under the charge of the contractor, down to the beginning of March last. From the 1st of November, 1866, to the end of February last, the gross receipts for the four months on the Vera Cruz and Paso del Macho section amounted to £41,993; on the Mexico and Guadalupe section to £2,321, and on the Mexico and Tacubaya section to £3,180. The receipts on the Totolcingo section from August to the 31st of December, 1866, amounted to £1,154; and on the Apixaco section the receipts from the 21st of January to the 28th of February, amounted to £1,601. The accounts of the working of the several parts of the line from the time when they came respectively into the hands of the company down to the 31st December, 1866, had been officially audited and settled to a point in Mexico with the contractor in person. They showed the following results: On the Vera Cruz to Paso del Macho section, from the 23d of March, 1865, to December, 1866, the gross earnings amounted to £162,094, the working expenses to £118,817, and the net profits to £43,277. About £1,316 part of the above earnings, remained to be recovered from the Medellin Railway Company. On the Mexico to Guadalupe section, from the 23d of March, 1865, to the 31st of December 1866, the gross earnings amounted to £12,937, the working expenses to £6,491, and the net profit to £6,446, &c. The total net profits amounted to £52,171 for division between the company and the contractors—namely, £13,979 to the contractors, and £38,192 to the company. The sums received from the Mexican Government to September had been, on account of the 15 per cent. customs' duties, £144,099, the bond debt obligation £126,542, leaving an estimated sum of £215,476 due to the company on the former, and an actual sum of £41,548 on the latter account. Of the sums due in respect of unpaid calls £5,300 had been recovered in this country, and £280 had been paid in Mexico, which had not yet been received at the office. All matters at issue had been satisfactorily arranged, and, generally, the way had been cleared for the efficient working of the opened lines, and for resumption of the construction of the unfinished portions whenever the circumstances of the country and the credit of the company would enable the board to provide the necessary funds. The balance sheet showed that the total expenditure amounted to £2,904,668.

Greenville and Columbia Railroad.

The financial condition of this company on the 1st January, 1867, was as follows:

First mortgage bonds outstanding	$326,000
Bonds guaranteed by the State	624,000
	$950,000
Coupons due on the above	313,950
Secured by first mortgage	$1,263,950
Bonds not secured	600,000
Coupons due	170,345
Whole amount bond debt and interest	$2,034,295

Besides this, there is a floating debt of some magnitude from $150,000 to $200,000 to be met by the company. Certain bondholders under the mortgage have already commenced proceedings, in equity, to foreclose the mortgage, which will most certainly result in the sale of the property of the company, unless their debt can be paid, or otherwise arranged. Other creditors are also threatening, and there seems to be nothing before the company but a general bankruptcy. The property of the company cost more than three millions of dollars, and, with the State subscription, the people of the State have invested nearly two millions in the stock of the company. It is considered that, if the road is sold under a foreclosure of mortgage, the running of trains may be continued as at present; but that the new company may find it necessary to abandon the present line or divert its course.—*Anderson Intelligencer.*

Bombay, Baroda, & Central India Railway.

The report states that the total receipts on capital stock, shares, and debentures amounted to £6,180,982, of which the sum of £532,748 was received in the last half-year. The total expenditure (including stores and materials) amounted to £6,526,664, of which £3,789,606 had been spent in India and £2,737,058 in England. Further expenditure in India, to a considerable extent, had been incurred, but has not yet been finally brought to account, as it is waiting the audit of the Bombay Government. Under arrangements recently made in India, it is believed that these arrears of audit will shortly be entirely disposed of. As regards the capital receipts and the provision of funds, the proprietors are aware that with the sanction and under the guarantee of the Secretary of State for India in Council, the sum of £500,000 has been raised by the issue of 5 per cent. debentures having five years to run, and with the option of renewal for another five years, and of conversion into shares or stock of the company. To meet the amount due to the Government, and provide for the immediate wants of the company in carrying out their works, a further issue of guaranteed share capital to the extent of £750,000 was also sanctioned, and has been allotted among the proprietors. A considerable portion of this capital would have been issued last year but for the severe financial crisis which occurred in the early part of that period. Reference is made to the unprecedented floods in Western India during the last monsoon, which inflicted considerable damage to the line, but measures are now being taken to secure the portions of line passing through the swamp districts, as far as possible, from the recurrence of any similar disaster. The cost of the immediate repair has been charged in the half-year's revenue account, but the larger expense of the preventive measures just referred to has been sanctioned by the Secretary of State as an addition to the capital cost of the line. To ensure greater safety and economy in working the traffic, short lengths of double line have been laid at different points for the crossing of trains. The sanction of the Government has been obtained to the extension of the line, with guaranteed capital, across the Saburmuttee River at Amedabad, which will now be bridged by an iron viaduct purchased from the Scinde Railway Company for that purpose. An arrangement has been made with the Government for insuring the early completion of the necessary reclamation across Back Bay for the approach of the railway to its destined Colaba terminus at Bombay harbor, and the work is now being vigorously carried on. The gross receipts for the half-year amount to Rs. 18,44,280 as compared with Rs. 20,87,655 for the corresponding half-year of 1865, showing a diminution of Rs. 2,43,875. The working expenses for the half-year amount to Rs. 16,70,833, as compared with Rs. 12,39,564 in 1865, showing an increase of Rs, 4,31,269, and absorbing 90.6 per cent. of the receipts as compared with 59.37 per cent. in 1865. The receipts per railway mile amount to Rs. 5,746 as compared with Rs. 7,511 in 1865, being an average of Rs. 218 per mile per week, as compared with Rs. 285 per mile per week in 1865. The receipts per train mile amount to Rs. 5 9-11, as compared with Rs. 5-15-6 in 1866. The working expenses per train mile amount to Rs. 5-1-6, as compared with Rs. 3 8-3 in 1865.

South Side (L. I.) Railroad.

This road will be completed by the close of this week from Jamaica to Rockville Centre, but as the running stock is not yet prepared, a delay of a few weeks will occur before trains run upon it. By that time, probably, the rails will be laid entirely to Islip, a distance of forty miles from New York, and twenty-eight from Jamaica. At this latter point passengers will take the cars of the Long Island Railroad, or Brooklyn and Jamaica Railroad, and proceed either to Hunter's Point or South Brooklyn, as they may prefer.

An arrangement was made by the company with the Flushing Railroad to strike that road two miles from Hunter's Point, and find an outlet by the Flushing depot there, but recently the Long Island Railroad Company bought the Flushing Railroad, and, it is said, may probably throw obstacles in the way of their doing so. Notwithstanding this, the South Side Company continue building their road from Jamaica to the Flushing road. In case of their discomfiture, the only disadvantage to passengers will be a change of cars at Jamaica.

The Long Island Railroad depends for its profits chiefly upon the summer travel to Fire Island, Moriches, Babylon, and the numerous localities upon the south side, where visitors enjoy bathing, fishing and shooting. It drops passengers at the nearest points along its line, and gives them the benefit of an expensive and tedious stage ride of several miles to their destination. The South Side road runs immediately past all those places of resort, and promises to draw travel immensely from the former. A natural hostility has therefore existed on the part of the Long Island road towards its rival. The Long Island road has many beautiful places of resort within a few miles of its line, on both the north and south side of the Island, but its immediate vicinity is unattractive to visitors or settlers, from its flatness and the total lack of water scenery. Notwithstanding these objections, the soil produces large crops, and the air is especially bracing and pure, and if the railroad company had followed the example of others running out of this city, and tried to attract settlers, it would ere this have enjoyed an immense travel. The rivalry it will now experience from parallel roads, both on the north and south side, will perhaps stimulate it to enterprise in that respect, and also to building a series of spurs from its main line to well-frequented localities on each side. Such a course would enable it strongly to compete with its rivals, and be the means of settling regions now lying waste.—*Evening Post, Aug.* 28.

Iron Bridges.

The Tredegar Iron Works of Richmond, Va., have just completed a bridge of superior construction for the road now building between Columbia, S. C., and Augusta, Ga. It will cross the Congaree River, and consists of three spans 160 feet long and seven spans eighty feet in length. The aggregate weight of this bridge will be within a fraction of 500,000 pounds. C. Shaler Smith, Esq., of Baltimore, is the engineer.

☞ The air of the underground railway in London is so foul as to have recently hastened the death of a woman. Prudent people avoid locomotion by it as much as possible.

European and North American Railway.

We hear that contracts for the whole eighty-eight miles, from St. John to the Maine boundary, have been made as follows: Messrs. Stacey, Glasier, Burpee and Yorston, the forty miles near St. John; Mr. Morrow, eight miles adjoining; Messrs. Thompson and Rannie, the next fifteen miles; Messrs. Brooks and Robinson, the twenty-five miles next the boundary. The contractors are all reliable men.

☞ The completion of the St. Paul and Pacific road to Wyzata, on Lake Minnetonka, was made the occasion of an opening excursion by the officers of the road, on the 24th.

GRAND Industrial Exhibition,

BY THE

AMERICAN INSTITUTE.

Those who have applied for space in the 37th Annual Exhibition, are hereby notified that the Armory in 14th Street, near 6th Avenue, is now open for the reception of goods

The Managers announce that the Exhibition will positively be opened to the Public on Thursday, the 12th of September, at 12 M. At 8 o'clock P. M., the Opening Address will be delivered by the Hon. HORACE GREELEY, President of the Institute; after which, "Miles O'Reilly," Gen. CHARLES G. HALPINE, will read a Poem composed for the occasion.

FOR SALE.

LUMBER FOR BRIDGES, WHARVES AND Railroads, Burnettized (with chloride of zinc) for preserving timber from wet and dry rot.

Apply to

T. M. MAYHEW & CO.,
117 Wall Street,
New York.

Agents for the Eastern Burnettizing Works at Bangor, Maine. 3m36

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RAILROAD IRON,

(OLD AND NEW.)

Pig, Scrap Iron and other Metals,

LOCOMOTIVES, RAILROAD CHAIRS AND SPIKES.

Old Rails Re-rolled or Exchanged for New.

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FOR SALE

3 LOCOMOTIVES, 4-81-2 GAUGE,

All thoroughly REBUILT by one of the best makers in the country, and ready for immediate use.

1—Cylinders 14x22, Link Motion, 4-56 in. Drivers connected, Copper Flues, Weight about 24 tons; 8 wheeled Tender, 1800 gallons.

This Engine has always worked admirably; Steams freely with dry or green wood, works and wears perfectly smooth; Well springed and brassed all around. Proportions every way suited to power. A good and stylish model, all in excellent order.

2—Cylinders 15x20, Link Motion, 4-56 in. Drivers connected, Copper Flues, weight about 23 tons, 8 wheeled tender, 1,800 gallons.

Is a smart smooth working Engine, suitable for any work; has a good record throughout.

3—Cylinders 15x20 Hook Motion, 4-66 in. Drivers connected, Copper Flues, weight about 24 tons; Tender, 8 wheeled.

Every way perfectly sound, well brassed and springed up. All in fine working condition.

These Engines will be sold VERY CHEAP to close a transaction, and are GREAT BARGAINS to any company wanting this sized Engine.

KASSON & CO.,
62 Broadway, New York!

Carriages and Harness.

☞ **No Broadway Expenses nor Profits.** ☜

A LARGE ASSORTMENT of PHAETONS, FINE BUGGIES, ROCKAWAYS, DEPOT JAGGER, EXPRESS or SUNDOWN WAGONS, &c. Also CONCORD BUGGIES and FULL-PLATED HARNESS for **SOUTHERN TRADE**; Saddles, Bridles, Whips, Sheets, Blankets, Rugs, Mats, Halters, &c.

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47 Cedar Street, New York.

RAILROAD CROSS TIES,

OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

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3m36 **New York.**

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MACHINE WORKS,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

Machinists Tools,

MADE BY

Lowell Machine Shop.

FOR SALE BY

STEVENSON & PEIRSON, Agents,

48 KILBY ST., BOSTON.

From new and improved patterns. Tools from Special Patterns built to order. 6m35

Notice to Contractors,

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, KINGSTON, N. Y. August 12th, 1867.

Proposals will be received at this Office until September 20th, 1867, for the Grading, Masonry, Bridging and Iron of the Eastern Division of this Road. Maps, plans and specifications will be furnished on and after September 1, 1867, by the Chief Engineer, WILLIAM E. MORRIS, Esq., at Kingston, N. Y. All other information furnished at this office. THOMAS CORNELL,
3t35 President.

CIVIL AND MINING ENGINEERING at the RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. Instruction very thorough. Graduates obtain most desirable positions. Reopens Sept. 11th. For the ANNUAL REGISTER, containing full information, apply to
7t31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

NEW YORK, July 25, 1867.

STOCKHOLDERS IN THE ERIE RAILWAY COMPANY who favor such a change in the administration as may secure to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,
D. P. MORGAN,
31td AUGUSTUS SCHELL.

THE Keystone Bridge Company

OF PITTSBURGH, PA.

This Company possess unrivalled facilities for manufacturing and erecting every description of IRON and WOODEN RAILWAY and ROAD BRIDGES, ROOFS, TURNTABLES and BUILDINGS.

"LINVILLE AND PIPER" PATENT IRON BRIDGES.

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A. D. CHERRY, Secretary.

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J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

PLASTIC SLATE

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The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21ST, 1865.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

Is a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof.

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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MANUFACTURERS OF

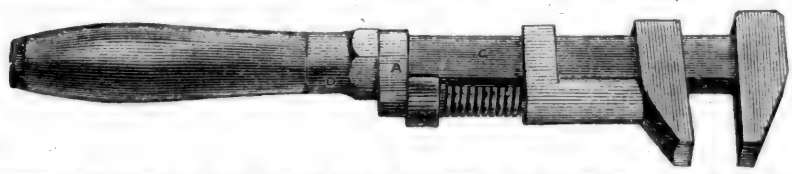
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as *the best* by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

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RAILROAD CARS;

Railroad Car Wheels and Castings; Bridge and Rolling Mill Castings; Bridge Rods Bolts,

—AND—

RAILROAD FORGINGS.

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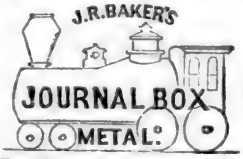
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The merits of this National Metal has achieved for it such success that during the past year the proprietors have enlarged their facilities for its manufacture. They are now able to supply all demands, and would commend it to the attention of the public with confidence, that one trial will convince the most skeptical of its worth.

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Barometrical reconnoissance for Railway lines, Location and Construction of Railroads, and all duties required on Public Works in any State of the Union performed with fidelity.

THE UNION PACIFIC RAILROAD CO.

THEIR FIRST MORTGAGE BONDS

As an Investment.

THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

1st. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 435 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 92 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

7th. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

9th. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. Stocks.

10th. At the current rate of premium on gold, they pay

Over Nine per Cent. Interest.

The daily subscriptions are already large, and they will continue to be received in New York by the

CONTINENTAL NATIONAL BANK, No. 7 Nassau St.,
CLARK, DODGE & CO., BANKERS, No. 51 Wall St.,
JOHN J. CISCO & SON, BANKERS, No. 33 Wall St.,
HENRY CLEWS & CO., BANKERS, No. 32 Wall St.,
HEDDEN, WINCHESTER & CO., BANKERS, No. 69 B'y,

and by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 Nassau Street, New York, on application. Subscribers will select their own Agents in whom they have confidence, who alone will be responsible to them for the safe delivery of the bonds.

JOHN J. CISCO, *Treasurer,*

NEW YORK.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

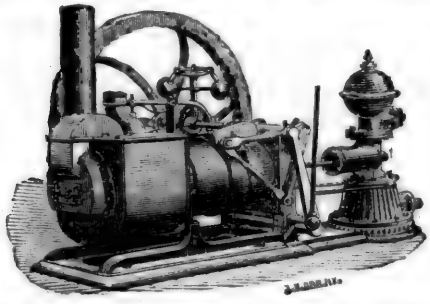
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

ERICSSON

Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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No. 535 Broadway, New York.
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and PERIODICALS Imported to Order.
ORDERS FORWARDED WEEKLY BY STEAMERS.
*** A new Scientific Catalogue ready and forwarded gratis.

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THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 126 Pearl St.

NOTICE TO THE CONSUMERS OF THE
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I beg to announce that I have this day entered into a Contract with Messrs. W. JESSOP & SONS, of Sheffield, for the whole Annual Make of the above Iron, which, in future, will be stamped

(L) LEUFSTA W. JESSOP & SONS.

And to which I request the special attention of the Trade.
Leufsta, in Sweden, 29th April, 1867.
CARL EMANUEL DE GEER, Proprietor.

WM. JESSOP & SONS, in referring to the above notice, beg to inform dealers in, and consumers of, Iron and Steel, that they are prepared to receive orders for this IRON, and for BLISTER and EXTRA CAST STEEL, made from the Iron, at their Establishments, Nos. 91 and 93 JOHN ST., NEW YORK, and Nos. 133 and 135 FEDERAL ST., BOSTON.

"Sprague's" Russia Iron,

A SUBSTITUTE FOR

Imported Russia Iron,

Made by a new process, and superior to any polished Iron ever manufactured in America.

Sheets, from 6 lbs. to 14 lbs.

PRICE ---- ---- ----14 CENTS CURRENCY,
packed in cases of about 200 lbs. each.

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JOHN S. DICKERSON & CO.,
Importers and Dealers in Tin Plates and Metals generally.
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M. T. DAVIDSON & CO.,

Manufacturers and Dealers in

Engineers' and Machinists' Tools and Supplies

Principal Agents for the sale of the Fox Lathes Chucks, Slide Rests, finished Shafting, Pullies and Hangers with self-oiling boxes, American Steam Gage Company's Steam and Vacuum Gages, Clocks, Revolution Counters, etc., Richard's Indicators, Morse's Patent Twis Drills. A full assortment of the above constantly on hand at Manufacturers' rates.

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BOLT, SPIKE & RIVET
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Manufacturers of every variety of

Railroad and Ship Spikes,

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This Company are exclusive owners of the **HARDAWAY PATENTS,** and the Bolts Spikes and Rivets made by their machines are pronounced **Superior** to those of any other manufacture.

Orders solicited and promptly executed at the lowest rates. **Samples** and **price-lists** sent to Railroad Companies, Manufacturers and Dealers, when desired.

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All communications to be addressed to the Company's Office,

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Steamboat Company,

FOR Albany and Troy, and all points north and east, EVERY EVENING, (Saturdays excepted,) at 6 o'clock, from Pier No. 44 North River, foot of Spring st.

N. B.—This is the cheapest, pleasantest and most direct route for Saratoga and Lake George, and, via railroads and steamers for Whitehall, Rutland, Burlington, North Adams, Cambridge, St. Albans, Ogdensburgh, Montreal, and all intermediate stations. Tickets sold, baggage checked, and state-rooms engaged at the principal hotels and offices on the wharf.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 37.] SATURDAY, SEPTEMBER 14, 1867. [WHOLE No. 1,639, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 14, 1867.

Louisville, Cincinnati and Lexington R. R.

We have before us the first annual report of these roads, being the 19th annual report of the Louisville and Frankfort and Lexington and Frankfort Railroad Companies.

These companies, though distinct corporations of the State of Kentucky, are now, under the corporate name of "The Louisville, Cincinnati and Lexington Railroads," partners in operating the road from Louisville to Lexington; and joint owners of the branch road which is being built from Cincinnati to La Grange, a village on the Lexington line, twenty-six miles from Louisville.

The accounts of the Louisville and Lexington line stands as follows:

Cost of road and equipment	$2,186,910 36
Represented by—	
Aggregate capital stock of the two companies	$1,624,240 82
Funded debts secured by liens	283,000 00
Debts not secured (perpetual loan from State of Kentucky at 6 p.c.)	74,519 50
Surplus undivided	205,150 04
Total, as above	$2,186,910 36

The average annual profit arising from the operation of the road during the past ten years has been $160,720 61.

The Cincinnati branch, eighty miles in length, is being built with the proceeds of the sales of the joint bonds of the two companies. Of these bonds, three millions only can be issued. Their payment is secured by a mortgage of the entire property and franchises of the two companies, including as well their present roads as the Cincinnati branch. On the Lexington line this mortgage is subject to a prior lien of $283,000 only, while on the branch it will constitute the first and only lien.

The ultimate cost of the branch, fully stocked and equipped for the very large business which must be thrown upon it, was originally estimated at four millions and forty-two thousand dollars. Of this sum, however, about half a million would not be required until the road should have been for some time in operation. Since the work has been opened throughout its whole extent, the Chief Engineer expresses the utmost confidence that he will be able to complete it at a cost materially within his original estimate. The distance from Cincinnati to Louisville will be 106 miles, or thirty-two miles less than *via* Seymour, and thirty-eight miles less than by the river. The time occupied in the transit will be four hours, as against nine hours *via* Seymour, or twelve by the river. The Louisville and Nashville Railroad Company feel the deepest interest in the enterprise, and have subscribed for half a million of the companies' bonds. A direct connection will be formed between the roads in the city of Louisville, so that passengers and freight will be transported from Cincinnati to Nashville and Memphis without delay or reshipment.

The population of Louisville now exceeds one hundred thousand, that of Cincinnati is more than double the number. We learn from these reports that 300,000 passengers and 500,000 tons of freight are now annually transported between the two cities. The intervening country is already populous and productive. The Superintendent, Col. Gill, (whose experience of twelve years in his present position has amply qualified him for forming such an estimate,) is of opinion that immediately upon opening the line, its annual receipts will be found to exceed the following:

From 220,000 through pass. at	$3.00	$660,000
" 150,000 way "	80	120,000
" 100,000 tons through frgt.	2.50	250,000
" 50,000 tons way "	3.00	150,000
" Express and mails		70,000
Total		$1,250,000
From which deduct operating expenses		700,400
Leaves a profit of		$549,600

The estimate will not seem large when it is understood that it is for only $12,000 of gross receipts per mile of road, while the receipts of the Louisville and Nashville road are already at the rate of $15,550, and those of the Cincinnati, Hamilton and Dayton, or the Cincinnati and Columbus, over $22,000 per mile. Between these lines the Louisville and Cincinnati will form the shortest possible connecting link, besides having over either of them, the advantage of connecting closely, two of our most important commercial and manufacturing cities.

One million and a half of dollars have been already subscribed to the bonds of the companies by citizens of Kentucky alone. The bonds bear 7 per cent. interest, payable semi-annually, and have thirty years to run. The price at which they were subscribed for was 85 cents to the dollar. The sum subscribed is sufficient to complete the grading and masonry. No further subscriptions have been asked, as it was not desired to borrow so far in advance of the wants of the companies; and it was thought that the completion of the grading with the means already on hand, would tend to enhance the value of the securities remaining to be sold. The profits arising from the operation of the Lexington line will also be applied to construction—compensation being made to the stockholders by the declaration of dividends payable in the preferred joint stock of the companies bearing 9 per cent. interest, payable semi-annually. The dividend declared in July last, was paid in this stock, which commands a ready sale in Louisville and Lexington, at par.

About fifteen hundred men are now at work upon the Cincinnati branch, and it is expected to

be opened for business early in the spring of 1869.

The principal officers of the companies are the following:

W. A. DUDLEY, Chairman Executive Committee.
SAM'L GILL, Sup't and Consulting Engineer.
I. M. ST. JOHN, Chief Engineer Cincinnati Br.

Lehigh Valley Railroad.

The constituents of this road at the close of the fiscal year (Nov. 30,) 1866, are summed up as follows:

	Miles.
Phillipsburg, N. J., to White Haven, Pa...	71.00
Penn Haven to Honey Brook & Audenried.	16.61
Black Creek Junction to Mount Carmel...	40.00
Total length of road.....	127.61
Second track 73.61, and sidings and short branches 60.27.....	133.88
Total equivalent single track	261.49

The original road of this company, was that division of the present road extending from Easton to Mauch Chunk, a distance of 46 miles. This was completed in October, 1855. The Beaver Meadow Railroad extending from Mauch Chunk to Honey Brook and Audenried 24.61 miles, (including 2d track, sidings, &c., an equivalent length of 54.63 miles,) became a part of the Lehigh Valley Railroad in July, 1864. In the same year the company completed and opened (June 14th,) their extension from Penn Haven (on the Beaver Meadow Railroad 7 miles above Mauch Chunk,) to White Haven about 17 miles. These additions, and the extension of the railroad to Phillipsburg, N. J., by the construction of the Delaware Bridge in 1866, gave the company a direct route between Phillipsburg and White Haven of 71 miles, and a branch line of 16.61 miles to Honey Brook and Audenried. On the 1st July, 1866, the company came into possession of the Lehigh and Mahanoy Railroad, which by a merger and exchange of stock, then became a part of the Lehigh Valley Railroad. The length of this line from Black Creek (6 miles west of Penn Haven on the Honey Brook Branch,) to Mount Carmel is 40 miles, and including second track, sidings and short branches, has an equivalent single track of 60.75 miles.

The Lehigh Valley Railroad is one of the three great coal railroads of Pennsylvania, the Reading and Lehigh Coal and Navigation Railroads being the other two. The connections of the Lehigh Valley R. R. are numerous and important. At Phillipsburg it connects with the N. J. Central and the Morris and Essex Railroads running toward New York and the Belvidere Delaware Railroad, which follows the course of the Delaware north to the Water Gap and south to Trenton; also with the Morris Canal. At Bethlehem 12 miles west of Phillipsburg, the Bethlehem Railroad (building) will join it; and in the same town it connects with the North Pennsylvania Railroad to Philadelphia 55 miles; at Allentown it gives off the East Pennsylvania, and at Catasauqua it receives the Catasauqua and Foglesville Railroad; while at and above Mauch Chunk it receives several mine railroads. At its present northern terminus (White Haven,) the main line connects with the Lehigh and Susquehanna Railroad, the latter owned by the Lehigh Coal and Navigation Company.

The extension of the road into Wyoming Valley, and a connection with the railroads (existing and projected,) of western New York has long been a prominent feature in the policy of the Lehigh Valley Company. To this end they are now constructing a railroad from White Haven northward. The extension to Sugar Notch 27 miles, was put under contract in November, 1865, and since March, 1866, the work has been carried on steadily and vigorously. In September, 1866, a further extension of the line to Mill Creek (6½ miles,) two and a half miles above Wilkesbarre was let, and immediately commenced. The connection with Wilkesbarre was to be completed this summer, and probably will be. The Plymouth Railroad and Coal Company have completed their bridge across the Susquehanna about a mile below Wilkesbarre, and are building their railroad thence to a connection with the Lehigh Valley Railroad at South Wilkesbarre. This will give access to the coal operations of Plymouth and Kingston, and form a connection between the Lehigh Valley Railroad and that of the Lackawanna and Bloomsburg Company.

By an act of the Legislature passed March, 1865, the North Branch Canal Company whose works extend from Wilkesbarre to the New York State Line 105 miles, were authorized to change their title to that of The Pennsylvania and New York Canal and Railroad Company; also to construct a single or double track along and upon or near the towing path or berme bank of their canal. In the stock of this company the Lehigh Valley Railroad Company has acquired a preponderating interest. The company having accepted the rights thus granted, commenced in January last, the work of construction between the eastern terminus of the Barclay Railroad at Towanda and the State line. The line follows the canal to Athens, a distance of 16 miles. At Athens the Chemung River will be crossed upon a bridge 550 feet in length, and thence the line runs between the Chemung and Susquehanna Rivers, a distance of 4 miles to the Erie Railway near Waverly. It is expected that this division of the road will be opened during the current year. But little has been done south of Towanda, but preparations have been commenced, and during the coming winter the work will be prosecuted at such points as cannot be done in the summer without interruption to navigation. At Towanda the Pennsylvania and New York Canal and Railroad will connect with the Barclay Railroad 16 miles in length, extending into the bituminous coal-field of Bradford County. The Erie and Sullivan Railroad Company have located their road from Monroeton on the Barclay Railroad, into the anthracite field of Sullivan County, distant about 35 miles from Towanda, and the work of construction has been commenced.

In the meanwhile the railroad plans to connect the Pennsylvania coal lines with the western New York lines, and Lake Ontario are being developed. The Southern Central Railroad Company have concluded arrangements with the Erie Company for a third rail from Waverly to Owego, from whence the former company will construct an independent line to Fair Haven on the Lake. This line will connect with the New York Central at Auburn, and the Erie Canal at Weedsport.

Mr. Sayre, the Engineer of the Lehigh Valley Company, expresses his opinion "that this line of roads can put either anthracite or bituminous coal on the Erie, the New York Central, the canal, or the lake, cheaper than by any other route now built. The gradients either way are most favorable. Add to this heavy coal tonnage anticipated and sure to come, the products of the farm, of the forest, and of the factories, the merchandize and the travel of the rich and populous district of country through which it passes, and you may readily imagine how long after its completion stockholders will have to wait for dividends."

The equipment owned by the company at the close of 1865–'66, comprises the following:

Engines.....	86	Platform cars	244
Passenger cars.....	19	House cars.....	2
Baggage cars.....	7	Gravel cars.....	40
Express cars	1	Wrecking cars.....	2

—all 8-wheel and coal cars 6,441, reduced to 4-wheel cars. Ten of the engines are old and not relied on for general service. The elongation of the line into the Wyoming Valley will necessitate additional motive power.

The coal business of the railroad has from the first been the main reliance of the company for revenue. The sources of the coal carried on the road in the two last past fiscal years were as follows:

	1864–'65.	1865–'66.
Hazleton Region.....	774,536	864,821
Beaver Meadow.....	441,936	522,231
Mahanoy.....	218,378	322,230
Wyoming.....	251,769	315,443
Miscellaneous	843	12,989
Total in tons.....	1,687,462	2,037,714
—which was delivered as follows:		
At Penn Haven Jctn for canal	87,233	126,475
At Mauch Chunk Canal.....	197,952	179,518
On line, above Mauch Chunk.		336
" at " "		947
" below " "	434,280	635,785
To East Pennsylvania R. R...	8,845	10,050
To North Pennsylvania R.R..	129,695	141,841
To Morris Canal.....	73,965	111,552
To Belvidere Delaware R. R..	218,611	195,016
To Central R. R. of N. Jersey.	536,383	582,774
To Morris and Essex R.R....	498	53,420
Total by canal.....	285,185	305,992
Total by railroad....	1,402,277	1,731,722
Aggregate.....	1,687,462	2,037,714
Tons carried one mile.....	55,190,262	105,058,354

The coal tonnage for the eleven years since the commencement of operations is shown in the following table:

Fiscal years.	Miles Av.	Tons Carried.	Increase Absolute.	Increase per ct.
1855–'56.	46	165,740 00	....	.....
1856–'57.	46	418,235 03	252,495 03	152.34
1857–'58.	46	471,029 10	52,794 07	12.62
1858–'59.	46	577,651 10	106,622 00	22.64
1859–'60.	46	730,641 17	152,990 17	26.48
1860–'61.	46	743,671 18	13,030 01	1.78
1861–'62.	46	882,573 14	138,901 16	18.68
1862–'63.	46	1,195,154 18	312,581 04	35.42
1863–'64.	64	1,295,419 02	100,264 04	8.39
1864–'65.	88	1,402,276 16	106,857 14	20.75
1865–'66.	105	1,731,721 19	329,445 03	23.56

Miscellaneous freight made up principally of iron, iron ore, lumber, oil and merchandize transported in 1865–'66, amounted to 854,394 tons, equal to 11,836,100 tons carried one mile, and being an increase over the previous year of 317,114 tons.

During the same year there were transported, without injury to any, 560,922 passengers, equal to 9,508,967 carried one mile; being an increase over the previous year of 61,226 passengers, equal to 1,161,032 carried one mile.

The progress of the freight and passenger business of the road is seen in the following statement:

Fiscal Years.	Freight Tons.	—Passengers carried— Number.	Mileage.
1855–'56...	48,767	98,697	1,816,034
1856–'57...	.....	128,158	1,960,842
1857–'58...	125,645	117,745	1,698,550
1858–'59...	186,774	121,672	1,931,126
1859–'60...	250,000	158,120½	2,215,682
1860–'61...	275,000	181,086	2,629,410
1861–'62...	420,000	193,246	2,812,980
1862–'63...	447,848	266,235½	3,596,418
1863–'64...	575,232	424,676½	6,490,457
1864–'65...	537,280	499,696	8,347,935
1865–'66...	854,894	560,922½	9,508,967

The financial results from operating the road since its first opening are stated in the following tables:

The following shows the gross earnings—

Years.	Coal.	Freight.	Pass.	Total.
1855–'56.	$154,286	$20,931	$67,295	$242,513
1856–'57.	340,357	29,281	71,549	441,187
1857–'58.	338,799	42,178	61,067	442,044
1858–'59.	391,766	65,938	68,162	525,866
1859–'60.	514,530	86,840	78,538	679,908
1860–'61.	521,308	97,495	82,119	700,922
1861–'62.	597,498	135,059	89,470	822,927
1862–'63.	1,075,545	176,081	118,449	1,370,085
1863–'64.	1,898,118	284,366	213,925	2,396,409
1864–'65.	2,513,701	411,453	304,384	3,229,538
1865–'66.	2,780,263	586,605	344,706	3,711,574

The total gross earnings, the operating expenses and net profits, with the rate of dividends paid on stock are shown in the following:

Years.	Gross Earnings.	Expenses.	Profits.	Divi-d'ds.
1855–'56..	$242,513	$153,815	$88,698	6
1856–'57..	441,187	172,462	268,725	6
1857–'58..	442,044	194,673	247,371	6
1858–'59..	525,866	211,971	313,895	6
1859–'60..	679,908	337,869	342,039	12
1860–'61..	700,922	351,018	349,904	6
1861–'62..	822,927	362,411	460,516	8
1862–'63..	1,370,085	589,099	780,976	10
1863–'64..	2,396,469	1,005,135	1,391,274	20
1864–'65..	3,229,538	1,364,456	1,865,082	10
1865–'66..	3,711,574	1,748,569	1,963,005	20

The company have been very remiss in stating their financial condition. It is very seldom indeed that a balance sheet has been published, and hence the meagreness of the following table, which gives so far as we have been able to collect the progress of the capital account from year to year:

	Share Capital.	Funded Debt.	Total Capital.	Cost of Road.	Miles Open.	Cost p. m.
1856	$---- ----	$---- ----	$---- ----	$3,000,000	46	$65,217
1857	1,794,500	1,278,000	3,072,500	3,200,000	46	69,564
1858	---- ----	---- ----	---- ----	3,400,000	46	73,932
1859	1,966,350	1,417,000	3,383,350	3,596,724	46	78,208
1860	2,107,900	1,465,000	3,572,900	3,687,533	46	80,168
1861	2,263,350	1,465,000	3,728,350	3,738,601	46	81,274
1862	2,297,250	1,465,000	3,762,250	3,927,385	46	85,378
1863	2,652,395	1,465,000	4,117,395	4,491,230	46	97,635
1864	6,634,650	1,477,000	8,111,650	9,173,116	88	104,239
1865	6,634,650	1,477,000	8,111,650	9,841,594	88	111,836
1866	10,731,400	1,477,000	12,208,400	12,994,222	128	101,517

A portion of the above table is taken from the annual report to the State Auditor, and applies to the 31st October, instead of the 30th November. The following is a statement of the capital account as it stood on the 30th November, 1866:

212,455	shares common stock at $50	$10,622,750
2,173	" preferred " "	108,650
214,628	shares common and preferred.	$10,731,400
Mortgage bonds, due May, 1873.....		1,477,000
Total capital (stock and bonds)..		$12,208,400

Of the above named stock 26,462 shares, or $1,323,100 were issued for the roads now being constructed north of White Haven into the Wyoming Valley. This addition was equal to 20 per cent. on the stock standing on the books at the close of the previous year. In the same year there was also issued a 10 per cent. stock dividend on the common shares, which increase the capital by $663,465.

The bonds of the company bear date May 1, 1853, and are payable May 1, 1873; interest payable May 1, and November 1. The mortgage provided for an issue of $1,500,000.

The officers of the company for 1867, elected January 14 of the same year, are as follows:

President.—WILLIAM W. LONGSTRETH.

Directors.—Asa Packer, John Taylor Johnston, William H. Gatzmer, J. Gillingham Fell, Elisha A. Packer, Ashbel Welch, John N. Hutchinson, Edward H. Trotter, David Thomas, Josiah O. Stearns, Joseph H. Dulles and Charles Hartshorne.

Secretary and Treasurer.—L. CHAMBERLAIN.

Engineer and Sup't.—R. H. SAYRE.

Huron and Ontario Ship Canal.

We learn from the *Canadian News* that Mr. F. C. Capreol, whose name is so well known in connection with this enteprise, and for his unwearied endeavors to secure its being undertaken, has arrived in England to submit a scheme to certain English capitalists, and, if possible, to induce them to subscribe the balance of the stock required to be taken up. It has already been announced that American capitalists—chiefly men of Pennsylvania, of wealth and standing—have guaranteed to take twenty millions of dollars or one-half of the capital stock of the company, on condition that the other twenty millions should be taken up in England or elsewhere, and this is the object of Mr. Capreol's mission.

We will proceed to give in brief the plan for building a ship canal to join the waters of Lake Huron and Lake Ontario. It is proposed to construct the canal from Nottawasaga Bay, where the river of the same name falls into the Georgian Bay, following the course of the river (which, when cleared of obstructions, will it is said, be of sufficient depth) for some distance; thence by a cutting to Lake Simcoe, which is to be the feeder of the canal, and in which, with a little dredging, there is clear navigation for 24 miles; thence through the Holland Marsh, to and along the valley of the Humber, to a point a few miles distant from Toronto. The total distance from lake to lake is 100 miles; height to be overcome 600 feet—being 130 feet rise from Huron to Simcoe, and 470 feet fall from Simcoe to Ontario. The number of locks is to be 42, of a uniform capacity of 250 feet in length and 36 feet in width, with 13 feet of water on the sills at the lowest stage. The engineering difficulties are very great, but, according to Mr. Capreol, not insurmountable. One of the most formidable is a cutting of nine miles through the "Ridge" at the summit level of an average depth of 80 feet and of 198 feet at the highest point; and in the estimates large sums are appropriated to overcome the obstacle. The estimated expense of the undertaking is $35,989,800, the balance of the $40,000,000 being set aside for the payment of interest while the works are being carried on.

☞ The work of rebuilding the Manassas Gap Railroad is progressing rapidly, about 300 hands are employed. The rails are being laid between Piedmont and Markham, and the track graded and readjusted to the summit of the Blue Ridge.

Memphis and Savannah Railroad.

Col. C. B. Harkie, with his efficient corps of Engineers, is just in from a survey of the line of this road. They began the survey at a point on the Tennessee River near Tuscumbia, at the foot of the Muscle Shoals, and ran the line through the mountainous district of North Alabama and Childersburg, on the Alabama and Tennessee River Railroad. From Childersburg to Opelika the survey had been made, and the line of the road established before the war. So the report of Col. Harkie, to be submitted to the meeting of stockholders, in this place on the third Monday in August, will be highly interesting, as showing the length of the line when established, the necessary cost of the construction—the character and value of the country penetrated—its value for agriculture and manufacturing purposes. Col. Harkie assures us that the grades and curvatures of the road will compare favorably with those of any line of road passing through the same mountain range, and that the Memphis and Savannah, from its relations to commerce, and from its advantageous grades, bids fair to be the great thoroughfare of North Western and South Eastern trade.—*Opelika Recorder.*

Eastern Shore Railroads.

It is stated in the Wilmington *Commercial* that Gen. Tilghman, President of the Maryland and Delaware Railroad, has contracted for sufficient iron to finish laying the track of this road from Greensboro', the present terminus, to Easton. He expects that the track will be laid to Easton by Christmas. Easton is twenty miles from Greensboro', and 44 miles from Clayton, the present terminus of the road. The Kent County Railroad is now being located, and in anticipation of its speedy completion the Delaware Railroad Company are putting up a large, new locomotive turntable at Townsend, Del., which has been finally fixed upon as the northern terminus of the road. The Maryland part of the Dorchester and Delaware Railroad, from Cambridge to the Delaware State line, has been located. The Delaware part of the road is to be built by the Delaware Railroad Company. The engineers will commence at Seaford this week.

Canal around the Des Moines Rapids.

The contract for the construction of the National Canal around the Des Moines Rapids, on the Mississippi River, at Davenport, Iowa, has been let to Messrs. Hamighan & Son, of Mt. Vernon, Ohio, for $711,000. This is considerably less than the Government estimates. The contractors will commence immediately the removal of the rock from the Rock Island Rapids, as the water has now sufficiently subsided to enable them to begin operations. They will use a ponderous chisel weighing 8,000 pounds which will be let drop from a height of thirty feet. The work of excavating the canal will be commenced forthwith, and be pushed to completion with energy and celerity. This improvement will be of immense benefit to the navigation of the Mississippi River.

Western Railroad.

At a meeting of the directors of the Western Railroad corporation in Boston, on the 4th inst., it was

Voted, That the Treasurer be authorized to continue the transfer of stock until the organization of the Boston and Albany R.R. Co., in all cases in which the seller shall add to the usual form of transfer a clause conveying to the purchaser all rights to which he may be entitled under the act passed May 24, 1867, including the right to any moneys that may be awarded by commissioners to equalize the stock.

The Alexandria Aqueduct to be Rebuilt.

The Aqueduct at Georgetown over the Potomac River connecting the Chesapeake and Ohio Canal with the Alexandria Canal became so dilapidated during the war, when it was used by the Government as a roadway, that all the repairs which were put on it last winter by the lessees, Messrs. Wells, Dungan and Quigley, were not sufficient to keep it in running order during this season. In consequence of this the lessees determined to build a new aqueduct of sufficient strength and durability to insure against accident. In order to do so they have, with the consent of the President and Directors of the Alexandria Canal Company, associated with them in the lease by which they hold the use and possession of the canal property the following persons, viz: Messrs. James Skyes, Henry A. Chadwick, Henry S. McComb, Leon E. Higby and others. The lessees were also authorized to borrow $60,000 to be used in part payment for constructing the new aqueduct. Sixty bonds of $1,000 each will be issued for the amount, and a contract has been entered into with Messrs. A. B. Burton & Co., of Philadelphia, for the construction of the work, which is to be placed on the present piers. The work is to be commenced at once and pushed forward with all possible speed, in order to have it ready for use upon the opening of the spring trade. The contract requires the completion of the work by the 10th of March, but it is confidently expected that it will be ready by the middle of February.

Louisville, Cincinnati and Lexington Railroads.

The Louisville and Frankfort Railroad, extending from Louisville to Frankfort, 65 miles, and the Lexington and Frankfort Railroad, extending from Frankfort to Lexington, 29 miles—together, 94 miles—are now, and have been for a number of years, operated as one road under the control of an executive committee composed of six persons, of whom four were chosen by the Louisville and two by the Lexington Company, and the earnings and expenses divided between them in the proportions of 65 parts to the former and 29 parts to the latter company. These roads, in their united capacity, are now known as the "*Louisville, Cincinnati and Lexington Railroads.*"

The receipts from the joint operations of these roads for the years ending June 30, 1866 and 1867, have been as follows:

	1865–'66.	1866–'67.
From passengers	$354,422 21	$282,401 87
" Governm't troops	20,069 95	1,410 77
" freight	151,191 41	201,565 50
" Governm't stores,	14,116 21	572 42
" express	11,338 88	12,881 65
" telegraph	1,036 45	1,249 74
" mails	9,400 00	9,400 00
" miscellaneous	1,226 53	837 07
	$562,801 69	$510,319 02
Expenses, viz:		
Conducting transp.	$66,349 38	$83,222 14
Motive power	104,618 38	98,585 62
Maintenance of way	157,169 47	122,901 88
" cars	52,584 76	41,415 68
General expenses	22,974 15	10,976 58
	$403,696 14	$357,101 90
Earnings less expenses.	$159,105 55	$153,217 12

Compared with the previous year, the gross earnings of 1866–'67, show a decrease of $52,482 67, with a decrease in expenses of $46,594 24—making the decrease in net earnings $5,888 43.

The receipts and expenses of the Louisville, Cincinnati and Lexington Railroads, from all sources, for the year ending June 30, 1867, have been as follows:

Receipts.

Supplies on hand, July 1, 1866	$114,640 88
Transportation receipts, as above	510,319 02
Receipts from sales of 833 1st mortgage bonds	833,000 00
Due sundry individuals	16,680 78
Total	$1,474,640 68

Expenses.

Operating expenses, as above	$357,101 90
Construction account—Cincinnati Br.	145,648 88
Interest on 1st mort. bonds	17,576 17
Discount on " "	124,950 00
Due from sundry individuals	40,153 62
Real estate	19,750 00
Supplies on hand	54,929 15
Louisville and Frankfort R. R. Co., cash paid them	84,880 04
Lexington and Frankfort R. R. Co., cash paid them	37,869 56
Cash on hand July 1, 1867	593,781 36
Total, as above	$1,474,640 68

Income Account.

Supplies on hand for current operations, July 1, 1866		$101,314 39
Expended on construction Cincinnati branch		13,326 49
Gross earnings year ending June 30, 1867		510,319 02
Total		$624,959 90
Operating expenses		$357,101 90
Cash paid Louisville and Frankfort R. R. Co	$84,880 04	
Preferred stock do.	33,198 80	
		118,078 84
Cash paid Lexington and Frankfort R. R. Co	$37,869 56	
Preferred stock do.	15,439 38	
		53,803 94
Expended on construction of Cincinnati branch	$26,094 59	
Cash on hand	15,446 48	
Supplies on hand, July 1, 1867	54,929 15	
		96,470 22
Total, as above		$624,959 90

The following statement will show the receipts and expenditures of these roads for the last ten years:

	Gross Receipts.	Current Expenses.	Net Earnings.
1857–'58	$374,211 25	$204,752 06	$169,459 19
1858–'59	388,233 40	210,142 14	178,091 26
1859–'60	390,377 17	211,234 13	179,143 04
1860–'61	354,855 27	212,907 70	141,947 57
1861–'62	258,237 25	169,022 20	89,215 05
1862–'63	322,228 93	188,271 90	133,957 13
1863–'64	439,340 47	234,608 89	204,731 58
1864–'65	609,525 33	411,186 56	198,338 77
1865–'66	562,801 69	403,696 14	159,105 55
1866–'67	510,319 02	357,101 90	153,217 12
Average	$421,012 97	$260,292 36	$160,720 61

It will be observed that the gross receipts for the year 1859–'60, were the largest in the history of the companies previous to the war. During the first years of the war the decrease was rapid, till in 1861–'62, the passenger business was only 54 per cent., and the gross earnings 34 per cent. of those in 1859–'60. In the two succeeding years, the increase was so large as to swell the gross earnings of 1864–'65, to 54 per cent. over those of 1859–'60, and to more than double those of 1861–'62. The business of the present year, though 16 per cent. below the earnings of 1864–'65, (the largest yet attained,) are still 30 per cent. greater than for the year 1859–'60. The President, in his Report, says:

An act of the General Assembly of Kentucky, approved January 19, 1867, provides that "the Louisville and Frankfort and Lexington and Frankfort Railroad Companies, in their united capacity, shall be known as the Louisville, Cincinnati and Lexington Railroads, and by that name may sue and be sued, contract and be contracted with, touching all their joint business and undertakings."

As it seems that the stockholders themselves do not clearly comprehend the relations of the two companies as affected by the assumption of a new name and the undertaking of a new enterprise, it is proper that a succinct explanation of the whole matter be now given them.

On the 30th of March, 1859, the Louisville and Frankfort Railroad Company (owners of the railroad from Louisville to Frankfort, sixty-five miles in length,) and the Lexington and Frankfort Railroad Company (owners of the railroad between Lexington and Frankfort, twenty-nine miles in length,) entered into an agreement, whereby it was provided that the whole road from Louisville to Lexington should be run as one road, under the control of an Executive Committee of six persons, four of whom should be chosen by the Directors of the Louisville and Frankfort, and two by the Directors of the Lexington and Frankfort Railroad Company. It was further provided that the receipts and expenditures of the road should be apportioned between the two companies in the ratio of 65 parts to the Louisville and 29 parts to the Lexington company, and the agreement was made indissoluble unless by the consent of the stockholders of both companies.

An act of the General Assembly, approved February 2, 1866, authorized the united companies "to construct a branch railroad from some point on the line of their railroads above Lagrange to the Ohio River, at or near the cities of Covington or Newport." In order to raise money to build the branch, the two companies were authorized to issue and sell their *joint* bonds to an extent not exceeding three millions of dollars, bearing interest at a rate not exceeding seven per cent., and to secure the payment of the principal and interest of the same by a deed of trust upon their railroads and branch railroads. The Lexington company was authorized to increase its capital stock by an addittonal issue of $300,000, and the Louisville company by a similar issue of $700,000. The two companies were declared to be the joint owners of the branch in the proportion fixed by their operating agreement, and the entire management and control of the branch during its construction and after its completion was vested in the Executive Committee.

The act of January 19, 1867, which has already been referred to, provides that the additional stock authorized by the last recited act, instead of being issued as the stock of the separate companies, may be issued as the joint stock of the two companies, upon which dividends may be guaranteed to an extent not exceeding ten per cent. per annum.

It thus appears that while each company retains its separate organization, the two companies, under the firm name of the Louisville, Cincinnati and Lexington Railroads, are partners in operating the railroad from Louisville to Lexington, and joint owners of the Cincinnati branch, to be built with moneys raised on their joint credit. Both lines will be operated under the direction of the Executive Committee, and the entire profits of both will be divided between the two companies in the ratio of 65 to 29.

It is easy to see that this organization is cumbrous, and would be greatly simplified by a consolidation of the stock of the two companies. Hitherto this has not been practicable from the fact that there has always been a material difference in the *market* value of the two stocks, though

their ultimate intrinsic value was very nearly the same. The difficulty will rapidly disappear with the extinguishment of the separate debts of the two companies. The interests of the two are becoming so intimately blended that it can not be long before the present connection between them must give place to one of simpler form.

At the date of our last Annual Report the surveys and estimates for the Cincinnati Branch had just been completed, and were then submitted to you. On the 28th day of September it was determined by the committee not to enter upon the construction of the Branch until at least one million and a half of the mortgage bonds should be subscribed for by responsible parties. It was not thought proper to offer at once the whole issue authorized by the act of February 2, 1866, for these reasons:

1. As the work would require two years for its completion, there would be a considerable loss of interest if the whole sum should be borrowed so far in advance of your wants.

2. The current profits of your road in operation were already more than sufficient to pay the interest on a million and a half of bonds, which would thus be perfectly secure in their payment without reference to the Branch.

3. And the expenditure of the proceeds of the first issue in completing the grading and masonry of the Branch would give us a large additional basis of credit, and thereby enhance the value of the remaining issue when required to be made.

In pursuance of the resolutions referred to, subscriptions were invited, and on the 7th day of December the whole amount asked for had been subscribed by citizens of Kentucky alone, at the price of 85 cents to the dollar. The promptness with which so large a subscription was made, while it was yet uncertain whether the bonds would ever be issued, indicates the confidence felt in your enterprise by those who were best acquainted with its merits.

On the 1st of January, 1867, a deed of trust was executed by the proper officers of each company, conveying to Dr. Norvin Green (who was one of the largest subscribers for our bonds) all the property and franchises then held or thereafter to be acquired by the joint companies, or either of them, in trust, to secure the payment of the principal and interest of three thousand bonds, of $1,000 each, issued or to be issued under it.

Eight hundred and sixty-three bonds had been paid for on the 30th of June last. The amount received, together with the interest accrued to the several dates of payment, has been $712,820 14. Reserving so much as was needed for our immediate purposes, the remainder of this sum has been temporarily invested in government securities, and loans secured by abundant collaterals.

On the 11th day of January, 1867, the Branch was finally located, by resolutions of the committee, on the "Legrange and Mill Creek route," and on the 19th of February the grading and masonry, with the exception of a few light sections, was put under contract. The work has since been steadily prosecuted.

At the end of the fiscal year, it became a question whether the earnings of the last six months should be divided as usual, or applied to the construction of the Cincinnati Branch. On the one hand, there was manifest hardship in refusing to the stockholders any present enjoyment of the profits of their roads, and on the other it seemed unwise to pay dividends in money while continuing to borrow. The difficulty was reconciled by issuing to each company an amount of the preferred stock of the Louisville, Cincinnati and Lexington Railroads equal to three per cent. on its own capital. Each company then declared a dividend of three per cent., payable to its stockholders in the stock thus issued, and bearing nine per cent. interest per annum. Those of the stockholders who preferred the money have found no difficulty in disposing of the preferred stock at par. It is proposed to continue this system of dividends during the construction of the Branch.

It has hitherto been customary to submit to the stockholders of each company a separate report of its condition. The affairs of the two are now so closely interwoven as to make it unnecessary to do more than furnish with these reports the balance-sheets of the general ledgers, and the profit and loss account of each. The most material changes to be noted in them are that the debt of the Louisville Company has been reduced by the sum of $25,000, and that of the Lexington Company by the sum of $16,000, paid during the year. Excluding their joint engagements entered into on account of the Cincinnati Branch, which have already been fully explained, the general condition may be stated as follows:

The capital stocks of the two companies are	$1,624,240 82
Their mortgage debts	283,000 00
Debts not secured by mortgage	74,519 50
Cost of the road from Lexington to Louisville	2,186,910 36

The revenue from your roads is ample to meet the interest accruing on the Cincinnati Branch bonds during the time occupied in construction. When that Branch shall be completed, you will be the owners of 174 miles of road, upon which will have been expended over six millions of dollars. The entire mortgage debt will then but slightly exceed half that sum. So that neither before nor after can any reasonable doubt be entertained of your ability to meet with promptness every liability which you may have incurred.

The equipment of the road consists of 14 locomotives, 13 passenger cars, 5 baggage, 24 house, 50 stock, 24 open, 51 platform, 18 construction, 20 ballast, 32 hand and dump, and 1 boarding car.

The number of miles run by locomotives with passenger trains was 143,889; with freight trains 79,764; with distributing trains, 24,668—total miles run, 248,321; against 239,626 miles in 1866, and 236,061 in 1865. Cost per mile for repairs, 7.42 cents. Cost of fuel per mile run, 23.88 cents. Total cost per mile run, 42.28 cents.

Number of passengers carried, 279,466. Number carried one mile, 7,157,723. Average number of miles traveled by each passenger, 25.61. Earnings per passenger carried one mile, 3.96 cents. Earnings per mile run by passenger trains, 224.20 cents. Number of tons of freight hauled, 64,432; do., hauled one mile, 3,852,328. Earnings per ton of freight hauled one mile, 5.25 cents; do,, per mile run by freight trains, 297.42 cents. Total earnings per train mile, 249.54 cents.

The total mileage of passengers for 1866-'67 was 7,157,723, and for 1859-'60, 6,203,202, an increase of 15 per cent., while the earnings are 33 per cent. greater than 1859-'60, in consequence of the difference of rate charged, being 3.42 cents, per mile in 1859-60, and 3.96 cents, in 1866-'67. The increase in number of passengers has been large between nearly all stations except Lexington and Louisville, where a loss is sustained of 30 per cent. The freight earnings exceeds those of 1859-'60, 22 per cent., though the tonnage is about equal, the difference being due to an increase of 20 per cent. in the rate charged per ton per mile.

GENERAL ACCOUNT.

Construction account—Cincinnati Br.	$143,648 88
Interest on first mortgage bonds	17,576 17
Discount " " "	124,950 00
Due from other companies	600 78
Due from sundry individuals	40,978 47
Real estate	19,750 00
Stock of supplies	54,829 15
Cash on hand	593,781 36
	$996,214 81

First mortgage bonds	$833,000 00
Preferred stock	48,638 18
Due sundry contractors	11,000 93
Due other companies	226 85
Due sundry individuals	1,148 00
Unpaid coupons	4,305 00
Bills payable	1,425 63
Balance to credit of income account	96,470 22
	$996,214 81

Inter-Colonial Railway Route.

We notice that several of our cotemporaries, including the Montreal *Trade Review*, confound the "Western" with the "Frontier" route. The Western line, as recently defined, is Frontier from River du-Loup to Grand Falls, then diverges to the interior by a route explored by Mr. Buck in 1861, following this across the Tobique river to the N. W. Branch of the Miramichi river, and along same to the Central line by Mr. Fleming thence along this to the Keswick summit, and then by the Keswick valley to the main river, and thence across the river somewhere most practicable, and never yet mentioned by any one, and thence along the Fredericton Branch and Western Extension to St. John. This is said to be the shortest line to St. John, but it nevertheless entails a work of great magnitude and cost, viz: the bridging of the river at Fredericton; but then the St. Lawrence has been spanned at a cost of ten millions of dollars, and why not the St. John, at one half the scale, to favor the Fredericton branch. —*St. Andrews Standard.*

Boston, Hartford and Erie Railroad.

The Webster *Times* says that the work of gravelling the road between East Thompson and Mechanicsville is nearly completed. Workmen will commence immediately to build a turn-table and a brick engine house at the junction of the Southbridge branch with the main road, at East Thompson, with accommodations for three engines. When the main road is re-opened the through train from Boston will run over it, and the Webster and Southbridge branch will be used only as a branch, its engines stopping at East Thompson. It is expected these changes will take place next month, and in October a boat train will run on the main Boston, Hartford and Erie Railroad, connecting with the Norwich and Worcester boat train, at Mechanicsville.

Albany and Susquehanna Railroad.

At the election for directors of this company held in Albany on the 3d inst., the following gentlemen were chosen: Joseph H. Ramsey, Jacob Leonard, Peter Cagger, Jeremiah Austin, Albany; Minard Harder, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Samuel North, Unadilla; Ira E. Sherman, Sidney; Alonzo Everts, Binghamton; Daniel Drew, New York.

At a subsequent meeting of the directors, Joseph H. Ramsey, Esq., was elected President, and Jared Goodyear, Vice President.

Toronto, Grey and Bruce Railroad.

Notice is given in the Canada *Gazette* that application will be made to the Legislature of Ontario, at its next session, for an act to incorporate the Toronto, Grey, and Bruce Railway Co., and to empower it to construct a railway from Toronto to Orangeville, thence to Mount Forrest, and thence through the county of Bruce to some point on Lake Huron; also to empower the company to construct a railway from Mount Forrest, or from some other point of the above mentioned line, to Owen Sound, county of Grey.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,604,145		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point...100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400		
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n.100	366,000		
Buff., New York & Erie*.100	850,000	J. & J.	Jul '67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	....	Jul.'67 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	955,900		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy .. 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,000,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 100	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware. 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite.		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,748		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

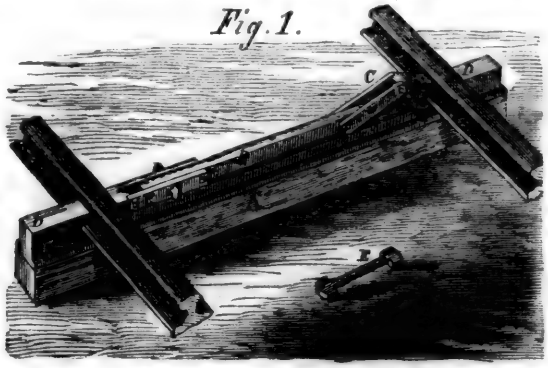
Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,000,000	J.A.J&O	Jul. '67 3
Hannibal and St. Joseph.100	$2,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	6,967,971	A. & O.	Apr.'67 4
Hazleton..... 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Mar. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,060	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,846,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jul. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '67 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014.000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,827,000	J. & J.	
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,090,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue..... 100	795,360		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh...100	3,06',400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	2,979,000	F. & A.	Aug.'67 3
" pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan.'67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri..... 100	3,581,000		
Panama..... 100	7,000,000	J.A J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,600		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,'00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apr.'67 5
Phila. and Trenton*..... 1'0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100 000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,'97	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,6.3		
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J&O	Jul. 67 2½
Pittsb. Col. and Cin. 100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	$800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific..... 100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke...100	868,200		
Second Avenue (N. Y.)....100	650,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island..... 100	628,500	J. & J.	Jan. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,454,815		
Western (Mass.)..... 100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,287		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Ma. chester....100	1,130,470		
Wilm. and Weldon..... 100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 5
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sep. '67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express..... 500	5,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

Holland's Permanent Way.

In England, and on the Continent of Europe, great attention is being paid to improving the condition of the railroads by the construction of a permanent way not liable to decay, displacement, or breakage. The subject is also very properly assuming some importance in this country. In time, it is confidently believed, our present system of cheaply laid and rapidly decaying roads will be

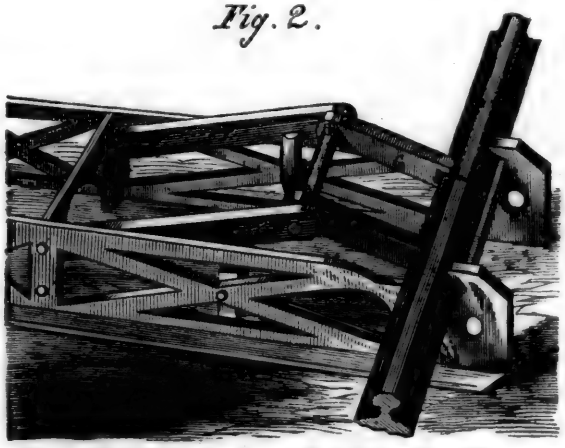
Fig. 1.



superseded by others of an enduring character. The engraving represents an attempt of this sort, which was patented July 16, 1867, by Robert M. Holland, of Philadelphia.

Fig. 1 presents a view of a sleeper with the iron attachment for securing the rails in place, and Fig. 2 a girder to be used at cuts, culverts, etc. The sleeper A, may be of wood, as usual, having the castings secured to the top, or it may be wholly of iron with a broad base. A central rib, B,

Fig. 2.



rises from the plate between the rails, having, at a proper distance from each rail, a pivot projecting from each side with which engage links, C, on either side of the rib. These links are pivoted to blocks formed with upper and lower flanges, and shaped so as to accurately fit the side of the rail. The ends of the plate are similarly formed, as at D. It will be seen that when the links are pressed down into position the rail, or the ends of two rails, will be held with great steadiness. To give perfect security a key is passed through a slot in the links and the rib and turned partially around, so the heads may stand across the slot. The key is removed at C, and is seen lying on the ground as at E. It is not believed, however, that this key is absolutely necessary to retain the block and links in position. At one end of the sleeper, Fig. 1, the links are seen raised so that the rail can be removed or seated, and at the other end they are locked.

Fig. 2 is a frame or girder of cast iron showing the rails in place. The links and blocks, F and G, are shown quite distinctly. It is evident that with these devices no spikes are necessary to fasten the rails, nor are any chairs required to hold their ends. The labor of laying and repairing tracks will thus be materially reduced.

We do not limit ourselves to its mode of construction in any particular.

Further information may be obtained by addressing Leonard Repsher, Camden, N. J.

Railroads in Maine.

The Kennebec *Journal* says that work on all the railroad extensions is going forward with a good degree of energy. The President of the Rochester road thinks the entire route will be open by December. Railroad iron has been received at Portland for the Oxford Central extension road to Hartford. The Dexter and Newport road is in a forward state, as is the European and North American road. The surveyors are at work on the Belfast and Moosehead Lake route, and we presume there will be little delay on the Knox and Lincoln Railroad, now that differences are settled. Maine will show a considerable increase in the number of railroads by the next census.

☞ The Winchester (Va.) *Times* is informed that as soon as the terms of sale are agreed upon, and the Winchester and Potomac road passes into the hands of the Baltimore and Ohio Railroad Company, the construction of the Winchester and Salem Railroad will be begun.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 31st August, inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866 ..	136,200	1,763,200	14,900,900	142,300
1867 ..	83,100	498,000	8,838,800	62,000
Dec..	53,100	1,265,200	6,101,100	80,300

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 306,140 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August, in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.....	391,600	136,200	88,100
Wheat, bushels...	4,686,600	1,763,200	498,000
Corn, bushels....	7,554,000	14,080,900	8,838,800
Barley, bushels..	174,800	142,300	62,000
Oats, bushels....	5,311,400	5,286,400	1,983,100
Rye, bushels.....	282,600	616,500	156,500
Malt, bushels....	355,300	224,800	177,900
Beef, bbls.....	7,190	100	.....
Pork, bbls.....	14,350	11	777
Bacon, lbs.....	1,258,100	.....	34,400
Butter, lbs.....	52,500	42,100	20,900
Lard, lbs.....	1,750,400	58,100	620,500
Cheese, lbs.....	2,482,800	465,400	244,600
Wool, lbs.....	341,800	191,800	154,600

Baltimore and Potomac Railroad.

The annual meeting of the stockholders of this company was held at Upper Marlborough Md., on the 4th inst., and the following gentlemen elected directors for the ensuing year: Col. Oden Bowie, Samuel Cox, Wm. D. Bowie, Daniel Clarke, E. G. W. Hall, Eli J. Henkle, and James C. Clarke. At a subsequent meeting of the directors, Col. Oden Bowie was unanimously re-elected President.

The Main Line of the road has been located between Marlborough and the crossing of the Annapolis and Elkridge Railroad; and the Washington Branch between Junction and the Eastern Boundary of the District of Columbia.

Sealed proposals for the graduation and masonry of the above named portions of the road will be received at the office of the Chief Engineer, Col. Geo. Webb, 56 St. Paul street, Baltimore, until the 20th inst. The work will be let in sections, and payments made monthly in currency, as the work progresses. Maps, profiles, etc., will be ready for inspection on the 16th inst.

☞ The following gentlemen have been elected directors of the Chesapeake and Ohio Canal Company: President—Colonel Alfred Spates, of Alleghany county: Directors—Joseph Murray and A. K. Stake, of Washington county; John B. Thomas, of Frederick county; W. Veirs Bonic, of Montgomery county; John H. Barnes, of Baltimore city, and Mr. Pickrell of the District of Columbia.

☞ A party of gentlemen from New York, having procured the right of way, intend building a railroad from Marlboro' Md., to the Patuxent river, at Hill's Landing. Their object is said to be to ship marl, which abounds in great quantities, and of superior quality, in that neighborhood.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sep. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,889,792	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	263,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	109
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	116½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	112
" " " coupon		6	" "	1881	112
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	204,345,100	6	Jan & July.	1881	112
" " " coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) registered	1,225,710,600	6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109½
" " " (5-20s) coupon		6	" "	1885	111½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5.20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99½
" " " (10-40s) coupon		5	" "	1904	99½
Pacific R. R. Bonds (currency)	16,346,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	400,786,025	7.3	Feb. & Aug.	1867	107¼
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	107¼
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	107¼
Matured Debt not presented	19,117,876	---	presentation.	----	----
Gold Certificates of Deposit	15,462,700	---	presentation.	----	----
Coupon Interest Notes 1864 '65	78,839,600	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	365,164,844	---	----	----	----
Fractional currency	29,392,173	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	101
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	84½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4 357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	685,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Lev ee) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	1. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	140,000	5	" "	1889	----
" — " " (") cur'ey.	159,974	5	" "	89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2 000,000	6	" "	1870	100½
" — " " (Balt. & Susq R.R.).	1,000,000	6	" "	1870	100½
" — " " (Bounty)	501,000	6	" "	abl.'74	----
" — " " (Ches. & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	117½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	----
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	----
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" —* " (Union Bank)	5,002,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	104½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	79
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	106
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	----
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	104½
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	105½
" — " " registered	27,726,500	7	" "	1877	106½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " "	6,000,000	6	" "	1873	100½
" — " "	2,250,000	6	" "	1874	----
" — " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	54½
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	55½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" — " " registered	5,083,052	5	"	'68-'70	98½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,993	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102½
" — " " 2d series	7,909,620	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	103½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	269,000	6	April & Oct.	1883	----
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	65½
Vermont—State War Bonds	1,567,600	6	June & Dec.	'71-'78	----
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	486,250	5	" "	long.	----
" — " " registered	108,000	6	" "	long.	----
" — " " "	21,'69,398	6	" "	long.	42½
" — " " coupon	10,900,000	6	" "	long.	----
" — (new) registered	1,379,500	6	"	1876	51
" — " (") coupon	489,300	6	"	1886	38½
" — " " (") "	39,600	6	"	1890	35
Wisconsin—State Bond	405,100		Jan July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,050	271,247	3,695,153
1867	240,236	142,947	238,362	283,921	338,691	343,471	356,142	421,484	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	291.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	280,282	251,916	261,483	274,800	404,600	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	555,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	606,147	574,664	766,398	774,279	895,712	893,367	800,325	1,038,824	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,583	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	122,785	1,317,102
1867	95,223	80,923	93,872	103,154	90,583	87,784	81,500	94,867	------	------	------	------	------
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	835,136	902,906	963,859	8,400.334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division..	1,185,746	987,935	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	------	------	------	------	------	------
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206,246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,387	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6.546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	634,377	------	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,715	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	60,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,884	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	136,000	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,055	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,782	------	------	------	------	------
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,946	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	314,021	398,998	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	96,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	120,000	134,900	192,548	230,497	221,690	193,000	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	786,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,453
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187.505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	383,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,441	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	564,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654 926	767,441	679,936	655,222	7,467,217
1867	560,115	542,822	678,349	575,287	578,292	506,586	534,733	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,470	220,209	265,154	2,050,823
1865	144,084	139,171	155,753	144,001	138,733	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,630	264,741	3,994,976
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	63,189	59,862	75,677	92,715	61,770	27,330	689,383
1866	45.102	36,005	39,301	43,332	86,918	102,918	85,276	60,696	84,462	100,313	75,348	44,465	814,026
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	1,016,739	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99
" " " 1850	628,500	6	Jan. & July.	"	1880	98½
" " " 1855	1,024,750	6	Jan. & July.		1875	90
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	96
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1880	85½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	
Convertible bonds	1,500,000	7	" "	"	1883	102
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,280	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.	"	1883	92
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	55
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,500,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	85½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	72½
Dividend bonds	13,314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	90½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	91
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1883	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	92½
Five per cent bonds	870,000	5	April & Oct.	"		
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102¼
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	79
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	99
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio.						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	108½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	85½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	113
New York and Erie:						93
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	103½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,875,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	102
New York and New Haven:						97½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York	'73-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	225,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norristt'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91½
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	75a
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stk'g f'd b'ds after Jan.1,'70	2,012,994	6	Jan. & July	London.	1886	
Do. do. do.	273,167	6	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80g
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	90
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Bonds not secured by mort	61,584	6		"	due.	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	998,800	6	" "	" "	1884	
Salt Works Br. Mort. due '58–'61	2,500	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1882	87g
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	496,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,966	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.8	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,616,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,224,847	642,499	—	----
28 Feb. '67	83.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,498,850	*	—	793,850	700,000	—	1,498,850	22.5	------	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	-------	23.8	53,985	103,333	26,249	8	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	------	-------	122.4	319,433	644,725	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	------	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,489,775	*	247,819	2,000,000	292,500	150 843	2,787,594	124.0	192,989	478,095	65,463	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	296,000	34,065	-------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	------	-------	62.0	------	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2 379,606	1,224,100	650,000	—	1,874,160	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1,370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6.000 000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	124
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	612,112	32.0	------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	------	-------	-------	—	----
								GEORGIA.													
30 Jun. '66	86.7	—	----	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	36,500	22,751	1,296,541	86.7	------	415,411	54,648	4	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	------	-------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	------	8,123,343	232.0	------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,296	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	------	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	-------	-------	—	----
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,546	343,802	—	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8	121
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,966,327	2,763,986	10.399,010	5,458,250	365,542	18,957,024	400.0	2,421 5 6	6,146,862	2,798,463	20	125
31 May, '67	491.0	661 4	30.0	—	249	138	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28.021,621	16,251,000	1,123,476	45,864,322	1,152	------	10,161,735	2,226,967	—	46½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,074,034	1,413,999	10	104½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	------	4,214,542	180.0	------	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	----	—	160	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	------	41,478,280	708.3	3,603,882	6,546,741	2,175,447	10	121½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	861,663	171,567	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	-------	-------	4,000,000	6,700,000	-------	10,700,000	209.0	------	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	-------	-------	-------	4,390,000	5,600,000	-------	-------	224.0	------	-------	-------	—	10
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	859,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	------	448,858	230,834	9	81
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	------	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	------	1,538,763	132 0	------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	845,827	371,40	—	35½
30 Nov. '65	73.0	—	----	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,966,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	------	-------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,406	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	600,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	851,218	1,315,464	4,093,425	1,730,600	2,604,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	------	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.8	---	---	—	*Vicksburgh, Shreveport & Texas.*	1,862,991	*	—	1.282,015	248,969	108,434	1,710,819	53.7	------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,696	—	$2,950,000	4,250,000	-------	9,008,369	188.6	------	340,896	[illegible]	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	111½
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,869,517	1,745,796	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	83½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-------	1,550,000	-------	-------	-------	------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	—	-------	575,000	-------	-------	-------	------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	—	-------	600,000	-------	-------	-------	------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	—	-------	400,000	-------	-------	-------	------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,599	236.0	------	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	----
31 Dec. '58	88.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	88.2	------	250,047	121,559	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	-------	-------	206.8	579,324	1,047,567	420,026	—	87½
31 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,023,361	182.0	------	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	------	-------	-------	—	----
31 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	----
31 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	-------	5,000,000	127.0	------	-------	-------	—	----
31 Feb '64	86.5	3.6	8 2	—	16	13	319	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,252,109	90.1	286,189	399,291	129	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,351	63.5	76,344	79,761	42,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	83.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,080	2,733,800	140,537	4,301,457	109.2	171,568	489,593	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,435	1,500,000	—	—	1,858,669	51.3	237,894	529,325	230,845	6	100½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,699,906	16,151,902	9,420,530	1,022,989	39,683,113	236.8	3,493,376	5,577,692	5,307,183	10	118½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	434
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	440,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	137½
30 Nov. '66	47.0	7.0	48.0	—	30	52	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	142
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,158	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	112
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	119½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	568,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,965	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	821	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	304,798	121,286	1,750,000	—	127,680	1,877,680	44.4	296,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,747	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	929,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	55½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	140½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	260,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	678,200	—	2,936,189	70.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	118
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	563,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,989	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,281,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	398,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	55	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	45.5	—	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,025,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	355,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,008,592	*	—	.....	.....	—	.....	18.2	.....	335,651	loss.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '65	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,809	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	.....
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '65	88.3	—	18.5	—	34	37	697	Buffalo and State Line	2,267,838	516,578	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	105
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,237,874	784.0	7,109,139	14,396,413	2,238,704	4	71½
30 Sep. '65	144.0	—	128.3	—	75	162	711	Hudson River	13,250,299	2,914,287	—	6,563,250	7,702,840	1,167	15,264,586	150.0	1,602,279	4,462,380	994,668	8	133½
30 Sep. '65	94.0	13.0	10.0	—	17	43	146	Long Island	2,567,162	361,312	—	1,852,716	932,000	—	2,928,474	107.0	366,319	588,406	353,606	8	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,396,786	3,201,112	6	108½
30 Sep. '65	130.8	2.1	45.0	—	43	63	557	New York and Harlem	9,708,611	1,479,957	1,047,106	6,585,050	6,098,045	—	12,683,095	164.0	1,592,080	2,509,726	422,348	—	116
30 Sep. '65	118.0	4.0	18.0	—	26	25	353	Ogdensburg & L. Champlain	3,850,072	831,551	—	3,077,000	1,494,900	—	4,681,624	122.0	399,920	707,621	44,810	—	63½
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '65	36.3	0.4	2.2	—	5	14	63	Oswego and Syracuse	844,709	135,041	—	482,400	311,500	19,876	979,810	36.7	87,202	240,637	89,610	8	.....
30 Sep. '65	25.2	—	4.0	—	27	64	491	Rensselaer and Saratoga	762,481	199,610	—	800,000	478,750	—	1,278,750	175.0	303,705	797,058	282,142	8	.....
30 Sept. '65	18.5	—	1.3	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	116,000	1,386	Leased	to	Erie	R'w.	35,827	—	.....
30 Sep. '65	141.1	48.5	19.4	—	28	35	398	Rome, Watert'n & Ogdensb'g.	2,096,542	363,304	—	1,991,900	1,603,908	55,928	3,651,736	189.6	434,252	979,737	302,076	10	95
30 Sept. '65	26.0	—	1.0	32.0	1	—	—	Saratoga and Hudson River	—	—	—	1,020,000	—	—	.....	—	—	—	—	—	.....
30 Sept. '65	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	45,000	Leased	to Rensselaer and S		aratoga	R. R		6	.....
30 Sep. '65	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	800,000	355,000	"	"		"	"		6	.....
30 Sep. '65	13.0	—	0.3	—	2	6	—	Staten Island	301,260	84,273	600,000	628,500	200,000	120,000	948,500	13.0	47,093	274,988	111,021	8	.....
30 Sep. '65	81.0	—	8.1	—	12	13	121	Syracuse, Binghamton & N.Y.	2,949,513	*	—	1,200,130	1,595,191	83,869	2,979,190	81.0	208,635	886,921	39,174	—	.....
30 Sep. '65	34.9	—	7.5	—	13	17	185	Troy and Boston	1,782,444	301,944	—	607,111	1,452,000	282,216	2,341,327	112.0	396,826	668,717	280,060	—	.....
30 Sept. '65	34.9	—	2.0	51.4	5	9	54	Utica and Black River	861,675	64,644	—	811,000	—	—	926,319	37.5	83,548	135,486	73,540	5	.....
30 Sept. '65	10.3	—	—	—	—	—	—	Warwick Valley	172,576	—	—	98,650	86,000	600	184,250	10.3	20,895	50,106	23,733	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,845,225	400,000	276,372	2,419,401	94.9	.....	103,963	38,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,954,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	663,028	857,701	360,271	—	28½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	.....	1,301,537	348,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	229,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	100½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,382,070	986,237	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,372,841	169,197	9,566,262	208.5	1,440,681	2,351,906	564,726	5	89½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,662	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	129½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,585,800	344,005	6,417,869	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,205	*	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	12.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,778	*	1,578,999	12,667,665	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,984,354	595 400	301,902	3,382,168	1,218,972	109,313	4,972,748	205.9	346,071	694,220	134,081	—	.....
1 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,363,425	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	128,800	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,245,000	795,301	22,113,900	250.6	.....	3,717,386	906,200	—	48

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,878,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,919,900	1,156,819	60,721,124	507.0	2,041,771	4,833,420	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,496	714,825	20	121
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,631	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,500	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,668	235,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,092	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	56½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	31½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	*	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,213	382,500	—	36½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,236	—	44,251,544	366.5	7,080,026	16,583,883	5,967,520	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	288,489	409,936	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	6-½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 760	13,000,000	600	18,084,300	287.6	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10.9 2,819	6,016 551	10	52
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,336	2,470,958	1,057,687	10	55
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1 776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.6	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	106½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,589,450	—	—	869,450	700,000	—	1,569,450	28.0	149,054	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,029	684,036	962,600	113,965	1,760,501	35.4	144,402	367,540	143,650	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,061	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	284,000	—	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,709	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,929	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 900	1,462,314	11,093 391	291.0	406,051	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,751,000	.....	.....	150.0	.....	734.118	287,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	.....	.....	.....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	97½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	798,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,684,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	.....
30 Sep '66	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	90.5	.....	326,554	213,852	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	160.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	78.6	159,981	279.945	145,385	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	.....	.....	.....	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,082,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	120,136	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,122	7,362,250	214.9	278,839	556,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,302	10,988,950	3,229,000	—	18,603,374	275 0	996,727	2,538,800	634,103	—	48
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	590,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (t y.)	11,933,000	*	—	11,750,000	183,000	—	11,933,000	16.10	.....	238,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,483,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,855	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	.....
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	62,3.5	—	1,380,000	13,100	126,000	1,709,232	60 0	.....	132 455	36,070	—	.....
								NOVA SCOTIA.													
Dec. '62	61.0	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	.....	.....	4,273,281	92.0	158,416	129,107	37,181	—	.....
ee 63	8.			—	11	22	120	NEW GRANADA.													
								Panama	5,000,000	*		5,000,00	0	—	10,765,736	43.7	—	1 237,488	1,328,924		257

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61
Chicago & Alton (preferred)	2,425,400	7	7	123
Chicago & Northwestern (pref.)	14,789,125	7	7	71½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	22
" (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	797,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	91
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	66
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	82½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	50
Troy & Greenbush (guarantied)	274,400	6	6	80
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	73½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	85
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	95½
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	87
Delaware and Hudson	100	10,000,000	10	145½
Delaware and Raritan	100	2,298,400	10	———
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	---	----	---	----
Lehigh Navigation	50	6,968,148	10	47
Monongahela Navigation	50	726,900	3	----
Morris, (consolidated)	100	1,025,000	10	51½
" (preferred)	100	1,175,000	10	110
North Branch	100	----	———	----
Sault Ste Marie	100	----	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	16½
" " (preferred)	50	2,888,988	———	26
Susquehanna and Tide Water	50	2,048,260	———	15½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	———	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Stock Prices.	
Pig, Scotch, No. 1 (cash) per ton	42 —	@ 45 —
Pig, American, No. 1	— —	@ 44 —
Bar, Refined, English	85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)	97 50	@105 —
Bar, Swedes, assorted sizes	155 —	@ — —
Bar, English & American, Refined	100 —	@105 —
Bar, English & American, common	90 —	@ 95 —
Scroll, English	132 50	@180 —
Ovals and Half-round	127 50	@137 50
Band, English	132 50	@ — —
Horse Shoe	127 50	@ — —
Rods, English	105 —	@105 —
Hoop, English	137 50	@192 50
Nail Rod per lb.	— 9	@ — 10½
Sheet, Russia per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble	— 6	@ — 7½
Rails, English (gold) per ton	52 50	@ 53 —
Rails, American	79 —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)	— 10½	@ — 12½
English Blister (1st & 2d qlty.)	— 11½	@ — 20
English Machinery	— 13½	@ — 16
German	— 14	@ — 16
American, Blister	— 11½	@ — 17
American, Cast, Hammered	— 21	@ — 25
American, Cast, Rolled	— —	@ — —
American Spring	— 12	@ — 15
American Machinery	— —	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— 33	@ — 34
Sheathing, Yellow	— 26	@ — 27
Pig, Chile	— —	@ — —
Bolts	— —	@ — 35
Braziers'	— 33	@ — 34
American Ingot (cash)	— 25½	@ — 26½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	9 37½	@ — —
Spanish	6 50	@ 6 62½
German Refined	6 50	@ 6 62½
English	6 50	@ 6 87½
Bar per lb.	10 —	@ — —
Pipe and Sheet	11 50	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca (gold) per lb.	— —	@ — 28½
Straits (gold)	— —	@ — 25
English (gold)	— 23½	@ — 23½

	Gold.		Currency.	
Plates, I. C. Charcoal, p. box	9 12½	@ 9 25	13 —	@ 13 75
Plates, I. C. Coke	7 62½	@ 8 50	10 75	@ 12 50
Plates, Coke Terne	7 —	@ — —	9 75	@ 10 —
Plates, Charcoal Terne	8 87½	@ 9 —	12 50	@ 12 75

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d. (cash) per 100 lb.	5 62½	@ 5 75
Clinch (cash)	7 12½	@ 7 25
Copper	— —	@ — 42
Ausable Horse, Norway Iron, Forged	— —	@ — —
Zinc Nails (6 mos.)	— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity	— 13½	@ — 14
Refined, free U. S. to White	— 41½	@ — 42
Refi'd, in bond, prime U. S. to White	— —	@ — 22
Refi'd, in bond, Standard White	— 23½	@ — 24
Naptha, Refined (60@63 gravity)	— —	@ — 27

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 1

	Th. 5	F. 6	Sat. 7.	M. 9	Tu. 10	W. 11
Atlantic M. S. S. Co.	111½	112	----	111½	----	112
California 7s	127½	----	----	----	----	----
Canton Co.	----	50	47½	----	----	----
Chicago & Alton	121	----	----	----	----	----
" " pref.	123	----	123	----	----	----
" " 1 M.	----	----	----	102	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	125½	125½	----	125	126	125
" " " 8 p.c.	----	111	----	----	----	----
Chic. & Northwest'n	46½	46½	46	46	45½	46⅞
" " pref.	70½	71½	70½	70½	70½	71⅛
" " 1st M.	----	----	----	85	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	81	----	----	----	82	----
Chicago & Rock Isl.	104½	105	104½	104½	104½	105
" " 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	----	----	----	90½	90⅞
Clev., Col. and Cin.	100½	----	----	----	----	100⅛
Clev. and Pittsburg	88½	88½	87½	88½	88½	89½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	126½	126	125½	125½	126½	129½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	----	----	----	----	----	----
Del. & Hudson Canal	----	145	145	----	145	145½
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-8	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	70½	70⅜	69½	69	68⅜	70½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	107	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	98	----	----
" 4 M. 7 p.c. '80	92	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	126	126½	126	126½	129½	135
" 1 M. 7 p.c. '69	----	----	----	----	102	----
" 2 M. S. F.	----	105½	----	106	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	120½	----	120½	120½	121	
" bonds	----	----	----	----	----	
Marietta & Cin. 1st pref.	22½	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	10½	10⅝	----	----
" " pref.	20	----	----	20	----	----
" " 1st mort.	----	----	----	----	----	31
Michigan Central	110⅞	111½	111	----	111½	111½
" S. F. 8 p.c. '82	----	----	113	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	----	82⅝	82½	82½	83⅛
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	96	----	----
Milw. and St. Paul	48½	48⅜	48⅛	48⅛	47½	48
" " pref.	67	67½	67½	67½	67½	68
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	103½	103⅛	----	104	104⅛	105
" iss. to H. & St. J. R.	----	----	----	78½	----	79
" " Pacific	----	----	----	----	----	104⅞
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	98	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
New York Central	106½	106½	106	106½	105⅞	108½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	96	----	----	----	96	----
" " 6s, S. F. '87	93	----	----	----	----	----
N. York & Harlem	114	----	----	----	----	----
" " pref.	----	----	----	----	110	----
" " 1M. 7 p.c. '73	103	----	----	----	103	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	56½	----	55½	56	----	----
" new	55½	----	----	55½	----	----
Ohio & Miss. cer.	27½	27⅞	27⅞	28	27⅞	28⅛
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	144½	144½	144½	143½	143½	144
Panama	----	----	----	----	----	300
Phila. and Reading	104	103½	102⅝	102½	102	104
Pitts. Ft. W. & Chicago	106½	106½	106	106	106	106⅛
" " 1M.	105	----	106	106	106	105
" " 2M. 99	----	----	----	----	99	99
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	28	----	----	----	27½	27⅛
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	91½	----	92
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	80	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon	66	66	66	65½	66½	66⅛
" new	64½	65½	65½	65½	65½	65⅛
Tol. Wab. & Western	48⅛	48	----	----	47⅜	48
" Pref.	----	----	----	----	----	69
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	80½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	51	51½	----	----	----	----
" new	----	51	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th 5.	F.6	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	117½	....	....	116½	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	99⅝	99⅝	....	99⅝	99⅝	99⅝
U. S 5s, 10-40s, reg.	99½	....	....	99⅝	100	99⅝
U. S. 6s, 1881, reg.	111¼	111¼	....	111¼	....	....
U. S. 6s, 1881, cou.	112½	112½	....	111⅛	112	112
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	107	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	114⅛	114⅛	114⅛	114⅛	114⅛	114⅛
U. S. 6s, 5-20s, c. 1864.	110½	110	109⅝	109⅝	109⅝	109⅝
U. S. 6s, 5-20s, c. 1865.	111⅛	111⅛	111¼	111⅛	111⅛	111⅛
U. S. 6s, " reg.	109⅛	109⅛	109⅛	109⅛	109⅛	....
7.30 Notes, 1st series.	107⅛	....	....	....	....	....
" " 2d series.	107⅛	107⅛	107⅛	....	107⅛	....
" " 3d series.	....	107⅛	....	....	107⅛	....
American Gold	....	....	142½	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.4	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	28¼	....	28¼	28¼
" preferred	....	....	28¼	....	28¼	28¼
Camden & Amboy	126½	126½	126	....	126	125½
" " 6s,'67.	....	....	....	....	....	....
" " 6s,'70.	....	....	93	....	....	....
" " 6s,'75.	....	....	....	....	....	....
" " 6s,'83.	88½	....	89	....	....	....
" " 6s,'89.	....	....	....	....	....	....
" mort. 6s,'89.	95½	96	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mesport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s.	....	....	....	....	....	....
Lehigh Navigation	46¾	....	....	....	47	47½
" " 6s,'84.	....	....	....	....	88	88
Lehigh Valley R. R.	57	....	56¾	56¾	56½	56½
" " 6s.	....	....	94	94	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s.	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Minehill	....	....	57½	....	57½	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" " 6s.	....	....	....	....	88	....
" " 10s.	....	....	....	....	....	....
Northern Central	43½	42½	....	....	....	....
Pennsylvania R. R.	53⅜	53⅜	53½	53⅜	53⅜	53½
" 1st m.	....	....	....	....	99½	99½
" 2d m.	....	....	....	....	....	....
Penn. State. 5s	....	....	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s. W. L.	....	....	....	....	....	....
Philadelphia City. 6s	98	98½	98½	98½	98½	98½
" " new	101½	101½	101	101	101	101
" " muno	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	....	65½	....
Phila. & Reading	51½	51½	51¼	51½	51½	51½
" " 6s, '86.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	....
Philadelphia & Erie	28½	28½	28½	28½	....	....
" " 6s.	....	....	....	....	....	....
Philad. & Sunbury, 7s.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	16½
" " pref.	28	28½	27½	26	....	....
" " 6s '82	74½	....	73½	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	15½	15½	....	....	....	....
" " 6s '78.	....	....	62	61	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83.	....	....	....	....	....	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal.	....	....	....	....	....	....
" " bonds.	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	28½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.3.	Th 5.	F.6.	Sat.7.	M 9.	Tu.10
Baltimore City 6s, 1875.	....	99½	....	....	99½	9.½
" " 1886.	....	....	....	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	....	....	....	....	....	....
Balt. and Ohio	118	118½	....	98½	98½	99
" " b'ds, '62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	....	....	....	....
" " " '80.	....	....	....	....	98½	....
" " " '85.	....	....	....	....	....	....
Northern Central	43½	44	....	....	43½	....
" " b'ds, 1885.	....	85½	....	....	85½	....
" " " 1900.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th. 5.	F.6.	Sat.7.	M.9.	Tu.10.	W11
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	136¾	137	137	137½	....
Boston and Providence	....	....	....	....	....	142
Boston and Worcest.	143½	143	....	143	143	....
Cheshire, pref.	....	....	....	....	....	62
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	....	112½	112½	....	112	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	120½	120½	....	120	119½	....
Manchester & Lawr'ce	....	118	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	....
Old Colony & Newport	89	89	88¾	....	88¾	88¾
Ph., Wil. & Baltimore	54½	54½	54½	54½	....	55
Portl'd, Saco & Ports.	....	....	....	....	....	100½
Vermont & Canada	....	....	97½	....	....	97⅝
Vermont & Mass.	54	....	54½	....	....	55½
Western	140½	140½	140	140½	140½	140½
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	57	....	....	57½
Middlesex "	....	....	....	....	....	40
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	26½	26½	26	27	26¾	26½
Franklin "	17½	....	17½	18½	19	19
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	5	4½	4½	....	....	4½
Pewabic "	14	13½	14	14½	14½	14½
Pittsburg "	....	....	....	....	....	29½
Quincy "	....	24	24½	....	25	....
Rockland	....	6½	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 16th and 23rd of Aug.

	Closing Prices. Aug. 16.	Aug. 23.
United States, 5-20s, 6 per cent 1882.	73½@ 74	73½@ 73½
Do. do. 6 do. 1884.	70 @ 72	70 @ 72
Do. do. 6 do. 1885.	72½@ 72½	71½@ 72½
Do. do. 6 do. 1868.	87 @ 90	87 @ 90
Do. 5 per cent., 1874.	69 @ 71	69 @ 71
Virginia State, 5 per cent	— @ —	— @ —
Do. 6 per cent	34 @ 35	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	20½@ 21½
Erie shares, $100 (all paid) 8 p. c.	45 @ 46	44½@ 45½
Do., convertible bonds, 6 p. c.	65 @ 67	70 @ 71
Do., 3d mort., 1883, 7 p. c	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	80 @ 85	80 @ 85
Do., $100 shares (all paid)	77½@ 78½	77½@ 78
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	91 @ 93
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	82 @ 84
Do. with option to be paid in Phil.	80 @ 82	82 @ 84

American Railroad Journal.

Saturday, September 14, 1867.

Stock Exchange and Money Market.

Money has been in rather more active demand during the week. The speculative call has increased. The mercantile inquiry has been brisker. There have been further important remittances of currency to the interior. Yet the supply of capital in the open market has been quite liberal, fully up to the requirements of borrowers. And though the city banks have been less generous lenders, the offerings through private channels have been sufficiently extensive to prevent any material alteration in rates, which now range on call loans from 3@5 per cent., and on discount, from 5@7, generally from 6@7 per cent. per annum. The U. S. Sub Treasury received more money than it disbursed last week and thus, it gained nearly a million and a half in its cash reserves. The first two days' business, in the current week, it paid out more than it received, and this cut down its balances again. On Wednesday, however, its receipts were in excess of disbursements, and almost a million was added to the cash balances. The aggregate cash balances of the National Treasury, on Monday, were $97,633,910 in coin, and $46,903,000 in currency, which figures show a falling off, since the 1st inst., of $3,629,-110 in coin and $170,075 in currency. The city banks, last week, gained $1,724,874 of legal tender, $696,024 of specie, and $4,289,700 in deposits. Their loans were increased $2,346,898. Their circulation was cut down $6,956. The specie reserve of the banks is now $7,967,619, against $7,455,910 same time last year. The city bank deposits are now $195,182,114, against $225,107,-991 week ending Sept. 8, 1866. The legal tender reserve amounts to $69,657,445, against $90,194,-254 same time last year. The circulation now stands at $33,708,172, against $28,506,288 same time last year. The loans are now $250,224,560, against $268,941,668 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $73,617,897 a day, against a daily average of $64,265,258 the preceding week, and $70,249,439 the week ending with Aug. 24. The current week's exchanges average about $79,000,000 a day.

National Bank notes to the amount of $46,-850 were issued last week, making the total issue to 1,671 banks thus far, $303,836,006, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,755,395, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,080,611. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,660,-000; and for the public deposits, $38,640,522—making a total of $379,189,950. The Treasury Department last week redeemed and destroyed $451,600 of worn and mutilated fractional currency, and issued $453,094 of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $41,765; a decrease of $27,944 in specie; a decrease in legal tenders of $468,251; an increase of $135,-184 in deposits; and an increase of $3,438 in circulation. The Bank Clearings show an increase of $7,851,660, and the balances, an increase of $478,386.

Government revenues were on a more liberal scale, last week, especially in the excise form. The excises, last week, yielded $5,580,384, against $3,675,353 the preceding week; customs at the port of New York $2,984,220, and at the outports, about $950,000 (in coin) more, making the grand total income for the week equal about $11,154,-400 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,-195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $51,000,000.

The U. S. Sub-Treasury receipts, week ending with Sept. 7, were $16,927,245, including $2,894,-220 from customs duties; payments, $15,478,597 balance at the close of the week, $114,214,667 against $112,766,019, at the close of the preceding week, showing an increase of $1,448,648. The

business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,195,979 including $395,189 from customs, and payments, $4,966,969; on Tuesday, receipts, $1,477,754 including $578,856 from customs, and payments, $1,726,390. The balance at the close of business on Tuesday stood at $111,-175,042, against $110,514,354 a week previous.

Gold has been unusually active, during the past week. The speculative element has been quickened into extraordinary activity by the various exciting reports from Washington, most of which reports, by the way, have been subsequently proved to have been utterly groundless. The most potential rumors have been those affecting the Treasury Department, having been generally to the effect that a change in its administration was imminent. These rumors had not a particle of foundation on fact, Mr. McCulloch was not, and is not, likely to be disturbed in his position, notwithstanding the unscrupulous efforts of the politicians here and at Washington, to effect a change. The politicians have abandoned the project, as a fruitless one; but the telegraph has been kept busy in the interest of the Gold Room, in transmitting "the old, old story," of impending cabinet changes, in a variety of forms. The price of gold was carried up on Wednesday to 145⅜@145½, and the market closed firmly and buoyantly under the speculative manipulations. The customs demand has been fair, but there has been very little of an export inquiry. The *Etna* hence for Liverpool on Wednesday took out only $96,500. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $1,517,612. The customs demand for Gold last week, averaged $482,368 a day; thus far, this week, it has been equal to $487,022 a day, or equal to a weekly aggregate of $2,862,130. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $79,366, and from California, $211,662. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $85,989,655, against $96,175,560 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $21,254,518, against $30,397,184 same time last year, showing a decrease this year, of $9,142,666. The exports of specie from this port, last week, were $1,013,959. The total outflow of specie from the port, since Jan. 1, 1867, has been $41,989,922, against $53,-343,422 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,196,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $42,754,765, against $31,352,165 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to August 10, reached $26,822,585, against $29,240,887 same time last year, showing a decrease, in 1867, of $2,418,301.

A rather more active business has been transacted, since our last, in foreign exchange, at somewhat firmer prices. The supply of bills has been less extensive. Bankers' 60 day bills on London closed at 109⅝@110, and on Paris to 5.18¾ @5.15; sight bills on London to 109⅞@110⅜; and on Paris to 5.15@5.12½. The offerings of produce bills have been quite light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $1,789,059, making the total value of exports since Jan. 1, 1867, $126,767,997, against $137,168,392 same time in the preceding year.

Government securities have been somewhat variable in price, under more liberal offerings of the bonds and notes, and a restricted investment and speculative demand. Within a day or two, the inquiry has improved, influenced in part by the rapid rise and notable buoyancy in gold. Prices close firmly, with an upward tendency. The last debt exhibit erred in making a double charge of matured compound interest notes (amounting to $12,672,730,) against the department. Secretary McCulloch has since issued an official correction of the error, which shows that the net liquidation of debt, in August, was $18,-523,161, and in the two years ending with Sept. 1, 1867, the net liquidation under the honorable Secretary's capable direction, was $264,906,206, or about a tenth of the recognized debt of the country, as it stood two years ago. U. S. sixes of 1881 closed here on Wednesday at 111⅞@112; U. S. Five-twenties of 1862, 114¾@114⅞; U. S. Five-twenties of 1864 at 109⅞@110; U. S. Five-twenties of 1865 at 111¼@111⅜; U. S. Five-twenties of 1865, consolidated, 108@108¼; U. S. Five-twenties of 1867, 108@108¼; U. S. Ten-forties at (ex-September coupon) 99⅞@100, and U. S. Seven-thirties at 107⅛@107⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864....119	August, 1865....116
December, 1864..118	September, 1865..115½
May, 1865 117	October, 1865....115

A very buoyant speculation has been developing in the railway and miscellaneous share list, during the past few days. Prices have improved materially in the instance of the more active stocks of the railway share list, under a brisk speculative demand. At the close the market was firm, though less excited.

General business is steadily increasing in volume. The produce trade is quite active. Breadstuffs are dearer, as a rule, on a more animated trade, partly speculative. Provisions are irregular in price, pork closing in favor of buyers. The cotton trade has been very light, and the market quite dull and heavy, with middling grades on Wednesday at 26@27 cents per lb. as extremes. The stock of cotton now here is estimated at about 40,000 bales. The receipts at the port this week, have averaged about 600 bales a day. The receipts during the cotton year, ending Sept. 1, 1867 were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, to Aug. 31, 1867 were 1,850,014 bales, against 2,066,786 bales the preceding cotton year; exports, 1,553,000 bales, against 1,550,437 bales last year; estimated stock at latest dates, 65,000 bales, against 253,000 bales same time last year. Foreign merchandise has been more sought after, and desirable articles, particularly in the dry goods line, have been held more firmly. The total imports of foreign dry goods, last week, were $2,213,065, and the total amount marketed $2,644,061. The value of foreign merchandise imported last week, was $3,-195,211—making the grand total specie value of last week's imports of dry goods and merchandise, $5,408,276, and since Jan. 1, 1867, $176,586,-334, against $210,222,876 same time in the preceding fiscal year. The ocean freight market has been rather more active, since our last, closing with more firmness with 569 vessels of all classes in port. For Liverpool we quote flour at 1s.@1s. 3d. per bbl.; grain at 2c.@2½d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 10s.@20s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 28.	Sept. 4.	Sept. 11.
Consols.....	94¾	94⅞	94 9/16
U. S. 5-20's of 1862....	73⅜	73¾	73
U.S. 5-20's of 1865....	71⅞	72¼	..
Erie.....	45½	45¼	44½
Ill. Central.....	77¼	77¼	77

The New York exports, exclusive of specie, for the week ending Sept. 10, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,042,586	$1,789.059
Prev. reported.....	134,125,806	124,978,938
Since January 1.....	$137,168,392	$126,767,997

The balance in the Sub-Treasury on Wednesday was $112,095,323 45.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Del., Lack. and Western 2d mort., 97; Troy, Salem and Rutland 1st mort., 96½; Ohio and Miss. 1st mort., 87; Chicago and Milwaukee 1st mort., 88; Chicago and Northwestern 10s, Equipment bonds, 97½; Joliet and Chicago 1st mort., 104; Great Western 2d mort., 74; Toledo and Wabash S. F. bonds, 1871, 90; Norwich and Worcester R. R., 94; Hannibal and St. Joseph pref., 63; N.Y. City 6s, 1878, 100; Brooklyn 6s, W. L., 95; N. Y. State 7s, Bounty Loan, reg., 107; Connecticut 6s, 102; Georgia 7s, 73; Long Dock bonds, 99½; Third Avenue R. R., 180; Boston Water Power Co., 19¾; Western Union Telegraph, 44½; do., 7s, 85; Ashburton Coal Co., 5; U. S. Express Co., 67½; Adams' Exp., 67½; Am. Exp., 66¾; Merchants' Union Express, 80 per cent. paid, 22; Park Bank, 152½; Metropolitan Bank, 134; St. Nicholas Bank, 101; Importers' and Traders' Bank, 117; Merchants' Bank, 119; Ocean Bank, 105; Central Bank, 107½; Bank of Commerce, 118; Corn Exchange 121; Continental Bank, 107; Bank of Commonwealth, 108⅛; Ninth National Bank, 106½; American Flag, 0.90; Corydon, 1.35; Consol. Gregory, 6.70; Columbian G. & S., 6.30; Davidson Copper, 2.05; Edgehill Mining Co., 8.25; Gunnell Union, 0.30; Harman G. & S., 9.75; Holman Gold, 0.190; Hamilton G. & S. bonds, 0.87; La Crosse Gold, 0.70; Midas Silver, 2.50; New York and Eldorado, 3.25; Nye Gold, 0.04; Owyhee, 40.00; Quartz Hill Gold, 1.70; Rocky Mt., 1.15; Smith and Parmalee Gold, 5.50; Sensenderfer, 10.50; United States petroleum, 3.75; Bennehoff Run, 5.00; Buchanan Farm, 0.30; Central, petroleum, 1.00; Walkill Lead, 0.47.

Philadelphia.—West Jersey R. R., 6s, 87½; Reading mort. 6s, 91½; West Philadelphia R. R. 66½; Union Passenger R. R., 37; Warren and Franklin 7s, 79¼; Phila. and Trenton R.R., 125;

Camden and Amboy scrip, 99; Alleghany County coupon 5s, 75½; New Jersey State 6s, 102¼; Pennsylvania 6s, 2d series, 103⅞; do., 3d series, 103⅞; Lehigh Valley scrip, 56; Hazleton Coal, 50; Ocean Oil, 3.81; McElhenny, 0.69; Maple Shade, ¾; Western Bank, 97; Girard Bank, 59½; Philadelphia Bank, 166; Commonwealth Bank, 64; Corn Exchange Bank, 70; Mechanics' Bank, 32. The latest quotations are: City 6s, 98¼ @98⅜; do., free of tax, 100⅞@101; State 5s, reg., 97@98; do., coupon, 97@98; do., 6s, W. L., 101@101½; Reading, 52@52⅛; do., 6s, 1870, 96½@97; do., bonds, 91¼@91½; Camden and Amboy; 126@126⅛; do., 6s, 1889, 95@96; do., 1883, 88@89; Penn. R. R., 53⅜@53½; do., 1st mort., 99½@100; do., 2d mort., 96@97½; Little Schuylkill R. R., 26@27½; Morris Canal, 42@47; do., pref., 96@100; do., bonds, 90@95; Wyoming Valley Canal, 47@48; do., 6s, 80@84½; Susquehanna Canal, 15¼@17; do., 6s, 61@61¾; Sch. Nav., 15½@16½; do., pref., 26¾@27; do., 6s, 1882, 73@73¾; Union Canal bonds, 14@20; Delaware Div. Canal, 56½@57; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@95; do., 5s, 64 @—; Lehigh Coal and Navigation, 46⅞@47⅛; do., bonds, 1884, 88@88¼; North Pennsylvania, 33@35¾; do., 6s, 87@88; Philadelphia and Erie, 28¾@28½; do., 6s, 94½@95; Minehill, 57@ 57½; Catawissa, 8@11; do., pref., 28½@28¾; Lehigh Valley, 56¾@57; do., bonds, 94@ 95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 76@80; West Philadelphia, 66@70; Spruce and Pine, 28@29; Green and Coates, 30@31; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 19@19¾; Girard College, 27@28¾; Tenth and Eleventh, 62½@65; Union, 36@37½; Hestonville, 13½@13¾.

Boston.—Ogdensburg and Lake Champlain R.R., 65½; Boston, Hartford and Erie R. R., 14⅜; do., 7s, 55; Ogdensburg 2d mort., 66; Old Colony and Newport 6s, 1877, 101; Vermont Central and Vermont and Canada 8s, 1877, 100; Rutland 1st mort., 145; do., endorsed, 114; Eastern R. R. 6s, 1874, 94; Nashua and Lowell R. R., 125; do., Rights, 24⅛; Taunton Branch R.R., 110½; Sandusky, Dayton and Cincinnati, 6s, 1900, 75½; Central Pacific 8s, 1883, gold, 100¼; Boston Water Power Co., 19½; Waverly Land, 1⅜; Essex Co., 106¾; Ophir (N. S.) Gold, 1.60; Massachusetts 5s, 1883@1894, gold, 105; do., 6s, 1872, gold, 122; do., 1875, gold 117¾; Maine 6s, 1880, 98½; New Hampshire 6s, 1875, 97¾; Cook Co., Ills., 7s, 94; Portland 6s, 1882, municipal, 94⅛; Springfield 6s, 1887, 98; Chicago 7s, 1892, River Imp., 96; St. Louis 6s, 1887, 80¼; Springfield, Ills., 8s, W. L., 98; Charlestown 6s, 1874, 97½; Boston Gas Light, 750; Cambridge Gas, 110¾; State National Bank, 98¼; Everett National Bank, 104; North National Bank, 115½; Merchants' National Bank, 113¼; Globe National Bank, 130¾; Traders' National Bank, 102¾; City National Bank, 109; Howard National Bank, 110½; Allouez Mining Co., 6¼; Concord, 1⅞; Hancock, 7½; Humbolt, 1; Native, 1⅜; Phœnix, 3¼; Superior, 1; Winthrop, 50c.

Baltimore.—Marietta and Cincinnati bonds, 83¾; Central Ohio 1st mort., 82; N. W. Va. 2d mort., 94; do., 3d mort., 89; Western Maryland bonds, 75; Virginia 6s, 1867, 38; do., old, reg., 42¼; Atlantic Coal, 1.00; George's Creek, 60; Gardner Hill, 1.35; Balt. and Cuba S. and M. Co., 46; Union Bank, 58¾; Mechanics' Bank, 10¼; Bank of Baltimore, 105¼. The latest quotations are: Balt and Ohio, 118½@118½; do., 6s, 1875, 98@99; do., 1880, 98½@97; do., 1885, 98@—; Northern Central, 43½@44; do., bonds, 1885, 85@ 86; do., 1900, 90@—; N. W. Va., 17@17½; do., 1st mort., 94@95; do., 2d mort., 91¾@92; do., 3d mort., 1873, 88¾@89; do., unguaranteed, 17@ 18; Marietta and Cincinnati 7s, 1891, 82@82½; do., 2d mort., —@68¾; Central Ohio, 30½@30½; do., 1st mort., 82@83; Western Md. 6s, 1890, 76@ —; do., guar., 92½@95; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97½@98½; do., 1873, 98½@—; do., 1875, 99½@99¾; do., 1886, 98½@98¾; do., 1890, 98½@99; do., coupon, 100 @100; do., Park, 97@98½; do., 1892, 93½@98; do., 5s, 1838,-'70, 80@81; City Passenger R. R., 18⅞@19½; Canton Co., 46@—; Gardner, 1.20@ 1.40; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@75; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.80@1.00; Mineral Hill, 0.20@0.30; Baltimore Coal, 150@155.

Holland's Permanent Way.

We give elsewhere a description, with illustrations, of HOLLAND'S NEW METALIC RAILWAY CHAIR AND SLEEPER, which it is claimed far surpasses anything in the market for securing Rails to the Sleeper. These sleepers can be made very light, strong and durable, by making the rib of wrought iron; they are not liable to decay, and have a representative value when worn out, which wood has not. They can be used for the T rail, single faced, or the I rail, doubled faced, which can be used on both sides, making it of great value over the common sleeper to the railroad companies in wear and tear of road. Its advantages are:

1st. It requires no gauging or spikes, being fastened by one movement of the lever bolt, which can be done by any ordinary man with a crowbar, being all the tools required for the laying of the track upon the sleeper.

2d. The repairs to this plan of road will be quite nominal, there being no spikes to work out and rails to jump loose, as the lever bolt holds them very secure and firm in their position.

3d. For military purposes it is always ready. Can be quickly laid down and taken up by soldiers of ordinary capacity.

4th. For durability and wear, it has no equal, being fire proof, and cannot be carried off by floods and other destructive elements.

For further information, address LEONARD REPSHER, Camden, N. J.

New and Improved Steam Car Brake.

IMPORTANT TO RAILROAD COMPANIES AND THE TRAVELING PUBLIC.

We would call the attention of our subscribers and readers to the advertisement of the Loughridge Car Brake Company, regarding their improved steam car brake—the great merits of which are self evident. We do not hesitate to recommend it to railroad companies, being convinced by an examination of the same on the New Jersey Central Railroad where it has been in daily use for over one year, as well as on other roads, where it has been fully tested and found to work satisfactorily.

Not only is the safety of the travelling public made secure, but it also proves to be a great economist to railroads in wear of engine, and prevention of sliding wheels. By the use of this brake railroad companies need not feel any anxiety about inexperienced or careless brakemen as the engine does it all, under the control of the Engineer, (who uses it in every case when he has to stop his train,) and at last they can place the blame, if any arises from bad braking where it belongs. The public are interested in this improved method of braking cars. What they want is to feel secure when traveling by day or night, and this patent brake seems to be just what is needed.

Railroad companies will be doing but justice to the public by giving this brake a fair and impartial trial.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States Aug. 1 and Sept. 1, 1867:

	August 1, 1867.	Sept. 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,431,350.00
Six per cent. bonds of 1867 and 1868	14,932,141.80	14,869,791.80
Six per cent. bonds of 1881	283,746,400.00	283,676,100.00
Six per cent. Five-twenty bonds	1,168,796,800.00	1,205,710,500.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,678,906,691.80	$1,715,687,741.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$15,402,000.00	$16,346,000.00
Three-year compound interest notes	108,329,430.00	78,839,600.00
Three-year seven-thirty notes	451,233,425.00	400,786,025.00
Total	$574,964,855.00	$495,971,625.00
Matured debt not presented for payment	15,636,815.87	19,440,375.87
DEBT BEARING NO INTEREST.		
United States notes	$369,164,844.00	$365,164,844.00
Fractional currency	28,554,729.72	29,392,172.97
Gold certificates of deposit	19,457,960.00	15,462,700.00
Total	$417,177,533.72	$410,019,716.97
Total debt	$2,686,685,896.39	$2,641,119,459.64
AMOUNT IN THE TREASURY.		
Coin	$102,905,174.00	$101,263,620.00
Currency	72,474,296.38	47,073,074.59
Total	$175,379,470.38	$148,336,094.59
Amount of debt less cash in the Treasury	$2,511,306,426 01	$2,492,783,365.05

The matured debt not presented for payment, consists of—

Compound interest notes matured June 10th, July 15th and August 15, 1867	$12,672,730 00
Bonds of Texas indemnity	263,000 00
Treasury notes, acts July 17, 1867, and prior thereto	165,311 64
Bonds, April 15, 1842	64,768 68
Treasury notes, March 3, 1863	959,380 00
Temporary loan	5,279,185 55
Certificates of indebtedness	36,000 00
Total, as above	$19,440,375 87

By comparing this with the statement of August 1, it is shown that the debt bearing coin interest has increased $36,781,050; the debt bearing currency interest has decreased $78,993,230; the matured debt not presented for payment has increased $3,803,560, and the debt bearing no interest has decreased $7,157,816 75—making the decrease in the total debt since Aug. 1, 1867, $45,566,436 75. The amount of coin in the Treasury during the same period has decreased $1,641,554, and the amount of currency has decreased $25,401,221 79—leaving the amount of debt less cash in the Treasury on September 1, $18,523,060 96 less than on August 1st.

Railroad Earnings.---Weekly.

The earnings of the Chicago and Northwestern Railroad for 1st week in Sept., 1867 ..$303,602 56
Corresponding week previous year .. 218,050 24

Increase $85,552 26

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Sept. 1867, were $97,212 00
Corresponding week of 1866 .... 97,291 00

Decrease.... .... $79 00

The earnings of the Detroit and Milwaukee Railroad for the week ending September 5, 1867, were $40,574 00
Corresponding week of 1866.... .... 43,013 00

Decrease.... .... $2,439 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in Sept., 1867, were $113,900 00
Corresponding week of previous year..110,812 00

Increase.... .... $3,088 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Aug., were $29,721, an increase of $16,533 on the same week last year. Total for the fiscal year commencing 1st of July, $143,496, an increase of $44,963 on same time in 1866.

Journal of Railroad Law.

THE RULE AS TO PLAINTIFF'S NEGLIGENCE APPLIED TO THE CASE OF A CHILD SIX YEARS OF AGE.

The case of Honeysburger *vs.* The Second Avenue Railroad Company, just decided by the Court of Appeals of this State, reverses the judgment for plaintiff below, and determines a very important question of law. The plaintiff sued to recover damages sustained by him in consequence of injuries inflicted on his infant son by being run over by one of the defendant's cars. The court held that the well settled rule that the person bringing an action for negligence must be free from contributing to the injury, is as applicable to a child six or seven years of age, who may bring the action, as to an adult plaintiff. And as to the *degree* of care which would be required of the infant to exempt him from the imputation of negligence, there is but one rule on the subject, and it applies to all persons without exception, and makes no discrimination on account of age. It is that degree of care which a person of ordinary prudence would exercise in the situation supposed. The judge in charging the jury on the trial, charged them that in judging what would be negligence on the part of the boy, it was not to be understood that a child of his age (six or seven) was to be held to the same degree of caution, foresight and discretion that would be exacted from an adult. The court above now decide that the charge in this regard was erroneous. The opinion of the court is written by

HOGEBOOM, J.—The charge of the judge, as construed in the light of the evidence must be considered as applied to a child six or seven years of age. So understood, and remembering also the fact that the father, and not the child is the plaintiff in the action, I am of opinion that the charge was erroneous.

Even as applied to the child, if he had been plaintiff, I do not see how such a charge could be sustained, if we adhere to the case of Hartfield *vs.* Roper, 21 Wend. 615, decided five and twenty years ago, and followed in subsequent cases.

In Hartfield *vs.* Roper, the infant himself, a child of about two years of age, was himself the plaintiff, and Justice Cowen speaking of the rule that a negligent party cannot recover damages consequent upon a collision in the highway, says: "the application may seem harsh when made to small children, as they are known to have no personal discretion. Common humanity is alive to their protection but they are not therefore exempt from the legal rule when they bring an action for redress, and there is no other way of enforcing it except by requiring due care at the hands of those to whom the law and the necessity of the case has delegated the exercise of discretion.

An infant is not *sui juris;* he belongs to another, to whom discretion in the care of his person is exclusively confided. That person is keeper and agent for this purpose, and in respect to third person, his act must be deemed the act of the infant, his neglect the infant's neglect."

It is plain in the nature of things, that if an infant insists upon a right of action, he must show a compliance with the conditions on which his right of action is to arise, and this is entirely irrespective of his age.

In Munger *vs.* Tonawanda Railroad Company, (4 Conest. 349) Judge Huebert, in delivering the opinion of the court, while speaking of the general rule that in actions for negligence, the person bringing the action must be free from negligence, remarks as follows: "Lord DENMAN in Lynch *vs.* Nurdin (1 Ad. and Ellis, 29) allowed an exception in favor of plaintiff, a child seven years old, who received an injury, by getting into defendant's cart while it was carelessly left in the street. The decision, however, has not been followed in this state; but the negligence and imprudenceof the parents or guardians, in allowing a child of tender years to be exposed to injury in the highway has been held to furnish the same answer to an action by the child as the negligence or after fault of an adult plaintiff would have done in a similar case." (6 Hill 592.)

In Willetts *vs.* Buffalo and Rochester Railroad Company, 14 Barb. 585. The same rule was applied in the case of a lunatic, who being in company with his father on a railroad train was temporarily left by the latter who stepped off the car to procure refreshments, and during his absence the lunatic being applied to by the conductor for his fare, refused to pay the same, and thereupon was ejected from the car and was run over by another train of cars and killed. If therefore, the infant had been plaintiff, and had been guilty of negligence, he could not recover under the law as it is administered in this State, and if he could not recover, this right of action is no greater than that of the infant would be, for he claims through the infant, and upon the theory that the infant is free from blame. There may be possibly some reason for saying, that as he adopts the act of the infant and seeks to derive benefit from it, he must be considered as in the place of the infant, and responsible for negligence in the same way as if he had been the party injured. But it is not necessary to decide that question. The point then to be determined is what would be the degree of care which would be required of the infant to exempt him from the imputation of negligence, I know of but one rule on the subject as the law is held with us, and I think it applies to all persons without exception, and makes no discrimination on account of age. It is that degree of care which a person of ordinary prudence would exercise in the situation supposed. There is no other safe rule. No other rule would protect the community. An infant of tender years, incapable of exercising requisite discretion, is not to be permitted to occupy the highway, for the purpose of entitling himself to an action for an injury, except upon the condition of being subjected to the consequences of negligence attached to persons in general. Otherwise the tenderer the age, and the less the discretion, the more perfect and frequent the cause of action, because more easily sustained and oftener occurring. Such a rule is not capable of safe practicable enforcement. I think this position is not answered by saying that the charge assumes that the jury should find the plaintiff free from negligence in sending the boy to school unprotected. The defendant asked the court to charge that such act of the father in sending so young a child to school through so crowded a thoroughfare as the streets of New York, without a protector, would be itself negligence. The court refused so to charge and the defendant excepted. But assuming that such conduct might not be subject to the imputation of negligence, that is that a prudent person might send his boy of six years old to school alone, through the streets of New York, it does not follow that this particular act is free from negligence nor such as would be likely to be practiced even by boys of that age, nor does it follow that even for purposes of education, such conduct on the part of the father should not be discouraged, that it is not subject to the condition that if the infant in fact becomes guilty of negligence, and in consequence thereof suffers a personal injury, he is not to take advantage of his own wrong and thereby entitle himself to an action for redress. The charge must be read, I think as speaking of negligence in a general way, in reference to a general practice of sending children of such an age to school, as not censurable, and not as applied to the actual circumstances of the present case, I think the judgment should be reversed and a new trial granted with costs to abide the event.

Western Railroad.

At a special meeting of the directors of this road at Boston on the 4th inst., it was unanimously

"*Voted*, That the stockholders of the Western Railroad Corporation agree to unite and consolidate the same with the Boston and Worcester Railroad Corporation, in accordance with an act passed by the General Court of the Commonwealth of Massachusetts, entitled an act to authorize the extension of the Western Railroad to the City of Boston, and for other purposes."

The President stated that at a recent meeting of the directors of the two roads, a verbal agreement was arrived at by which the business of each road was to be managed separately till the close of the current year, when a new corporation would be organized and go into operation Jan. 1st, 1868. Which corporation should pay the dividend had not been determined. The main difficulty would arise from the attempt to settle the value of the stock of the roads. The Western Railroad property amounts to $11,000,000 in 87,000 shares; that of the Worcester road to $6,000,000 in 50,000 shares. The net earnings of

the former, for three years past, were $1,270,720; of the latter, $504,907. Capitalize these earnings, at 8 per cent., and there results a capital stock for the Western of $15,884,000, for the Worcester of $6,311,347. After deducting all its debts, the Western will have a capital stock of $13,350,880,

A vote, offered by Mr. Stetson, of New Bedford, was passed, giving the directors full powers to agree with the Worcester corporation on terms of consolidation, and authorizing the directors, in case an agreement is not reached, to petition the Supreme Court to appoint Commissioners, in accordance with the act of the last Legislature.

Savannah, Griffin and North Alabama R.R.

This road will be about 170 miles in length commencing at Griffin, Ga., a point on the Macon and Western Railroad, 60 miles west of Macon, and extending thence, *via* Newnan and Jacksonville, to Decatur, Ala., a point on the Memphis and Charleston Railroad, 188 miles east of Memphis.

A meeting of the directors of this company was held at Newnan, Ga., on the 30th ult., at which the contract for the construction and equipment of the road from Griffin to Jacksonville, Ala., about 85 miles, and which had been previously agreed to by a committee of the directors in conjunction with a committee of stockholders appointed for that purpose, was duly sanctioned and approved. The contract is with Messrs. B. F. French and his associates, of this city, represented at the South by Hon. P. C. Wright. The road is to be completed and equipped to Newnan, Ga., about 30 miles, by the 1st of May next; and in the meantime the work is to be pushed vigorously forward beyond that point. Col. R. A. Crawford, of Griffin, Ga., is President of the company.

Merchants' Union Express Co.

Judge Barnard, in the case of Waterbury *vs.* Ross and others of the Executive Committee of the Merchants' Union Express Company, denied the motion by the plaintiff for an injunction and receiver, and dismissed the case, and stated that the Merchants' Union was not only solvent but owed no debts, and had several hundred thousand dollars in the treasury, beside $15,000,000 of unexpended capital.

Savannah and Charleston Railroad.

The work of reconstruction on the line of this road has been completed as far as its junction with the Port Royal Railroad, a half mile west of Yemasse station, at which point, and at all intermediate stations between it and Charleston, passengers and freight are delivered. The passenger fare to Yemasse's is four dollars and fifty cents.

☞ A contract has been made for the rails, bolts and straps to be used in laying the track of the Portland and Rochester Railroad to Alfred from the Saco River, some 14 miles, at $128,000. The rails are to be made at the Portland Rolling Mills.

☞ We learn that Mr. Oakes Ames has taken the contract to build the mountain section of the Pacific Railway, some six hundred miles, receiving therefor over $47,000,000.

☞ Coupons due Nov. 1, 1856, on the bonds of the Chester Valley R. R. Co., will be paid, with interest to July 1, 1867, on presentation at No. 304 Walnut street, Philadelphia.

Louisville and Frankfort and Lexington and Frankfort Railroads.

We give elsewhere a detailed statement of the earnings and expenditures of these roads for the years ending June 30, 1866 and 1867. The following is a recapitulation:

	1865–'66.	1866–'67.
Earnings	$562,801 69	$510,319 02
Expenses	403,696 14	357,101 90
Net	$159,105 55	$153,217 12

These are apportioned to the different roads in the ratio of their mileage, viz: 65 parts to the Louisville and 29 parts to the Lexington company.

The receipts of the Louisville and Frankfort Railroad Company from all sources, including $9,619 98 from the previous year, were $142,480 23; and the disbursements were:

Preferred joint stock dividend	$33,198 80
Cash dividends paid	46,262 10
Redemption of railroad bonds	25,000 00
Interest on bonds, etc.	24,930 40
Taxes, State and National	7,877 62
General expense account	1,929 40
Cash on hand	3,281 91
Total, as above	$142,480 23

The financial condition of the company, June 30, 1867, was as follows:

Capital stock	$1,109,594 40
Railroad bonds (see Bond List)	120,000 00
City of Louisville bonds	100,000 00
Loan from State of Kentucky	74,519 50
Cash dividends unclaimed	7,429 66
Profit and loss	175,379 12
	$1,586,922 68
Construction	$1,532,644 99
Real estate	33,235 10
Bills receivable	6,418 68
Stock in other companies	8,500 00
Cash in New York	2,842 00
Cash on hand	3,281 91
	$1,586,922 68

The receipts of the Lexington and Frankfort Railroad Company from all sources, including $7,243 48 from the previous year, were $68,099 20; and the disbursements were:

Preferred Joint stock dividend	$15,439 38
Cash dividends paid	23,106 35
Railroad bonds redeemed	16,000 00
Interest, taxes, etc	6,080 11
General expense account	287 34
Cash on hand	7,186 02
Total, as above	$68,099 20

The financial condition of the company June 30, 1867, was as follows:

Capital stock	$514,646 42
Railroad bonds (see Bond List)	63,000 00
Cash dividends unpaid	1,789 93
Renewal and contingent fund	35,296 72
Stock profits	66,242 94
Sinking fund	10,000 00
	$690,976 01
Construction	$654,265 37
Real estate	9,255 30
Bills receivable	1,166 44
Bonds receivable	17,000 00
Stock in other companies	1,500 00
Treasurer	602 88
Cash on hand	7,186 02
	$690,976 01

☞ The new president of the New York and New Haven Railroad has for his office a neatly fitted car, and his headquarters are anywhere on the road where his presence is needed.

St. Louis and Iron Mountain Railroad Co.

The St. Louis and Iron Mountain Railroad Co., was organized July 31, 1867, and the following officers were elected for the ensuing year: Thomas Allen, President; Henry G. Marquand, Vice President; L. B. Clark, Treasurer, and William Allen, Secretary. The road from St. Louis to Pilot Knob is now in excellent condition, a distance of eighty-six miles. The extension from Pilot Knob to Belmont, opposite Columbus Ky., a distance of some one hundred and nineteen miles, is partly under contract, and will all be in the process of construction before the 1st of January next. The company hope to have the road completed within the next eighteen months.

The Public Debt.

A clerical error having occurred in the September Public Debt Statement of the Secretary of the Treasury, as published by us last week, we reinsert it entire with the correction. It will be seen that the amount of Three Years' Compound Interest Notes outstanding on the 1st of September was $78,839,600, instead of "$91,512,330," as previously stated; making the reduction of the total debt $45,566,436 75, instead of "$32,893,706 75;" and the amount of debt, less cash in the Treasury, $18,523,060 96, less than on August 1, instead of "$5,850,331 01."

Freight Railroads in the Southern States.

A large and enthusiastic meeting of the citizens of Harris County, Texas, was held at Houston on the 16th of August, for the purpose of founding an "Anti-Monopoly Cheap Freight Railway League." Mr. Peter B. Gray addressed the meeting at considerable length. He advocated the construction of a double track freight railway from Galveston, Texas, to Fort Riley, Kansas, a distance of four hundred miles, the road to be open to everybody who may wish to use his rolling stock on it, at a reasonable compensation.

Eastern of France Railway.

It appears that this company made the following additions to its rolling stock last year:—20 locomotives, 9 tenders, 147 passenger carriages, and 1,858 miscellaneous trucks. The aggregate rolling stock of the company amounted at the close of 1866 to 762 locomotives of various kinds, 682 tenders, 1,962 passenger carriages, and 16,316 goods trucks. The following further plant is expected to be delivered in the course of this year —37 locomotives, 44 tenders, 235 passenger carriages, and 1,600 miscellaneous trucks.

☞ The bridge which the Hartford and New Haven R. R. Co. is building over the Farmington River, at Windsor, is rapidly approaching completion, and will be the finest structure of the kind in New England. It will be 460 feet long and 35 feet above the water.

☞ The Bethlehem Railroad, extending from the Lehigh and Susquehanna Railroad to the Chapmanville State Quarries, is partly laid with rails, and will soon be completed.

☞ Scranton, Penn., has two first class street railroads, and the *Register* says "they both are paying a big dividend."

☞ A railway has been proposed between Calcutta and Darjealing, and the scheme is approved by the Bengal and India Governments.

☞ A dispatch dated London, Sept. 7th, says: Francis Morris, of New York, has concluded here an arrangement with Capt. Pim, of the Royal Navy, looking to the establishment of a new inter-oceanic line across Nicaragua by railroad, connecting with steamers on the lake.

☞ D. C. Linsley, Engineer, will receive proposals at his office in St. Johnsburg, Vt., until noon of Sept. 20th, for the construction of the Montpelier and St. Johnsbury Railroad, between St. Johnsbury and West Danville, Vt.

☞ The Columbus, Tiffin and Toledo (O.,) Railroad Co. has been incorporated with a capital stock of $1,000,000. The line of the road is to pass through Franklin, Delaware, Morrow, Crawford, Seneca, Sandusky, Ottawa, Wood and Lucas Counties.

☞ The Savannah *Republican* mentions the arrival there of the Schooner J. Simpnson, with 550 tons of railroad iron for the Atlantic and Gulf Railroad. Also the Loyal Scranton with 1,131 bars of railroad iron, intended for the Bainbridge Extension.

☞ The August product of the Hancock Copper mine was 41 tons, 685 pounds.

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On and after Monday, 16th instant, maps and profiles of the line can be seen at this office, where specifications and blank forms of bids can also be obtained.

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Notice to Contractors,

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, KINGSTON, N. Y. August 12th, 1867.

Proposals will be received at this Office until September 20th, 1867, for the Grading, Masonry, Bridging and Iron of the Eastern Division of this Road. Maps, plans and specifications will be furnished on and after September 1, 1867, by the Chief Engineer, WILLIAM E. MORRIS, Esq., at Kingston, N. Y. All other information furnished at this office.

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Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

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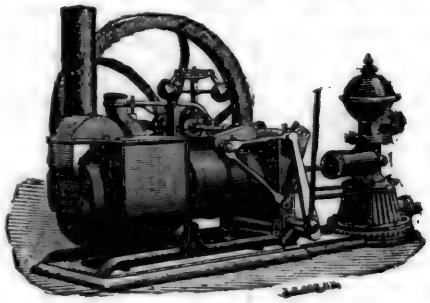
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SECOND QUARTO SERIES, VOL. XXIII., No. 38.] SATURDAY, SEPTEMBER 21, 1867. [WHOLE No. 1,640, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 21, 1867.

Another Arkansas Railroad.

This is the age of great railroad enterprises, and we are glad to record the fact that the State of Arkansas, so long neglected, and so long oblivious to the spirit of progress which distinguishes her more northern sisters, is arousing from her Rip Van Winkle sleep, and seems about entering upon a new career of prosperity.

The only road now in operation in Arkansas is from Memphis to Little Rock, a distance of 131 miles, which will all be finished and ready for business on the 1st of January next. This will give us access to the heart of the State. But the most beautiful and valuable part of Arkansas lies west and north of Little Rock. In the valley of the Arkansas alone, it is estimated, there is now a population of considerably upwards of 100,000 souls, engaged almost exclusively in agricultural and pastoral pursuits. To penetrate and develop this vast and inviting region, and bring it within the bounds of modern life and civilization, a road has been projected from Little Rock to Fort Smith, a distance of 152 miles. The route was surveyed some years ago, and some work done upon the road, which was interrupted by the late rebellion. The company, however, have recently re-organized under a late act of Congress, and now wish to proceed with the work of construction. They have an endowment of ten sections of land to the mile from the General Government. They also have a considerable grant of lands from the State of Arkansas, and they will also receive, as the grading progresses, $10,000 per mile in eight per cent. bonds of the State. The lands owned by this company have been recently examined, and are known to be rich in minerals, and also to embrace some of the finest agricultural timber lands in the Arkansas Valley. The Indian country, immediately west, is reached by this road. This country is occupied by several of the largest and most highly civilized tribes in the United States, viz: the Cherokees, Creeks, Choctaws, Chickasaws and Seminoles. The wonderful fertility of the soil, the almost Arcadian loveliness of its numerous valleys, its vast prairies and immense forests, and its mild, salubrious and genial climate, to say nothing of its almost fabulous mineral wealth which is everywhere plainly to be seen, mark this wonderful region as the future seat and centre of population, industry and wealth on this continent. This is no overdrawn picture, but will be readily recognized and confirmed by any one who has ever visited this fairest portion of our immense territory.

Mr. J. H. HANEY, the Chief Engineer of the company, is now at the Spingler House in this city, with full authority to contract for the construction of the entire road. He will give all needful information to capitalists and railroad men who may desire to investigate the affairs of the company. The late hasty mineralogical examination of the company's lands has disclosed very astonishing results, and Mr. Haney will exhibit specimens of ores, &c., to those who feel interested.

We believe that no more promising enterprise than this has been presented for many a day, and we are assured by Mr. Haney, that those who have the requisite capital and ability to manage an enterprise of this magnitude can get most liberal terms.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1866 and 1867, have been as follows:

	1866.	1867.
From freight	$4,204,740 82	$4,124,692 99
" passengers	1,757,387 99	1,543,714 15
" mails, etc	213,424 54	414,730 91
	$6,175,553 35	$6,083,138 05
Expenses, viz:		
Repairs of track	$863,573 46	$845,254 72
" bridges	77,347 01	36,526 10
" buildings	84,232 02	84,275 32
" fences	8,580 79	4,096 18
" locomotiv's	347,358 52	328,646 43
" cars	347,485 45	364,245 16
Loss and damage	21,535 35	40,901 99
Fuel consumed	251,965 90	254,393 28
Oil and waste	81,924 74	85,894 40
Train service	148,101 65	174,824 02
Engine "	212,471 05	240,750 66
Station "	295,626 72	312,280 25
Water "	35,911 00	33,766 70
General expenses	191,644 89	197,903 94
Miscellaneous	52,406 18	89,814 92
	$3,020,164 78	$3,093,574 07
Earnings less exp	$3,155,388 57	$2,989,563 98
Interest and exchange		63,723 70
Add balance to credit of income account April 30, 1866		588,691 55
Total		$3,641,979 23

From which deduct—

Rent of tracks & depots	$14,288 14	
Transfer office expenses	1,000 00	
Interest on bonds	406,758 31	
Illinois taxes of 1866	113,335 74	
National taxes	131,201 04	
Dividend May 15, 1866	509,650 00	
Dividend Nov. 1, 1866	509,650 00	
C., B. and Q. 1883 bonds purchased for sinking fund	50,600 00	
		1,736,483 23
Leaving balance of income account May 1, 1867, as shown in general account		$1,905,496 00

—exclusive of the amount paid into the sinking fund during the present and all past years. The report says:

The gross earnings of the road, it will be seen, are less than those of the preceding year by $92,415 30, not occasioned however by any diminished amount of business in the aggregate, because that has been much larger than in any former

year, but from the fact that the prices of transportation have been considerably reduced. The aggregate increase of tonnage transported over the road during the year has been very great. In corn the increase has been 109,252,105 pounds. In hogs the increase in numbers has been 49,579. In cattle the increase has been 19,271. There was no falling off, but rather a general increase, in the quantities of other articles of transportation. The business of the year therefore, though not proportionably profitable to the company, is equally striking as a proof of the general progress of the West as it has been in any former year. It was unequaled even during the greatest activity of the busiest year of the war, when the immense expenditures of the Government stimulated every species of business into the utmost life. Had it been possible, therefore, or rather, had it been expedient, to have exacted for transportation prices as high as they were during the last year of the war, and the year after, the gross revenues of the company would have exceeded those of the preceding year by a large amount. This however was hardly possible and certainly not expedient. It has been thought wise by the officers having charge of the road, as it has been easy to do, so to regulate the rates, that while they may be sufficiently remunerative to stockholders, there should be no fair or just grounds of complaint on the part of the public.

In the passenger business there has been a falling off from that of the former year of $213,673 84. This is partly owing to the fact that there was considerable military travel at the close of the war, and perhaps entirely so. Though there was much other travel growing out of the then state of things which has ceased, as the country has generally subsided into peace. In freight there has been a nominal falling off in revenue of $80,047 83. This however is not real, as much freight is now carried by express companies which has before been carried by the road as the business of the railroad company. This freight so carried is represented under the head of miscellaneous business, which has increased during the year $201,306 37.

It may be remarked in this connection that it ought not to be long before there shall be a general change of policy by railway companies toward the express companies. These latter are absorbing the business of transporting freight, which is the legitimate business of the railroad, instead of doing the proper business of the express, which is to carry packages and small valuable parcels. Large masses of freight are now put into cars connected with passenger trains to the detriment of the freight business of the road itself, and to the great annoyance of the passenger trains. Express companies are by this means, and to the actual injury of the railroad companies, absorbing much of the revenues which should go into the Treasury of the latter. The same remarks are applicable to all fast freight lines in control of private companies and running over the railway lines. It is however only of the express companies proper that we speak upon our road, as there are no fast freight lines there not in the control of the company itself. The express and despatch companies, however, so called, send much freight over this and other roads in a fast freight line established by the railroad companies themselves, a method less obnoxious than in the case where private companies establish lines themselves, own their cars and run them over the railways. All these methods of carrying freight are, however, objectionable. The freight business should be done by the railway companies themselves. They can establish fast lines, charging a higher freight by these lines, and they and they alone should receive the profits of transportation on their roads. The mischief is becoming one of enormous magnitude, and involves, to a considerable extent, the value of railway property itself, as well as the character of its management. It is to be hoped that soon the railway companies may be able to devise some means, not only to prevent a further absorption of their proper business by express and other companies, which are really parasites of railway property, but may do away altogether with the present mode of transporting freight by these companies.

The operating expenses of the road have not materially varied in the past two years. In the last year they were fifty and eighty hundredths per cent. of the earnings if taxes be excluded, and fifty-three and ninety-four hundredths if taxes be taken as a part of those expenses. This proportion of the expenses to the gross earnings is quite satisfactory, when it is considered that while earnings are about the same as in the former year, the amount of freight tonnage from which these earnings have been derived is so greatly in excess of that of last year—an excess in tons amounting to upwards of 160,000.

There has been constructed during the year a large brick passenger house at Aurora, and several of less importance at different stations on the line. Additions have been made to some freight and grain houses. Several new bridges of iron have been built to replace wooden ones which had become unfit for further use. Very nearly all the bridges upon the road, or rather upon the main lines from Chicago to Quincy and Burlington, are now of iron, and in the future it is not anticipated that there will be required any considerable expenditure in any one year, either in the repairs or reconstruction of the bridges of the road. It has been deemed the best economy, as these structures were required to be rebuilt, to do it with material not subject to decay, and in as permanent a form as possible. The cost has been therefore, greater in the past year than it will ever probably be again in the same space of time.

The expenditure for passenger and freight houses has also been much larger than it will be in any future year. On the road from Galesburg to Quincy, and also between Peoria and Burlington, until these roads became the property of this company there never had been passenger houses at many stations, and very unfit and inadequate freight houses, and at many places none at all belonging to the company. These have been built now at several stations, and at others enlarged to meet the demands of increased and increasing business. Additional lands at the Quincy station and at Chicago, made necessary by the increased traffic of the road, and to a smaller extent at some less important stations, have been purchased; in the aggregate however at considerable cost. They were, however, of indispensable necessity and add more than their cost to the permanent value of the property of the company, in the additional convenience they afford to the public, and the increased facilities for the transaction of the ever increasing business of the road.

There have been relaid with new and re-rolled iron thirty-six miles of track. There have been constructed of new side tracks or double track nine and sixty hundredths miles. When the road from Galesburg to Quincy became the property of this company about two years ago it was entirely without ballast. During the past two years the work of ballasting and completing that part of the line has been prosecuted with all the force which could profitably be employed upon it. Gravel is not found upon that part of the road nor nearer than twenty miles from it upon the line towards Peoria. It must be taken a distance of seventy miles to reach the centre of the road between Galesburg and Quincy, and is an expensive and slow process. On no part of that road can gravel be placed without a transportation of from twenty to seventy miles. The fifty miles nearest Quincy can be best ballasted with broken stone from that end. During the year there has been put upon the road of broken stone and gravel twenty-nine miles. The work will be continued till it is completed, and with such force as can well be used upon it. The ballasting of all or very nearly all the rest of the road is completed. The whole track of the road is in quite as good order as ever before, and the most of it is equal to that of any road in the country.

The equipment has been enlarged during the year by the addition of 8 first class locomotives, 1 new passenger coach, 2 baggage and express cars, 20 large stock cars, 40 Blue Line freight cars, 51 platform cars, 7 drovers' and conductors' cars. There are now upon the road 119 locomotives, 59 passenger, 27 baggage, mail and express, 1,699 house freight, 493 platform, and 43 drovers' cars, and other cars employed in the work of repairs. The whole is kept in excellent condition and constitutes an equipment equal if not surpassing that of any road in the West, in proportion to its length or miles of road. Yet during the past year, for a long time together, its whole power and rolling stock was tasked to the utmost to meet the calls made upon them. There will be required however but little addition during the present year.

The capital stock of the company which stood at the date of the last Annual Report at $10,103,010, has been increased to $10,399,010, by the conversion of bonds which were convertible into stock at the option of the holder. Its funded debt and other outstanding liabilities, created for construction and the purchase of the road from Galesburg to Quincy, including $270,000 (due on that purchase and not yet called for as at the date of the last report) amounts altogether to $5,728,250. The whole aggregate of capital stock and debt is now $15,921,260. The gross revenues of the property charged with this capital and debt has been during the year $6,146,861 75. The net earnings above the expenses, taxes and interest on the debt, and therefore belonging to the stockholders, have been $2,386,704 45. The balance left to credit of income account after paying dividends has been considerably more than the dividends, and the amount now standing to the credit of income account is $1,905,496 00, besides the amount paid into the sinking fund which is $828,725 99. The amount of cash now in the Treasury is $1,563,890 91.

While the directors have always deemed the Western connections of the road of very great importance, and have ever recommended that aid be given to extend them within reasonable bounds—and while the roads through Missouri and extending into Iowa are not only very important as contributors to the business of our road, and becoming with each year much more so, yet they know full well also, that the great and paramount value of the road is in its local business, proceeding wholly from the country along its various lines of road. A statement of the figures in this connection will be somewhat striking. The gross earnings of the road were the past year $6,083,138 05. The amount earned from the business coming from or going to the Hannibal and St. Joseph road was $508,759 46. The amount earned from the business passing to and from the Burlington and Missouri road was $358,064 46. Total from both roads so far as it can be traced by tickets and way bills is $865,814 00, which is not quite one-seventh of the gross business of the road of this company. The substantial business, of the road and the chief element of its value is its local trade.

The through business however which is thus added to the local trade of the road is, as is seen above, of great value presently and is destined to rapidly increase. That added by H. and St. J. is more now than half a million, and with the extensive connections of that road, now in progress and contemplated in the West, may be expected soon to become double that amount. The business added by the B. and M. road has been during the past year mainly from seventy-five miles of road and the country adjacent to it in Iowa. Late in the fall twenty-five miles more were added, and about this time has been added thirty more. In the coming fall another section of twenty-five miles will be added, which will make a distance of 156 miles which will be in operation this present year. It will probably be safe to estimate the addition to our business from that road also the present year at not far from half a million. Let it be considered that both these roads run through a country very nearly if not quite as fertile as your road does, and that it is much in the

same condition as that country was ten years since, and a better judgment may be formed of the future value to this company of the business to be derived from them. The bridges at Quincy and at Burlington will stimulate freight business, enabling us to take corn and grain of all sorts in bulk from Iowa by avoiding the expense and delay of ferry and double handling at the river. In grain and lumber and other articles this expense and delay has been so great as to amount to total prohibition.

These bridges are both well under way. The material for them is mainly ready and as soon as the water returns to its ordinary stage the work upon both will be pushed with all possible vigor. We hope that by another season these very important structures will be ready for use. That at Quincy is built by a bridge corporation, but under such an agreement with the railroad companies terminating at that point, that their traffic can be subject to no exorbitant charges in passing over it. It is to be leased to the railroad companies, and the tolls can only be such as will yield a revenue net of ten per cent. on the bridge stock or cost of the bridge. The bridge at Burlington will be built by and owned by this company, and constitute a part of its line into that city. It will subject the traffic of the company passing over it to no separate charge for bridge tolls. Our trains will cross it to depot grounds in Burlington where all the business of the western terminus will be transacted. The road of this company and that of the B. & M. R. R. Co. will occupy the same or rather adjacent grounds—an arrangement convenient for both, and subjecting business to the least possible expense.

As this company has become largely interested in the Burlington and Missouri River Railroad, under the contract made with the company owning it, by which, for a period of ten years from its date two years ago, we are to become the purchasers of its securities convertible into preferred stock to the extent of $120,000 a year, it is not deemed inappropriate to bring its condition and business and prospects before our stockholders. That company has conveyed its road and all the appurtenances and lands (near 400,000 acres) to trustees, to secure an issue of bonds which shall not exceed $18,000 per mile upon the road, and with such provisions that none of this sum can be anticipated, that is, the bonds intended to be used for the construction of the Western portion of the road cannot be used for any Eastern portion. The result is that when stock is taken to a sufficient extent in connection with the $18,000 per mile to complete any section of the road that section may be put under contract and not otherwise. From the point where the present construction contract terminates therefore, there is a mortgage security of that amount per mile to aid in the construction of the remaining portion of the line whenever the rest of the money in the form of stock or otherwise can be realized. The cost of the road is about $25,000 per mile. On all the mortgage bonds, if the road was all completed which is now under contract and the bonds all sold, that is for 181 miles, the amount thereof being $3,258,000, the interest would amount to $228,060. The road the past year, with only eighty-eight miles on an average in operation and part of it just opened, has earned $478,999 46. At this time with only thirty-four miles added it is earning at the rate of $600,000 per annum, and more, therefore, than enough to pay the interest on its mortgage debt, when fifty miles more shall be completed, and enough to pay the whole interest not only upon that debt but upon all the securities out, and of which this company is becoming the purchaser at the rate of $120,000 per annum. There can hardly, therefore, it seems, remain a possibility of doubt of the value of all these securities when there shall be a further section of fifty miles added to the road. Nor to those who consider the rapid development of the West, and the ease with which its prairies are subdued and brought under cultivation, and the fact that at least nineteen-twentieths of the country along the line of that road yet remains unimproved, and to be settled and made to contribute to the revenues of the road, would there seem to remain any question either of the entire safety of the investment, now making by this company, in its bonds to be converted into a preferred stock, or of its great future value in the addition of business it will bring to the C., B. and Q. Railroad.

Since the last annual report important arrangements have been made with the Toledo, Wabash and Western, and the Hannibal and St. Joseph Railroad Companies. By these terms it is agreed that the T., W. and W. shall have the right forever to run over our track twenty-two miles into Quincy, paying half the expense of keeping it in repair, and paying a rent equal to the interest on half the cost of the road and depot grounds used by it, at 10 per cent. after three years from the date of the contract, and in the mean time seven, eight and nine per cent. per annum, for the several years, making a rent of that part of our track and grounds net of not far from $50,000 per annum in the future. This agreement is doubtless of great value to that company as it relieves it of the expense of the construction of a new road and the purchase of new grounds either at Quincy or Hannibal, and if at Hannibal also the expense of another bridge, while at Quincy it has all the advantages it could acquire by another road to either or both points. It was also advantageous to this company inasmuch as the competition being inevitable at one point or the other, or at both, it avoids the severity which an investment of a large amount of additional capital would impart to it, and at the same time acquires a net profit from it of about $50,000 per annum in perpetuity.

The directors do not anticipate so large a revenue the current as in the past year. The failure of the corn crop last season, which is the great staple of Illinois, and which to a great extent was destroyed by frost, will not only directly seriously impair the revenues of the road, but will indirectly also greatly affect them, as it diminishes the general prosperity of the country, and more or less affects every branch of business. It is not easy to estimate the full extent to which it may affect the general business of the year upon the road, but it is safe to count upon a very large falling off from revenues of the last two, during the first six months of this year.

In concluding this report of the year's business and of the general affairs of the company, the board may again congratulate the stockholders upon the present large success and the future prospects of their investment. With their own road in the best condition, in all its appointments equal at present to all demands of the country upon it, yielding its large revenues at moderate tariffs, and with a local traffic equal to six-sevenths of its whole year's business, and with connecting roads from its southern and western termini, extending west through and towards regions of country which for many hundred miles is of equal or nearly equal fertility with that along their own road, and fast becoming as populous and productive, and soon therefore to send over it a large volume of through business, it may be assumed, reasonably, that successful as it has been in the past, its usefulness to the country and its value to the stockholders, has scarcely even yet been fully tested. As the country west becomes populous, and Iowa and Missouri and the country still farther west becomes what Illinois has become since this road was constructed, it is not difficult to see, or rathes predict an immense and very rapid increase of business, a much more extended usefulness and a continued increase of the value of their investment to the stockholders.

The equipment of the road consists of 119 locomotives, 55 passenger, 27 baggage, mail and express, 1,659 house, freight and cattle, 40 Blue line, 493 platform and coal, 43 drovers' and conductors' cars, 4 snow plows, 40 gravel, 2 tool, 1 pile driving, 86 rubble, 123 hand, and 2 wrecking cars.

Number of miles run by locomotives with passenger trains 644,560; with freight trains, 1,192,752; with miscellaneous trains, 584,254—total miles run, 2,421,566.

The number of passengers carried over the whole line during the year was 917,820; of these 49,335 were through, and 868,485 were way. Of the through passengers, 27,742 were carried west, and 21,593 east. Of the way passengers, 439,160 were carried west, and 429,325 east. Total carried east, 450,918; do., west, 466,902. Total mileage of passengers, 42,334,983—a decrease from the previous year of 7,335,642.

The total number of tons moved over the whole line in 1866, was 821,883; in 1867, 978,563—an increase of 156,680. Total tonnage east in 1867, 593,823; do., west, 384,740.

GENERAL ACCOUNT.

Capital stock	$10,399,010 00
Funded debt (see BOND LIST)	5,458,250 00
Unclaimed dividends	2,016 00
Unpaid accounts and pay-rolls	299,492 81
Due agents and connecting roads	64,033 21
Sinking fund	828,725 99
Balance to credit of income account	1,905,496 00
	$18,957,024 01
Construction	$13,246,710 70
Equipment	2,956,327 52
Materials on hand	413,420 69
Steam ferry and other boats	41,383 41
Chicago teams for transfer'g freight	4,500 00
Accounts and bills receivable	203,373 96
Burlington and Missouri River Railroad preferred stock	180,023 22
Due from agents and connecting roads	64,728 74
Amount due bondholders under decree of the court foreclosing mortgage on Northern Cross R.R.	270,000 00
Dividend No. 13, and tax thereon	547,315 78
Deposits in New York, Boston and Treasury	746,575 13
Deposits with Trustees' sink'g fund	282,664 86
	$18,957,024 01

The directors chosen at the annual meeting June 26, 1867, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

Middleburgh Railroad.

The directors of this road have obtained the right of way for their road. The contract for grading, masonry, &c., has been given out. The construction of this road is therefore "a fixed fact," and we shall have the cars running from Schoharie Court House to Middleburgh. This road will be a valuable affluent to the Susquehanna road, and thus from day to day do we see the great benefits that the construction of the latter has conferred upon that section of the State so long isolated.—*Albany Journal.*

☞ The mail from Peru brings intelligence that the company which obtained the concession for a railroad from the coast to the city of Arequipa have not been able to comply with their contract, the time having expired at which they were to have commenced the works. They had been ordered to pay the fine, and the Government had declared themselves open to fresh proposals. A telegraphic line to Arequipa has been recently finished, and is now in full operation.

Railroads of the State of New York.

A tabular Statement of the Railroads of the State, their Capital and Cost, Length, Earnings and Expenses, Dividends, &c., for the year ending 30th September, 1866.

Compiled from the Annual Report made to the Legislature by the State Engineer and Surveyor.

Railroads: Marked * chiefly double track, and † not finished.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road. M.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate p. c.
	$	$	$	$	$		$	$	$	$	$	$	$	
Adirondack†	4,183,000	915,000	418,712	5,516,712	2,062,781	25.00	5,071	5,903	.....	10,974	8,016	2,958	.....	....
Albany and Susquehanna†	1,675,139	2,114,000	19,643	3,808,782	4,628,691	98.52	171,555	154,540	59,104	385,199	205,197	180,002	.....	....
Albany and Vermont	600,000	.....	.....	600,000	600,000	12.00	(Leased to Rensselaer and Saratoga Company in perpetuity.)						20,000	3
Albany and West Stockbridge*	1,000,000	1,389,559	.....	2,389,559	2,388,359	38.00	(Leased to Western (Mass.) Company in perpetuity.)						70,000	7
Atlantic and Great Western	2,545,419	2,999,990	.....	5,545,409	5,545,409	49.15	149,325	425,191	37,708	612,224	430,559	181,665	.....	....
Avon, Geneseo and Mt. Morris	194,250	23,500	.....	217,750	217,844	15.50	18,942	6,476	1,992	27,410	9,986	17,424	8,177	4
Blossburg and Corning	250,000	49,000	.....	299,000	582,346	14.83	(Leased to Fall Brook (Pa.) Coal Company.)				.....	.....	15,000	6
Brooklyn and Jamaica*	488,100	462,810	32,185	983,095	995,783	14.50	178,788	8,965	8,288	196,041	170,332	25,709	.....	....
Brooklyn and Rockaway Branch	102,150	35,000	.....	137,150	124,586	8.50	7,833	5	829	8,667	4,105	4,562	.....	....
Buffalo, Bradford and Pittsburg	1,100,000	1,776,000	.....	2,876,000	2,876,000	26.00	(Leased to Erie Company.)						77 000	7
Buffalo, New York and Erie	850,000	2,395,000	.....	3,245,000	3,369,988	142.00	(Leased to Erie Company.)						59,500	7
Buffalo and Oil Creek Cross-Cut†	344,500	600,000	.....	944,500	.....	.....	(In progress: proposed length 36.61 miles.)						.....	....
Buffalo and State Line	2,200,000	1,018,000	.....	3,218,000	2,784,414	88.00	1,103,396	1,362,286	18,069	2,483,751	1,671,595	812,156	220,000	10
Buffalo and Washington†	59,000	.....	.....	59,000	.....	.....	(Route from Buffalo to Emporium Pa., 110 miles.)							
Cayuga and Susquehanna	589,000	.....	.....	589,000	614,500	34.61	30,909	99,060	1,755	131,724	173,775	(Loss.)	50,074	8½
Chemung	380,000	.....	.....	380,000	400,000	17.36	(Leased to and operated by Erie Company.)				.....	.....	30,400	8
Elmira, Jefferson and Canandaigua	500,000	.....	.....	500,000	500,000	46.84	(Leased to and operated by Northern Central Company.)						25,000	5
Elmira and Williamsport	1,000,000	1,570,000	.....	2,570,000	2,578,338	78.00	162,684	349,032	9,801	521,516	582,644	(Loss.)	60,000	6
Erie*	25,105,800	22,368,835	3,638,615	51,113,250	48,507,544	624.00	3,593,966	11,611,023	167,820	15,372,809	12,083,898	3,288,911	429,745	7
Hicksville and Cold Spring	27,820	17,190	.....	45,010	45,262	40.00	(Leased to and operated by Long Island Company.)							
Hudson and Boston	175,000	.....	.....	175,000	175,000	17.33	27,706	116,431	1,750	144,887	.....	.....	17,500	10
Hudson River*	6,962,971	7,227,460	1,167	14,191,598	15,543,825	144.00	3,138,945	2,345,612	360,969	4,845,526	3,060,427	1,795,099	615,427	9
Long Island	1,852,715	932,000	.....	2,784,715	2,994,474	120.00	352,398	219,722	18,105	590,225	237,575	352,650	114,000	6
New York Central*	24,801,000	14,095,804	.....	38,896,804	34,133,911	555.88	4,360,249	9,671,920	564,617	14,596,786	11,395,673	3,201,113	1,552,383	6
New York and Flushing	200,000	125,000	20,000	345,000	345,000	8.00	88,988	1,800	.....	90,788	77,104	13,684	.....	....
New York and Harlem	6,785,050	6,152,365	.....	12,937,415	11,438,495	132.87	1,130,875	1,300,183	352,642	2,783,700	1,730,964	1,052,736	534,804	8
New York, Housatonic and Northern	110,820	.....	19,200	130,020	141,880	.....	(Under construction: length of route about 89 miles.)						.....	....
New York and New Haven *	3,982,614	2,000,000	123,783	6,106,397	7,350,602	62.25	1,684,129	386,599	93,774	2,164,502	1,448,593	715,909	250,000	5
Niagara Bridge and Canandaigua	1,000,000	.....	.....	1,000,000	1,000,000	101.25	(Leased to and operated by N. J. Central Company.)						60,000	6
Northern (N. J.)	158,800	280,000	74,740	513,540	486,467	21.25	145,682	62,182	14,905	222,769	194,136	28,633	.....	....
North Shore (L. I.)	192,945	99,600	1,500	294,045	293,530	6.25	(Total length of route 12 miles: will be operated by N. Y. and Flushing Co.)							
Ogdensburg and Lake Champlain	3,077,000	1,494,900	.....	4,571,900	4,818,334	122.00	170,587	656,998	24,198	851,783	567,177	284,606	.....	....
Oswego and Rome	222,987	678,400	28,079	929,466	925,999	28.58	35,759	42,376	.....	78,135	32,812	45,323	.....	....
Oswego and Syracuse	482,400	386,000	19,875	888,275	1,057,736	36.29	139,281	107,466	5,428	252,175	162,803	89,372	40,145	8
Rensselaer and Saratoga	800,000	498,750	.....	1,298,750	1,132,672	25.22	569,489	672,789	59,645	1,301,923	1,094,510	207,413	56,000	7
Rochester and Genesee Valley	557,560	109,000	.....	666,560	656,026	18.45	(Leased and operated by Erie Company.)				.....	53,959	.....	....
Rome, Watertown and Ogdensburg	2,385,500	1,575,794	55,988	4,017,282	4,033,304	189.63	482,984	535,818	47,564	1,066,366	701,998	364,668	199,460	10
Saratoga and Hudson River	1,020,000	.....	.....	1,020,000	1,020,000	37.87	(Leased to and operated by New York Central Company.)						.....	....
Saratoga and Schenectady	300,000	40,000	.....	340,000	480,684	21.00	(Leased to and operated by Rensselaer and Saratoga Co.)					31,750	21,000	7
Saratoga and Whitehall	500,000	400,000	.....	900,000	980,207	47.52	(Leased to and operated by Rensselaer and Saratoga Co.)					68,000	35,000	7
Schenectady and Utica	11,600	.....	.....	11,600	.....	.....	(Proposed route 78 miles.)							
Southern Central	10,640	.....	.....	10,640	.....	.....	(Proposed route 115 miles.)							
South Side (L. I.)	.....	.....	.....	.....	.....	.....	(No report: nearly completed from Jamaica to Islip.)							
Staten Island	660,000	200,000	95,000	955,000	325,580	13.00	67,651	2,071	213,802	283,524	165,121	118,403	64,425	10
Sterling Mountain	80,000	350,000	.....	430,000	419,887	7.60	.....	32,885	.....	32,885	16,805	16,080	.....	....
Syracuse, Binghamton and New York	1,200,130	1,635,470	53,132	2,888,732	2,957,620	81.00	177,181	315,851	17,885	510,917	336,461	174,456	.....	....
Troy and Bennington	75,400	116,104	.....	191,504	240,000	5.38	(Operated by Troy and Boston Company.)						2,264	3
Troy and Boston	607,111	1,497,000	375,886	2,479,997	2,173,058	34.91	289,500	326,924	25,062	641,486	430,313	211,173	.....	....
Troy and Greenbush	274,400	.....	.....	274,400	294,908	6.00	(Leased by Hudson River Company in perpetuity.)						16,208	7
Troy Union	30,000	680,000	.....	710,000	762,238	2.14	(Owned by the several R. R. Co.'s entering Troy.)			2,213	.....	.....	.....	....
Troy, Salem and Rutland	800,000	500,000	.....	1,300,000	2,098,507	61.26	(Consolidated with Rensselaer and Saratoga Company.)							
Utica and Black River	811,600	.....	.....	811,600	936,582	34.94	69,882	63,361	8,645	141,888	63,006	78,882	64,066	7½
Utica, Chenango & Susquehanna Valley	146,470	.....	.....	146,470	26,736	.....	(Route will be 82 miles.)							
Warwick Valley	98,650	85,000	600	184,250	172,576	10.33	10,825	37,302	1,804	49,391	27,634	21,757	7,912	8

HORSE-POWER PASSENGER RAILROADS.

Albany	89,850	40,000	.....	129,850	128,622	9.65	45,730	.....	635	46,865	44,524	1,841	.....	....
Bleecker Street and Fulton Ferry N.Y..	900,000	694,000	10,000	1,604,000	1,698,766	25.00	280,057	.....	1,367	281,424	177,834	103,590	.....	....
Broadway (Brooklyn)	200,000	27,500	5,910	233,410	236,759	10.76	94,431	.....	3,835	98,266	74,858	23,408	16,000	8
Broadway and Seventh Avenue N. Y....	2,100,000	1,500,000	.....	3,600,000	492,826	14.00	663,113	.....	14,082	677,195	408,752	268,445	79,840	4
Brooklyn, Bath and Coney Island.....	99,850	80,000	72,872	252,722	153,414	8.00	27,901	.....	.....	27,901	20,334	7,567	.....	....
Brooklyn City	1,000,000	170,000	.....	1,170,000	1,388,369	57.68	1,000,338	.....	51,086	1,051,424	694,768	356,656	127,586	12
Brooklyn City and Newtown	399,800	200,000	18,795	618,595	549,425	11.50	126,181	.....	2,043	128,224	108,668	19,566	.....	....
Central Park, N. and E. River	970,000	550,000	31,803	1,551,803	1,608,489	24.00	550,988	.....	4,020	555,008	427,115	127,893	28,677	2½
Coney Island and Brooklyn	500,000	148,000	36,345	684,345	643,099	19.75	118,545	.....	4,469	123,014	126,653	(loss)	.....	....
Dry Dock, E. Broadway and Battery....	1,200,000	550,000	.....	1,750,000	562,246	23.23	389,248	.....	14,413	403,661	314,112	89,549	.....	....
Eighth Avenue, N. Y	1,000,000	160,000	.....	1,160,000	1,200,972	18.00	725,724	.....	.....	725,724	564,517	161,207	90,000	9
Harlem Bridge, Morrisania and Fordham	90,000	124,000	2,500	216,500	223,230	10.00	69,013	.....	1,509	70,522	54,350	16,172	.....	....
Ninth Avenue, N. Y	797,320	112,000	.....	909,320	445,295	12.20	73,276	.....	.....	73,276	78,077	(loss)	.....	....
Rochester City and Brighton	133,400	100,000	7,000	240,400	278,973	11.00	47,614	.....	5,682	53,296	44,254	9,002	.....	....
Second Avenue, N. Y	670,000	520,000	210,000	1,400,000	1,250,023	16.00	411,433	.....	9,131	420,564	389,538	31,026	.....	....
Sixth Avenue, N. Y	750,000	180,000	.....	930,000	1,489,863	8.37	499,424	.....	23,281	522,705	574,766	(loss)	37,500	5
Third Avenue, N. Y	1,170,000	1,280,000	70,000	2,520,000	2,406,509	17.50	1,088,300	.....	9,783	1,098,083	837,751	260,332	140,400	12
Troy and Cohoes	50,000	.....	.....	50,000	50,000	4.46	(Leased to and operated by Troy and Lansingburg Company.)						.....	....
Utica and Waterville	124,500	100,000	1,200	225,700	211,362	6.50	41,809	.....	4,640	46,449	32,094	14,355	.....	....
Van Brunt St. and Erie Basin (B'klyn)..	50,000	12,000	.....	62,000	62,000	1.75	15,770	.....	80	15,850	15,460	390	.....	....

The "Length of Road" when in connection with Horse-Power Passenger Railroads is expressed in equivalent single track; in connection with Steam-Power Railroads the length of route alone is given.

The following companies, which are required by law to make annual statements, did not report: *Albany and Boston;* Albany and Lackawanna; Albany and New York; Bay Shore; Boonville and Turin; Broadway and Yonkers, Patent; Brooklyn, Middle Village and Jamaica; Brooklyn, Flatbush and Coney Island; *Brooklyn City and Ridgewood; Brooklyn, East New York and Rockaway;* Canarsie, Brooklyn and Winfield; Central Park and Kingsville; Clinton Avenue; *Cohoes and Waterford;* Columbia street and Erie Basin; Copenhagen and Turin; Cooperstown and Susquehanna; Dunkirk and Chautauqua Lake; Dunkirk and Fredonia; Dutchess and Columbia; *East New York and Jamaica;* East New York and Jamaica Bay; East and North River; East Side and New Rochelle, Patent; Flatbush, Coney Island and Canarsie; Flushing; Flushing and College Point; First Avenue and Jersey Ferries; Fort Edward, Glens Falls and Sandy Hill; *Forty Second street and Grand street Ferry;* Fulton; *Fulton Ferry and Tenth Avenue;* Genesee and Water street; Greenpoint and Calvary; Greenpoint and Williamsburg; Hempstead and Jamaica; *Hicksville and Cold Spring;* Hicksville and Huntington; Highbridge; *Hudson Avenue and Prospect Park;* Hudson and West Shore; Hunterspoint, Ravenswood and Astoria; International Coal; Ithaca and Towanda; Jersey Ferries and First Avenue; Junction; Kingsbridge, Highbridge and Forty-second street; Lake Ontario, Auburn and New York; Metropolitan; Middletown, Union and Water Gap; Middle Village; Montgomery and Erie; Nassau; N. Y. Northern Central; N. Y. City Crosstown; N. Y. and Lake Mahopac; New York and Oswego Midland; Newburg and Middletown; North River and Wall street Ferry; Oneida Valley; Piermont and Nyack; Port Morris and Westchester; Richfield Springs and Otsego Lake; Rockaway and Brooklyn; Rondout and Kingston; Rondout and Port Jervis; Rondout and Oswego; *Sackett street;* Schenectady and Catskill; Schoharie Valley; Sheepshead Bay and Sea Shore; Sodus Point and Southern; *South Brooklyn and Bergen street;* Staten Island Shore; Staten Island (Horse); Syracuse Connecting; *Third Avenue and Fordham;* Tioga and Erie; Troy and Albia (Horse); Utica and Syracuse; Wallkill Valley; *Waterford and Cohoes;* Westchester; West Farms and Morrisania; West Shore; West Side and Rondout, Patent; Whitehall and Plattsburg; Williamsburg and Flatbush; Williamsburg and Newtown; Williamsburg and Coney Island; Williamstown and Redfield; Yonkers and New York. Most of the lines here named are as yet simply projects; but several are in course of construction and a few of them are in operation. Forty of the companies proposing to construct railroads were organized during the year closing 30th September, 1860. The roads, any part of which is constructed at date (September 14, 1867,) are printed in *Italics.*

The following are exempt by law from making annual reports: *Buffalo street; Central City* (Syracuse); Chenango Valley; *Grand street and Newtown; Hicksville and Cold Spring; Maine and Ohio street* (Buffalo); *Niagara street; Syracuse and Geddes;* Syracuse and Onondaga; *Troy and Lansingburg;* Watervliet.

Commerce of New York.

The foreign imports at New York for the month of August, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$14,560,161	$13,547,834
Do. for warehousing....	8,123,406	9,340,292
Free goods	931,856	844,664
Specie and bullion	269,221	540,244
Total entered at port...	$23,884,644	$24,273,034
Withdrawn fr. wareh'use	10,530,593	10,490,050

The foreign imports at New York for the eight months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$117,624,326	$89,557,409
Do. for warehousing...	85,851,147	84,638,097
Free goods.....	8,868,021	7,587,141
Specie and bullion	1,795,368	2,153,546
Total entered at port..	$214,138,862	$183,936,193
Withdrawn fr. wareh'se	69,608,689	77,538,337

The following statement will show the revenue from Customs at New York for the months of July and August, the previous six months, and for the eight months ending August 31st:

	1866.	1867.
Previous 6 months.	$67,548,189 78	$59,354,688 90
In July.....	11,507,186 60	9,505,432 94
In August.....	12,349,769 82	12,623,300 45
Total since Jan. 1.	$91,405,137 20	$81,483,422 29

The exports from New York to foreign ports in the month of August, were:

	1866.	1867.
Domestic produce	$12,646,004	$12,116,096
Foreign free goods.....	50,720	24,096
Do. dutiable.....	226,786	717,161
Specie and bullion	1,587,851	1,714,594
Total exports.....	$14,511,361	$14,571,947
Do. exclusive of specie.	12,923,510	12,857,353

The exports from New York to foreign ports for eight months from January 1, were:

	1866.	1867.
Domestic produce.....	$129,957,616	$116,930,052
Foreign free goods....	536,783	331,502
Do. dutiable	3,654,497	5,311,300
Specie and bullion.....	53,191,740	39,830,150
Total exports	$187,340,636	$162,403,004
Do. exclusive of specie	34,148,896	122,572,854

Neosho Valley Railroad.

We learn that the Neosho Valley Railroad, from Junction City *via* Council Grove, Emporia and Burlington, to the north boundary of the Osage Indian lands, is contracted for to A. F. Beach, of Balston Spa, N. Y.; I. F. Baker, Troy, N. Y.; Wm. McMichael, of Saratoga Springs; J. J. Crane, of Balston Spa; Mr. Dorn, Canal Commissioner of New York, residing in Schenectady; Jas. Gowan and J. Dull, of Harrisburg, Pennsylvania. We expect now to see energetic work between this company and the Leavenworth, Lawrence and Galveston Railroad Company, to demonstrate which will reach the southern line of Kansas first, and thereby secure the prospective franchise in the Indian country.—*Lawrence Tribune.*

Portland and Ogdensburgh R. R.

The following gentlemen have been elected directors of this company for the ensuing year: John G. Sinclair, Bethlehem, N. H.; Israel Washburn, Jr., Portland, Me.; Horace Fairbanks, St. Johnsbury, Vt., James B. Sumner, Dalton, Vt.; Charles Hartshorn, Littleton, N. H.; Timothy Walcott, Conway, N. H.; Ossian Ray, Lancaster, N. H. Hon. John G. Sinclair was subsequently chosen President of the corporation, and George A. Bingham, Clerk.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point...100	1,232,200		
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400		
Do, do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	182,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*.100	850,000	J. & J.	Jul '67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,844,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa, ...50	1,150,000		
Catawissa, pref.....50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia 100	4,666,900	J. & J	Jul. '67 5
Central of New Jersey....100	13,000,050	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,380,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,277,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.120	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,800	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware.....50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,073,641		
Do. do. pref.100	1,937,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,678,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly 100		M. & N.	M'y '67 5
Forty-Sec. St. & G. St F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3.156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite.....100		F. & A.	Aug.'67 3
Great Western (Ca.)	16,802,745		
Green and Contes St. (Ph.) 50	150,000	J @ J.	Jan. '67 3
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch..... 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River..... 100	13,937,100	A. & O.	Apr.'67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Jul.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	6,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J. A. J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 5
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	J. & J.	Jul. '67 2
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '67 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '67 4
Mississippi Central.....100	2,050,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,055,544		
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	788,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey.....100	5,000 000	F. & A.	Aug.'67 5
New London Northern.....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,063,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*.100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,807		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Apr.'67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	8,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.A J&O.	Jul. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 100	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,200	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct .'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,460	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific..... 100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottev.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore.....100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	660,000	J. & J.	ul. '67 4
Syr., Binghnm. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.).100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	4,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson..... 100	10,000,000	F. & A.	Aug.'67 3
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	M.J&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.J&D.	Sep.'67 3
Union Navigation.....100	4,000,000	M.J&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66
American Express.....500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

OSS THE SIERRA NEVADAS.

THE

CENTRAL PACIFIC RAILROAD,

THE WESTERN HALF OF THE

GREAT NATIONAL TRUNK LINE

Across the Continent,

Being constructed WITH THE AID AND SUPERVISION OF THE UNITED STATES GOVERNMENT, is destined to be one of the most important lines of communication in the world; as it is the *sole link between the Pacific Coast and the Great Interior Basin*, over which the immense Overland travel must pass, and the

Principal Portion of the Main Stem Line between the two Oceans.

Its line extends from Sacramento, on the tidal waters of the Pacific, eastward across the richest and most populous parts of California, Nevada and Utah, contiguous to all the great Mining Regions of the Far West, and will meet and connect with the roads now building east of the Rocky Mountains. About **100** miles are now built, equipped and in running operation to the summit of the Sierra Nevada. Within a few days **35** miles, now graded, will be added, and the track carried entirely across the mountains to a point in the Great Salt Lake Valley, whence further progress will be easy and rapid. Iron, materials and equipment are ready at hand for **300** miles of road, and **10,000** men are employed in the construction.

The local business upon the completed portion surpasses all previous estimate. The figures for the quarter ending August 31 are as follows in GOLD:

GROSS EARNINGS,	OPERATING EXPENSES,	NET EARNINGS,
$487,579 64	**$86,543 47**	**$401,031 17**

or at the rate of two millions per annum, of which more than three-fourths are net profit on less than 100 miles worked. This is upon the actual, legitimate traffic of the road, with its terminus in the mountains, and with only the normal ratio of government transportation, and is exclusive of the materials carried for the further extension of the road.

The Company's interest liabilities during the same period were less than $125,000.

Add to this an ever-expanding through traffic and the proportions of the future business become immense.

The Company are authorized to continue their line eastward until it shall meet and connect with the roads now building east of the Rocky Mountain ranges. Assuming that they will build and control half the entire distance between San Francisco and the Missouri River, as now seems probable, the United States will have invested in the completion of **865** miles **$28,592,000,** or at the average rate of **$35,000** per mile—not including an absolute grant of **10,000,000** acres of the Public lands. By becoming a joint investor in the magnificent enterprise, and by waiving its first lien in favor of the First Mortgage Bondholders, THE GENERAL GOVERNMENT, IN EFFECT, INVITES THE CO-OPERATION OF PRIVATE CAPITALISTS, and has carefully guarded their interests against all ordinary contingencies.

The Company offer for sale, through us, their

First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,

Principal and Interest Payable in Gold Coin,

in New York City. They are in sums of $1,000 each, with semi-annual gold coupons attached, and are selling for the present at **95** per cent. and accrued interest from July 1st added, in currency, at which rate they yield nearly

Nine Per Cent. upon the Investment.

These Bonds, authorized by act of Congress, are issued only as the work progresses, and to the same amount only as the Bonds granted by the Government; and represent in all cases the *first lien* upon a completed, equipped and productive railroad, in which have been invested Government subsidies, Stock subscriptions, donations, surplus earnings, etc., and which is worth more than three times the amount of First Mortgage Bonds which can be issued upon it.

The Central Pacific First Mortgage Bonds have all the assurances, sanctions and guaranties of the Pacific Railroad Act of Congress, and have in addition several noticeable advantages over all other classes of railroad bonds.

First—They are the superior claim upon altogether the most vital and valuable portion of the through line.
Second—Beside the fullest benefit of the government subsidy, (which is a subordinate lien,) the road receives the benefit of large donations from California.
Third—Fully half the whole cost of grading 800 miles eastward of San Francisco is concentrated upon the 150 miles now about completed.
Fourth—A local business already yielding three-fold the annual interest liabilities, with advantageous rates payable in coin.
Fifth—The principal as well as the interest of its Bonds being payable in coin, upon a legally binding agreement.

Having carefully investigated the resources and prospects of the Road, and the management of the Company's affairs, we cordially recommend these Bonds to Trustees, Executors, Institutions and others as an eminently *sound, reliable and remunerative form of permanent investment.*

CONVERSIONS OF GOVERNMENT SECURITIES INTO

CENTRAL PACIFIC FIRST MORTGAGE BONDS,

now *realize for the holders from*

Twelve to Eighteen per Cent. Advantage,

WITH THE SAME RATE OF INTEREST.

The following are the current rates (September 9th,) subject, of course, to slight variations from day to day. We receive in exchange:

U. S. Sixes, 1861, coupon, and pay difference 158.49	U. S. Five-Twenties, 1867, (new), coupon, do. 120.99
U. S. Five-Twenties, 1862, coupon, do. 180.49	U. S. Ten-Forties, coupon, and pay difference 38.49
U. S. Five-Twenties, 1864, coupon, do. 135.99	U. S. Seven-thirties, (2d series), do. do. 128.19
U. S. Five-Twenties, 1865, coupon, do. 148.49	U. S. Seven-thirties, (3d series), do. do. 122.18
U. S. Five-Twenties, 1865, (new), coupon do, ... 120.99	

For sale by Banks and Bankers generally, of whom descriptive Pamphlets and Maps can be obtained, and by

FISK & HATCH,

Bankers & Dealers in Gov't Securities, and
Financial Agents of the C. P. R. R. Co.,
No. 5 Nassau St., N. Y.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$3,983,436	$3,582,753
" cotton	1,325,929	1,322,108
" silk	1,867,096	2,109,826
" flax	997,266	947,314
Miscellaneous dry goods	922,794	820,014
Total entered for consump.	$9,096,521	$8,782,015

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$3,205,913	$3,273,970
" cotton	479.945	480,535
" silk	1,257,525	1,085,398
" flax	437,758	685,339
Miscellaneous dry goods	131,138	206,698
Total withdrawn from warehouse	$5,512,279	$5 731,940
Add entered for consump.	9,096,512	8,782,015
Tot. thrown on the market.	$14,608,800	$14,513,955

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$3,871,470	$2,250,646
" cotton	598,172	368,402
" silk	1,383,538	681,662
" flax	747,714	420,164
Miscellaneous dry goods	172,923	105,130
Total entered for wareh'g.	$5,773,817	$3,826,004
Total entered for consump.	9,096,521	8,782,015
Total entered at the port.	$14,870,338	$12,608,019

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$23,305,747	$12,400,586
" cotton	13,091,200	8,432,014
" silk	13,167,827	8,668,721
" flax	9,823,928	6,087,013
Miscellaneous dry goods	5,527,831	4,372,970
Tot. entered for consump.	$63,916,542	$39,961,304

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$12,669,259	$12,943,758
" cotton	4,836,544	5,502,136
" silk	5,461,728	5,454,591
" flax	3,932,489	5,146,163
Miscellaneous dry goods	826,265	1,199,890
Total withdrawn from warehouse	$27,726,285	$30,246,538
Add entered for consump.	63,916,542	39,961,304
Total thrown on the market	$91,642,827	$70,207,842

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$14,771,154	$12,349,883
" cotton	4,663,914	4,752,986
" silk	6,439,187	4,353,257
" flax	4,468,354	3,401,038
Miscellaneous dry goods	1,053,512	1,221,411
Total entered warehouse.	$31,396,121	$26,078,575
Add entered for consump.	63,916,542	39,961,304
Total entered at the port.	$95,312,663	$66,039,879

☞ We are informed that the plan presented by the trustees at the certificate holders' meeting on the 10th instant, for re-organizing the Ohio and Mississippi Railroad Company and closing the trust, has been adopted by a unanimous vote of a million dollars above the three-fourths amount required. The Trustees, it is said, will take immediate steps to re-organize the company in accordance with the plan.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1867.					
Loan of Jan. 28, 1847 registered	14 839,792	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	263,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	109
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	116½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,345,100	6	Jan & July.	1881	111½
" " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	----
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	110
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	107⅝
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	107⅝
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99½
" " " (10-40s) coupon (currency)		5	" "	1904	99½
Pacific R. R. Bonds (currency)	16,346,000	6	Jan. & July.	'96-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	400,786,025	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	107
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107⅛
Matured Debt not presented	19,177,376	---	presentation.	----	----
Gold Certificates of Deposit	15,462,790	---	presentation.	----	----
Coupon Interest Notes 1864 '65	78,839,600	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	365,164,944	---	----	----	----
Fractional currency	29,392,173	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	102
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1886	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" " " "	4 357,253	6	" "	'77-'78	100
" —War Loan Bonds "	945,200	6	" "	1879	----
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866.	95
" — " "	3,829,936	5	" "	1866	----
" — " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " "	1,421 000	6	April & Oct.	'70-'71	----
" — " "	415,000	6	May & Nov.	1870	----
" — " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	685,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928.000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1899	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1899	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	----
" — " " (S & T.W.Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	" "	1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6	" "	1870	100½
" — " " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	----	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	----	----
" —Back Bay Land Loan	220,000	5	May & Nov.	----	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	----	----
" —Funding Loan	75,000	6	June & Dec.	----	----
" — " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874.	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,350,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" — " "	986,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	104
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	79½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	204½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	97½
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	104½
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " registered	27,728,560	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	----
" — " " "	1,400,000	6	" "	'75-'77	----
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,900	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	54½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	54
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	106
" — " "	2,183,532	6	" "	1870	100
" — " "	1,000,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,874	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	91
" — " " registered	5,043,052	5	" "	'68-'70	91
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102½
" — " " 2d series	7,909,620	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	103½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1883	65
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " coupon	21, 69 3-8	6	" "	long.	42½
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,600	6	"	1876	49
" — " (")	489,300	6	"	1886	38
Wisconsin—State Bond	39,600	6	"	1890	35
	405 100		Jan & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

Atlantic [illegible] Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,560	-----	-----	-----	-----	-----	-----
Ohio [illegible] Alton:													
1[illegible]	109,850	101,355	104,372	122,084	132,301	145.542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
[illegible]	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
18[illegible]	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226.153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	-----	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277.506	306,693	238,926	317,977	400,941	428,474	345,023	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729.759	716 378	563,400	6,114,566
1865	541,005	482.164	499,296	468,358	585,623	747,942	702,691	767,608	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	-----	-----	-----	-----	-----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	-----	-----	-----	-----	-----
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,506	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	-----	-----	-----	-----	-----
Illinois Central:													
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352 786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407.992	343,929	511,305	478,576	496,433	437,679	424,631	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567.679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1863	38,203	58,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,918	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	176,555	226,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,560	348,048	3,302,642
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	443,934	411,806	4,120,153
1865	363.996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,548	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	-----	-----	-----	-----	-----
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,853	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251.906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,022	244,376	208,785	188,815	276,416	466,359	328,589	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193 938	296,436	-----	-----	-----	-----	-----
New York Central:													
1862	740,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002.798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,583
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,390	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	283,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,641	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,760	310,762	302,426	281,613	3,380,881
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,683	313,165	-----	-----	-----	-----	-----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448,994	463,873	466,557	454,826	4,088,637
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,566,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,689	10,083,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,396	833,742	887,793	874,974	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646.935	584,523	712,495	795,938	858,501	712,363	680,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,825	678,349	575,287	578,292	506,586	534,733	602,009	-----	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,810	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	-----	-----	-----	-----	-----
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	159,595	151,052	134,563	111,339	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	166,338	139,626	244,114	243,840	221,570	220,209	265,154	2,260,322
1865	144,084	139,171	166,763	144,001	138,738	194,526	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,069	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,904,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	-----	-----	-----	-----	-----
Western Union:													
1866	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	699,393
1866	45.102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	76,248	44,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	-----	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853.	1,862,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850.	628,500	6	Jan. & July.	"	1880	98½
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---			1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	£1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	330,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,180	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	93
" " $875,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	83
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	86
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	---	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	92

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	55
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
General 1st Mortgage	3,500,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	163,000	7	Apr. & Oct.	" "	1874	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	" "	" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1898	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	72½
Dividend bonds	13,314	---				
Income bonds	3,500	---				
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,091,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1891	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	100½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	343,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1888	79
Construction bonds, 2d Div'n	666,000	---				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---				
Mortgage (ordinary)	780,490	---				
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000	---				
1st Mortgage (after State)	74,000	---				
2d Mortgage bonds	14,000	---				
Income Bonds	3,500	---				
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						81½
Internal Improvement (State)	1,055,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	79½
Land Security	3,344.60	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
Mellinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						65
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	108½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	95
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,780,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	603,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						93½
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	103½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	90
Sterling Bonds	3,875,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		104
3d Mortgage	980,300	7	Jan. & July.	" "	1867	102
New York and New Haven:						97½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb.	Aug. New York	73- 7	

AMERICAN RAILROAD BOND LIST.

(‡) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$239,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	81½
Worth Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "	"	1887	114¾
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,080,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91½
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Common	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	147
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	74‡
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,892	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,500				1875	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1893	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	90
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	35,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	498,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1889	
Western (Mass.):						
Sterling (£800,000)	4,310,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99‡
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87‡
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	95
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State	150,000	6			1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,986	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,932,259	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	108,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,745	166,789	—	—
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	252,500	150 848	2,787,594	124.0	192,969	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '66	35.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	358,283	122.500	1 870,783	100,0	228.845	332,570	58.064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	124
30 Nov. '66	59.4	7.9	6.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,367	66.4	366,149	750,678	260,529	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '66	86.7	—	....	—	16	6	85	Atlanta and West Point	1,200,079	*	96,462	1,232 700	56,500	22,721	1,296,541	86.7	.....	415,411	54,648	4	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	.....	.....	53.0	.....	158,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404.618	212,676	10	—
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	80.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	230	South Western	3,350,606	411,373	34,173	3,203.400	437,500	12,532	4,808,553	228.8	264,524	856,846	343,802	—	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,008	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,004	280 0	1,934,115	3,695,153	1,434,616	8½	124
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,752,986	10 399,010	5,458,250	365 542	18,957,024	400 0	2,421 5 6	6,146,862	2,793,463	20	125
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226 987	—	41
31 Mar. '67	181.8	181.5	—	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	10,513,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,074,054	1,413,994	10	1 1
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	190.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	—	150	88	3,546	*Illinois Central*	20,954,453	*	10,523,328	23,415,780	12,144,000	—	—	41,478,280	708.3	3,683,962	6,546,741	2,175,447	10	121½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,289,683	111.0	288,524	861,663	171,967	—	—
31 Dec. '65	196.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,585	—	50
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246.720	—	.....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442.893	158,541	—	.....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,849,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	81
31 Dec. '64	84.0	—	....	—	15	..	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,538	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,865	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,40	—	86½
30 Nov. '65	73.0	—	....	—	26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,726	598,671	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.218,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	¡466,745	181,417	—	.....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	653,968	5,429,208	156 5	319,880	806,271	227,861	—	—
1 Jun. '58	58.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	58.5	11 mo's.	458,821	21,386	—	—
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,998	111.6	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	890,976	29.0	248,321	510,319	153,217	7	.....
30 Jun. '67	66.1	—	5.4	—				Louisville and Frankfort	1,405,910	120,735	54,2 8	1,109,594	294,519	7,430	1,586,923	66.1				6	
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,764,346	334 0	959,947	3,143,189	1,592,055	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,315,464	4,098,425	1,730 600	2,504,768	8,628 793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,635	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	52.7	—	—	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,891	*	—	1,256,015	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co of	Canada	.....	—	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	.....	340,896	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,920,814	*	1,086,729	8 070 665	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,713	10	110½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	13,626,531	2,661,517	1,745,795	10,601,200	9,135,740	736,951	20,473,891	523.5	2,386,193	4,673,193	1,609,387	—	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	.....	1,550,000	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	.....	675,000	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	.....	600,000	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	.....	400,000	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	995,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	879,324	1,047,567	420,026	—	57½
31 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,033	206,715	2,469,540	4,400,000	106,235	8,025,261	182.0	.....	1,020,089	287,804	—	—
31 Dec. '62	152 0	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	62.0	.....	.....	.....	—	—
31 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,695,014	1,504,015	439,157	8,581,5..	9,200,000	1,150,743	15,8 8,18.	283.0	831,433	1,794,356	400,826	—	—
31 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119.738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
31 Feb'.64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	560,029	—	1,...4..2	3,501,000	40 558	6,362,10.	90.1	230,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	63.6	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,300,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	288.8	3,493,376	8,577,692	5,307,183	10	120⅝
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,360	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,466,434	183,348	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	681,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	230	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,901	10	143
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	112
30 Nov. '66	51.0	42.6	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,884	114,623	600,000	—	25,600	778,226	41.5	215,731	441,304	90,966	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	534,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,307	509,790	7	88
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	304,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,278	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	923,902	979,308	—	(Surrend	ered to the C	ommon	wealth.)	.....	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,550	—	3,584,321	77.3	158,121	435,966	140,048	3½	57
30 Nov. '66	166.1	17.3	144.4	—	85	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,946,020	—	17,190,503	156.1	1,669,062	3,982,017	1,406,791	10	140½
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	115
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	74	95	.....	Belvidere Delaware	3,466,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,652	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,482	2,244,201	60.2	.....	393,976	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,490	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	123
31 Dec. '66	58.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,025,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	—	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	—	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec '66	66.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	loss.	—	65
31 Dec '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731.050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,099	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	21,429,922	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	64½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,846,526	1,795,099	9	131
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,352,715	932,000	—	2,994,474	120.0	366,430	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	106
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	115
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,141	—	3,071,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	64½
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	59,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	2,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	.....	.....	.....	Saratoga and Hudson River	.....	.....	.....	.....	.....	.....	.....	incl	uded in	Central.	.....	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"		7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	282,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	13	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,882	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	28½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	81.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	185.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,938 700	521,906	8	100½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,382,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	—	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,963	3,872,861	169,197	9,566,262	208.5	1,440,681	2,351,906	654.726	5	83
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	128
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,088	469,205	9	105
31 Dec. '65	173.3	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	.....	829,982	119,082	—	—
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,818	4,272,746	206.9	346,671	694,520	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28.228	2,970,059	125.0	240,785	420,453	128,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,903	6,700,000	14,345,000	795,801	22,113,900	250.6	—	3,717,388	906,200	—	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,919,900	1,156,819	60,721,124	507.0	2,041,771	4,833,4[illegible]	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawisse	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,062	130,541	—	11
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	284,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,775	2,788,49[illegible]	714,825	20	117½
31 Oct. '66	36.0	1.7	6.0	—	19	8	96	East Pennsylvania	1,342,081	227,669	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,094	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,436	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,163	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,240	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	18
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,815	—	1,335,000	2,401,645	68,890	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,482	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	57½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	*	—	3,775,600	—	—	3,775,600	"	"	"	"	8	87½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2[illegible]	67.5	345,588	902,218	382,500	—	36½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0[illegible]8 2[illegible]6	—	44,251,544	365.8	7,080,028	16,563,883	5,967,520	9	85½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	64½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,[illegible]83 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	3,043	Philadelphia and Reading	19,898,498	3,765,774	2,399,868	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,9[illegible]2,819	6,016 631	10	50½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	107.0	880,936	2,470,958	1,067,687	10	83½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,098	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	102
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05[illegible]	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	257,510	142,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	816,000	26,292	1,095,913	36.0	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	169,823	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,812,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,979	—	.....	140.0	10 mos.	441.029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,553	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,092 891	291.0	406,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louiev.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,0[illegible]9	3,015,107	99.2	—	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	583,807	56,816	—	144,894	496,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,751,000	—	.....	159.0	.....	734.118	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76[illegible]	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,657	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	177,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt	Central	180,000	8	97
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	90.273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	58,862	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,158	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	—	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,900	124,931	3,565,187	153.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,926	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,[illegible]00,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,880	643,980	96,828	.....	78.6	159.981	279,946	145,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	[illegible]79,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	108,937	391,577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,314	2[illegible]0,9[illegible]6	3,354,679	1,799,822	804,785	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	52[illegible]22	7,362,250	214.9	278,839	556,022	93,532	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	50
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	50
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,855	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,436	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,70[illegible]	—	—	.....	108.0	.....	148,339	55,777	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]55	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 [illegible]56	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,[illegible]73,[illegible]	—	—	4,273,281	92.0	158,416	189,107	87,181	—	—
								NEW GRANADA.													
	8	8.		—	—	11	22	120 Panama	9,000,000	*	—	8,[illegible]00,[illegible]	0	— —	10,[illegible]68,[illegible]35	48.[illegible]	.....	[illegible] 737,434	1,338,924	—	310

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875 000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	62
Chicago & Alton (preferred)	2,426,400	7	7	128
Chicago & Northwestern (pref.)	14,789,125	7	7	66
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	81½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	41½
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	22
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	91
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	62½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68½
Toledo, Peoria & Warsaw (1st pref.)	1,851,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J.	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	73½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	"	1865	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	87
Delaware and Hudson	100	10,000,000	10	145½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,148	10	47½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	44
" (preferred)	100	1,175,000	10	95
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	16
" " (preferred)	50	2,888,988	---	28
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	42 50	@ 45 —
Pig, American, No. 1		44 —	@ 45 —
Bar, Refined, English		85 —	@ 90 —
Bar, Swedes, assorted sizes (in gold)		92 50	@105 —
		Store Prices.	
Bar, Swedes, assorted sizes		155 —	@ — —
Bar, English & American, Refined		105 —	@110 —
Bar, English & American, common		95 —	@100 —
Scroll, English		132 50	@180 —
Ovals and Half-round		130 —	@140 —
Band, English		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, English		110 —	@165 —
Hoop, English		137 50	@190 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia	per lb.	— 20	@ — 22
Sheet, English, Single, Double and Treble		— 6	@ — 7½
Rails, English (gold)	per ton	52 50	@ 53 —
Rails, American		79 —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 18	@ — 23
English Spring (1st & 2d qlty.)		— 10½	@ — 12½
English Blister (1st & 2d qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
German		— 14	@ — 16
American, Blister		— 11½	@ — 17
American, Cast, Hammered		— 21	@ — 25
American, Cast, Rolled		— —	@ — —
American Spring		— 12	@ — 15
American Machinery		— —	@ — 14

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— 33	@ — 34
Sheathing, Yellow		— 26	@ — —
Pig, Chile		— —	@ — —
Bolts		— —	@ — 35
Braziers'		— 33	@ — —
American Ingot (cash)		— 26½	@ — 27

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 9 50
Spanish		6 55	@ 6 62½
German Refined		6 55	@ 6 62½
English		6 55	@ 6 87½
Bar	per lb.	10 —	@ — —
Pipe and Sheet		11 50	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca	(gold) per lb.	— —	@ — 27
Straits	(gold)	— 25½	@ — 26
English	(gold)	— 23½	@ — 24
	Gold.	Currency.	
Plates, I.C. Charcoal, p. box	9 — @ 9 25	13 — @ 13 75	
Plates, I. C. Coke	7 62½ @ 8 50	10 75 @ 12 50	
Plates, Coke Terne	7 — @ — —	9 75 @ 10 —	
Plates, Charcoal Terne	8 87½ @ 9 —	12 50 @ 12 75	

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 60d	(cash) per 100 lb.	5 62½	@ 5 75
Clinch	(cash)	7 12½	@ 7 25
Copper		— —	@ — 42
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails	(6 mos.)	— 18	@ — —

PETROLEUM—Duty; Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40@47 gravity		— 13½	@ — 14
Refined, free L. S. to White		— 41½	@ — 42
Refi'd, in bond, prime L. S. to White		— —	@ — 22
Refi'd, in bond, Standard White		— 23½	@ — 24
Naptha, Refined (60@63 gravity)		— —	@ — 22

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th 12	F. 13,	Sat. 14,	M 16.	Tu. 17	W. 18
Atlantic M. S. S. Co	----	----	----	----	----	113
California 7s	----	----	----	----	----	----
Canton Co	48½	47½	----	46½	----	46
Chicago & Alton	123	----	----	126	124	----
" " pref.	----	----	----	128	----	----
" " 1 M.	102⅝	----	----	----	----	102½
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	125	125	125	125	125
" " " 8 p.c.	112	----	----	----	----	----
Chic. & Northwest'n	46⅝	45½	45⅝	45⅜	44½	----
" " pref.	71⅛	70⅛	70	69⅝	68⅝	69
" " 1st M.	----	----	85	----	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	----	----	----	----
Chicago & Rock Isl.	104⅞	103⅞	103⅝	103¼	103	102⅞
" " 1st M. '70	----	----	102	----	102	----
Chi., R. I. & Pa. 7s, 1896	91	90⅞	----	91	----	----
Clev., Col. and Cin.	----	----	----	101	----	----
Clev. and Pittsburg	89⅛	88⅛	87⅛	87	87	87
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	128⅛	128	128⅛	129⅛	129⅝	131⅛
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	----	----	----	----	----	----
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West	128	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	100⅛	----	----
" " 2M. 8 p.c. '81	97	----	97	----	97	----
Erie	71⅛	69⅛	69½	69¼	68⅛	69
" pref.	----	76⅛	----	----	----	75
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98⅛	99	----	----	98	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	133⅛	132½	133	131	130¼	131
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	106	106	----	----
" 3M. 7 p.c. '75	99¼	----	----	----	----	----
Illinois Central	121⅛	121½	121½	121	121	121⅛
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	10⅛	----	----	----	10¼	10¼
" " pref.	20⅛	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	111	111⅛	----	----	----	110⅛
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '89	----	----	----	----	----	----
M. S. and N. I.	83⅛	82⅛	82¼	81¼	80	81⅛
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	100⅛	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	48	47½	46½	45½	44	44
" pref.	66	66	66	65½	65	65
" " 1st mort.	85⅛	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104⅛	104⅛	104⅞	104⅛	104	104
" iss. to H. & St. J. R.	----	----	----	----	79½	----
" " Pacific	105	----	104⅛	104⅛	104⅛	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	----	----	----	98⅛	99	----
" 2d mort	----	----	----	----	----	----
New York Central	109	108⅛	108½	108⅛	107⅝	108⅛
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	94	----	----	----	----	----
" " 6s, S. F. '87	----	96	----	----	93⅛	----
N. York & Harlem	115	----	----	----	----	----
" "pref."	115	----	----	----	----	----
" " 1M. 7 p.c. '73	103	----	----	104	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	124	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	54⅛	----
" new	----	----	----	54	----	54
Ohio & Miss. cer.	28⅛	27⅞	27⅛	27⅛	27⅛	27⅛
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	142⅛	144⅛	144⅛	140⅛	141⅛	143⅛
Panama	----	----	310	----	310	----
Phila. and Reading	103⅛	102⅝	102⅝	102⅛	102⅛	102⅝
Pitts. Ft. W. & Chicago	106⅛	105⅛	105⅛	104⅛	103⅛	104⅛
" " 1M.	----	105	----	----	----	----
" " 2M.	----	----	----	----	----	98⅛
" " 3M. 89	----	----	----	----	----	----
Quicksilver Mining Co.	28⅛	27	27⅛	27⅛	26⅛	26
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	61	----	----
" " 1M.	91⅛	92⅛	----	92	----	92⅛
" " 2M. pref.	----	----	----	----	82⅛	----
" " Inc. b'ds.	81	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon	66⅛	66⅛	----	66⅛	66⅛
" new	65⅛	65⅛	66⅛	65⅛	65
Tol. Wab. & Western	47⅛	47	46	46	46
" " Pref.	----	----	----	68⅛	----
" " 1M. ex.	----	----	89⅛	----	----
" " 2M.	----	----	----	81	----
" " Int. b'ds.	----	----	----	----	----
Virginia 6s	----	----	----	----	----
" ex-coupon	51	----	----	----	51⅛
" new	----	----	49	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th 12.	F.13	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	117	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	99¼	99⅜	----	----	99⅜	----
U. S. 5s, 10-40s, reg.	99⅜	99⅝	----	----	----	----
U. S. 6s, 1881, reg.	111¼	----	----	----	111⅜	111⅛
U. S. 6s, 1881, con.	111¼	111⅜	111⅜	111⅜	111⅜	111⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. 1862.	115	114⅝	114⅝	114⅜	114⅜	114⅜
U. S. 6s, 5-20s, c. 1864.	109⅜	109⅜	109⅜	109⅜	109⅜	109⅜
U. S. 6s, 5-20s, c. 1865.	111⅜	111⅛	111	111	111⅛	110⅜
U. S 6s, " reg.	109⅛	109⅛	110	----	----	----
7.30 Notes, 1st series.	----	----	----	----	----	----
" " 2d series.	107⅛	107⅛	107	107⅛	----	107
" " 3d series.	107⅛	----	107	----	----	----
American Gold	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	W 11	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa	----	----	----	----	----	----
" preferred	28¼	28⅜	26	----	----	28
Camden & Amboy	126	126	126	126¼	126	125
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	----	----	----	----	----	89¼
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	----	----	96	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	41¼	----	----	----	----	----
" " " 7s	93	----	----	----	----	----
Lehigh Navigation	47	47¼	47¼	47⅜	47⅜	47¼
" " 6s,'84.	----	----	----	----	----	88¼
Lehigh Valley R. R.	56⅜	----	57	----	----	----
" " 6s.	----	----	----	----	----	94¼
Little Schuylkill R. R.	----	27¼	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	----	----	57¼	57⅜	----	----
Morris Canal	----	44	----	----	----	----
" " pref.	----	----	97	97	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	88	----	----	----	----	88¼
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	43	----	----	----
Pennsylvania R. R.	53¼	53⅛	53¼	53⅜	53¼	53⅜
" 1st m.	----	----	----	----	----	99⅛
" 2d m.	96¼	----	----	----	----	96¼
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	98¼	----	----	98¼	98¼	98¼
" " new.	101	100⅛	100⅛	100⅛	101	100⅛
" " muno.	----	101	----	----	101	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	52	52⅛	51⅛	51⅛	51⅛	51⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	97	----	----
Philadelphia & Erie	----	----	----	----	----	----
" " 6s.	----	----	----	----	95	95
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	16
" " pref.	----	----	----	----	----	----
" " 6s '82	73¼	----	73¼	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	92	----	----	----	----	----
Susq. Canal	----	----	15	----	----	----
" " 6s '78.	62	----	----	----	62	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	----	13⅜	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	28¼	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	W.11.	Th 12	F.13.	Sat.14.	M 16.	Tu.17
Baltimore City 6s, 1875.	99⅜	99⅜	----	----	99¼	99⅜
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98	----	----	----	----	97⅜
Balt. and Ohio	----	----	----	----	----	120⅜
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	99¼	----
Northern Central	44	----	43¼	43⅜	43¼	----
" " b'ds, 1885.	----	85¼	----	85¼	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th. 12.	F.13	Sat.14.	M.16.	Tu.17.	W18
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	136½	136⅛	----	----	136½
Boston and Providence	----	----	142	----	----	142
Boston and Worcest.	143	----	143	143	143	----
Cheshire, pref.	----	----	62	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	112	----	112	----	112	112
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119½	----	119½	120	----	120
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	112	----	----	112
Old Colony & Newport.	88	----	88⅛	----	----	88
Ph., Wil. & Baltimore	----	----	54	53¾	----	53¾
Portl'd, Saco & Ports.	----	----	----	101	----	101½
Vermont & Canada	----	95	97	----	----	97
Vermont & Mass.	----	----	----	----	57	57
Western	140	140	139¾	140	140	140½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	94	----	----	94
Metropolitan "	----	----	----	58	----	----
Middlesex "	----	41	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	27½	28½	28½	28½	28	27½
Franklin "	19	19½	19½	19½	19½	19½
Huron "	----	----	----	----	2	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	4¼
Pewabic "	15	15½	15	----	16	15½
Pittsburg "	----	----	28	30	27	27½
Quincy "	28	----	----	----	----	28½
Rockland	6	----	6½	6½	6½	6⅝

London Stock Exchange.

The following were the closing prices for American Securities on the 23rd and 30th of Aug.

	Closing Prices. Aug. 30.	Aug. 23.
United States, 5-20s, 6 per cent 1882.	73½@ 73⅝	73⅜@ 73½
Do. do. 6 do. 1884.	70 @ 72	70 @ 72
Do. do. 6 do. 1885.	72⅜@ 71½	71½@ 72½
Do. do. 6 do. 1868.	85 @ 90	87 @ 90
Do. 5 per cent., 1874.	72 @ 74	69 @ 71
Virginia State, 5 per cent	45 @ 50	— @ —
Do. 6 per cent	33 @ 35	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort, 1877	45 @ 50	45 @ 50
Do. do, 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	20½@ 21½
Erie shares, $100 (all paid) 8 p. c.	44½@ 45	44½@ 45½
Do., convertible bonds, 6 p. c.	69 @ 71	70 @ 71
Do., 3d mort., 1883, 7 p. c	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., 7 p. c., 1875	75 @ 80	80 @ 85
Do., $100 shares (all paid)	76¾@ 77½	77½@ 78
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p.c.	91 @ 93	91 @ 93
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	82 @ 84
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, September 21, 1867.

Stock Exchange and Money Market.

There has been a decided increase of activity in the loan and discount market, this week. The demand has gained rapidly on the supply. The Treasury department has been augmenting its cash balances, partly by sales of coin on Government account. The banks have been making more liberal remittances of currency to the interior, and have been less disposed to grant accommodation to local customers, unless at advanced rates. The speculative call for aid has been quite brisk, especially from Stock and Gold circles, and the prices of call loans have been generally marked up to 6@7 per cent. The mercantile inquiry has also improved; and the best discount applications are now quoted up plumply to the full legal rate of 7 per cent. per annum. The U. S. Sub-Treasury has enlarged its cash reserve about eleven millions, during the week, partly as before stated, through sales of Government coin; partly it is rumored, through fresh sales of Five-twenties bonds of the 1865 and 1867 issues; but more largely than by any other means, through transfers from Washington to New York, and from some of the country National banks acting as depositories of the public money. The aggregate cash balances of the Treasury Department on Monday, were $146,581,000. including $106,022,000 in coin, and $46,559,000 in currency. The city banks, in their last weekly exhibit, showed a loss of $4,760,379 in legal tender, and $2,835,328 of deposits, with an increase of $3,104,241 in the loan averages, $217,327 in specie, and $57,856 in circulation. The banks of the country are now making arrangements for a creditable exhibit in their next quarterly statement, first Monday in October, and a close money market throughout the interior may consequently be looked for, for some weeks to come. The city banks will be put to no such straits to present a fair summary of the closing quarter's business. The specie reserve of the banks is now $8,184,946, against $7,357,369 same time last year. The city bank deposits are now $193,086,775, against $224,844,647 week ending Sept. 15, 1866. The legal tender reserve amounts to $65,176,903, against $90,773,232 same time last year. The circulation now stands at $34,015,223, against $29,360,374 same time last year. The loans are now $254,160,587, against $270,806,504 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $85,681,445 a day, against a daily average of $73,617,897 the preceding week, and $64,265,258 the week ending with Aug. 31. The current week's exchanges average about $98,000 a day.

National Bank notes to the amount of $71,660 were issued last week, making the total issue to 1,671 banks thus far, $303,907,660, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,793,295, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,114,371. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,660,000; and for the public deposits, $38,373,950—making a total of $379,033,950. The Treasury Department last week redeemed and destroyed $471,000 of worn and mutilated fractional currency, and issued $571,585 of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $15,751; a decrease of $27,023 in specie; a decrease in legal tenders of $188,925; a decrease of $195,192 in deposits; and an increase of $3,943 in circulation. The Bank Clearings show an increase of $227,761, and the balances, an increase of $40,658.

Government revenues have been on a reduced scale, since our last, particularly in the excise line. The excises, last week, yielded $3,850,000, against $5,580,384 the preceding week; customs at the port of New York $2,605,971, and at the outports, about $850,000 (in coin) more, making the grand total income for the week equal about $8,852,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal

year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $54,000,000.

Hon. David A. Wells, Commissioner of the Revenue, says:

The following table exhibits the exact receipts of the Federal Treasury from Internal Revenue and Customs dues from the period of the inauguration of the system of internal taxation and the augmentation of the tariff in 1862–'63 to the close of the fiscal year, June 30, 1866:

	Internal Revenue. Currency.	Customs. Gold.
1863	$41,003,193	$69,059,642
1864	116,850,672	102,316,153
1865	211,129,529	84,928,260
1866	310,906,634	179,046,630

The above figures are official. For the fiscal year ending June 30, 1867, the receipts have not been officially made public, but they are known to have been substantially as follows:

Internal Revenue.	Customs.
Currency. $267,000,000	Gold $173,000,000

The U. S. Sub-Treasury receipts, week ending with Sept. 14, were $20,619,828, including $2,605,971 from customs duties; payments, $15,453,207; balance at the close of the week, $119,381,287, against $114,214,667, at the close of the preceding week, showing an increase of $5,166,621. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,509,801 including $467,330 from customs; and payments, $5,105,749; on Tuesday, receipts, $2,436,757 including $595,186 from customs, and payments, $609,000. The balance at the close of business on Tuesday stood at $122,026,911, against $111,175,042 a week previous.

The total amount of gold certificates issued and redeemed by the U. S. Sub-Treasury, together with the outstanding balance on the 18th May, and at subsequent intervals:

	Issued.	Redeemed.	Outstanding.
20s ...	$333,900	$206,600	$127,300
100s ...	5,221,000	3,758,400	1,562,600
500s ...	1,164,500	541,000	623,500
1,000s ...	26,065,000	21,859,000	4,206,000
5,000s ...	159,675,000	140,130,000	19,545,000
10,000s ...	5,000,000	5,000,000	....
Total 18th.	$197,559,400	$171,495,000	$26,064,400
Total 27th.	198,688,260	173,398,000	25,290,260
Total 1st..	200,092,100	174,475,000	25,617,100
Total 22d.	205,743,720	178,185,000	27,558,720
Total 29th.	207,613,980	179,540,000	28,073,980
Total 6th..	209,639,360	180,156,000	29,483,360
Total 20th.	212,213,220	182,490,000	29,723,220
Total 27th.	213,587,720	183,892,000	29,695,720
Total 3d..	214,104,220	185,466,000	28,638,220
Total 10th.	214,473,220	186,518,000	27,955,220
Total 17th.	214,367,660	187,761,000	27,136,660
Total 7th..	216,174,580	191,234,000	24,940,580
Total 14th.	218,201,780	191,882,000	26,319,780

The Gold speculation has been on a less confident basis, since our last. The supply in the open market has been more liberal, partly on account of the Government offerings, which have been about equal to the daily customs revenue. The demand has been less active, particularly from speculative sources. The price fell off to 144. On Wednesday, however, the market became more animated, under less favorable advices from the foreign markets, relative to U. S. securities, and the current rate was worked up again to 145½@145⅝, chiefly on speculative transactions, as the customs call was moderate, and there was no export inquiry of moment. The closing figures were 145⅜. The *Persia* for Liverpool on Wednesday took out only about $5,104 in specie. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,263,975. The customs demand for Gold last week, averaged $434,328 a day; thus far, this week, it has been equal to $538,000 a day, or equal to a weekly aggregate of $3,228,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $37,790, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $88,640,655, against $99,262,550 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $21,254,504, against $30,397,184 same time last year, showing a decrease this year, of $9,142,680. The exports of specie from this port, last week, were $325,328. The total outflow of specie from the port, since Jan. 1, 1867, has been $42,315,250, against $53,540,758 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $283,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,037,765, against $31,614,165 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to August 10, reached $26,822,585, against $29,240,887 same time last year, showing a decrease, in 1867, of $2,418,301.

An increased supply of Foreign Exchange has had the effect of depressing the price of bills materially, without inducing anything like a livelier demand. The market closed heavily, under liberal offerings of both produce bills, and bills drawn against recent export purchases of our national securities. Bankers' 60 day bills on London closed at 109⅛@109½, and on Paris to 5.17½@5.16¼; sight bills on London to 109⅝@110; and on Paris to 5.15. The offerings of produce bills have been quite more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,378,820, making the total value of exports since Jan. 1, 1867, $130,146,817, against $139,950,607 same time in the preceding year.

The increased activity in Money has led to a rather more extensive realization on Government securities, which have been in much better supply and have been depressed in price, throughout the week, closing quite tamely and languidly. The earlier issues have suffered most, under the realizing process. Five-twenties of 1862 and 1865 (May and November issues), and the six per cents. of 1881 are being exchanged pretty freely for the later issues of the Five-twenties, which are relatively much cheaper. Seven-Thirties of the first or August series have ceased to be dealt in in the open market. The conversion privilege attached to this series expired on Saturday last, when, out of the original issue of three hundred millions, there remained outstanding only about five millions, which the Department is now ready to redeem in cash, at par and accrued interest. The second and third series of these notes have been more freely offered and have been on the decline. Government announces its readiness to take quarter million lots of these two later series at 107 and interest, in exchange for new Five-Twenties at 108, flat. U. S. sixes of 1881 closed here on Wednesday at 111@111⅝1; U. S. Five-twenties of 1862, 114½@114⅝; U. S. Five-twenties of 1864 at 109½@109⅝; U. S. Five-twenties of 1865 at 110¾@110⅞; U. S. Five-twenties of 1865, consolidated, 107¾@107⅞; U. S. Five-twenties of 1867, 107¾@107⅞; U. S. Ten-forties at 99½@99⅝, and U. S. Seven-thirties at 106⅞@107⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864 .... 119⅛	August, 1865 .... 116⅛
December, 1864 .. 118⅛	September, 1865 .. 115⅝
May, 1865 ..... 117⅛	October, 1865 .... 115⅛

Washington advices state that "last Saturday the returns to the Treasury showed that there were but $393,000,000 of the several issues of Seven-thirty notes unconverted. Of these $7,000,000 are of the issue which matured in August last, the option for the conversion of which expired on the 15th; $136,000,000 are of the issue maturing in June, 1868, and the balance mature in July following. Thus it will be seen that, adding the $85,000,000 of compound interest notes yet outstanding, the entire short date indebtedness of the Government is less than $500,000,000, against $1,100,000,000 at the beginning of the present year. The Secretary of the Treasury considers the payment of this part of the debt as positively assured, and that the Treasury has passed the most critical period with reference to the management of the national debt."

The railway and miscellaneous share speculation has been decidedly less active, on a lower basis, as to price, under the adverse influence of the renewed activity and the sharp rise in the price of money. The general market closed up on Wednesday quite heavily and feverishly, many of the speculative favorites being quoted at the lowest figures of the week.

In general business, there has been a marked revival, especially in the prodoce lines. Breadstuffs have been in brisk request, for home use, shipment, and speculative purposes, at much firmer prices. Provisions have been less buoyant, under freer offerings. Cotton has been unusually dull and heavy at reduced figures closing with middling grades on Wednesday at 24½@26 cents per lb. as extremes. The stock of cotton now here is estimated at about 40,000 bales. The receipts at the port this week, have averaged about 850 bales a day. The receipts during the cotton year, ending Sept. 1, 1867 were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, 1866, to Aug. 31, 1867 were 1,969,291 bales, against 2,066,786 bales the preceding cotton year; exports, 1,554,458 bales, against 1,550,437 bales last year; estimated stock at close of year, 71,431 bales, against 253,000 bales same time last year. At the live stock market this week beeves have been in large supply and good demand at full rates, ranging from 9@17½c.; sheep at 5@6¼; lambs at 7@8½; swine at 7@8¼ per pound, all live weight. The week's receipts were: 6,471 beeves, 36,806 sheep and lambs, 1,500 calves, and 28,594 swine. Foreign merchandise has attracted more attention, particularly foreign dry goods, which have been held more confidently. The total imports of

foreign dry goods, last week, were $2,096,237, and the total amount marketed $2,579,197. The value of foreign merchandise imported last week, was $2,487,319—making the grand total specie value of last week's imports of dry goods and merchandise, $4,583,556, and since Jan. 1, 1867, $181,169,890, against $216,393,385 same time in the preceding fiscal year. The ocean freight market has been rather active, since our last, closing very firmly at a decided advance in rates with 578 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d.@1s. per bbl.; grain at 5½c. @6d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 4.	Sept. 11.	Sept. 18.
Consols	94 13/16	94 9/16	94 13/16
U.S. 5-20's of 1862	73¾	73	72⅞
U.S. 5-20's of 1865	72¼	..	..
Erie	45¼	44½	44¼
Ill. Central	77¼	77	77½

The New York exports, exclusive of specie, for the week ending Sept. 17, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,782,215	$3,378,820
Prev. reported	137,168,392	126,767,997
Since January 1	$139,950,607	$130,146,817

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,914,072	$2,096,237
Gen. merchandise	3,256,437	2,487,319
Total for the week	$6,170,509	$4,583,556
Previously reported	210,222,876	176,586,334
Since January 1	$216,393,385	$181,169,890

The balance in the Sub-Treasury on Wednesday was $122,712,875 90.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, 1877, 107⅛; Michigan 7s, W. L., 100; Connecticut 6s, 102; Indiana 5s, 95; Georgia 7s, 83; Marietta and Cincinnati 2d mort., 63; Great Western 2d mort., 73½; Buffalo, N. Y. and Erie 1st mort., 92; N. Y. and New Haven 6s, 98; Long Dock bonds, 99; Sacramento Valley 1st mort. 10s, 118; N. J. Central R. R., 123; Pennsylvania Coal, 175; Wilkesbarre Coal, 36; Ashburton Coal, 5; Am. Exp., 64; Wells-Fargo Express, 60¾; Adams' Express, 65½; U. S. Express Co., 67¾; Merchants' Union Exp., 25 per cent. paid, 14; do., 30 per cent. paid, 20; Boston Water Power Co., 17; Western Union Telegraph, 42¼; Manhattan Gas, 155; Mechanics' Bank, 119; Am. Ex. Bank, 118; Continental Bank, 106½; Ocean Bank, 104¾; Bank of Republic, 114; Bank of Commerce, 118; Fourth National Bank, 108¾; St. Nicholas Bank, 104; Central National Bank, 108; American Flag, 0.90; Benton Gold, 0.85; Consol. Gregory Gold, 7.00; Columbian G. & S., 30.00; Corydon, 1.30; Davidson Copper, 2.10; Edgehill Mining Co., 4.80; Gunnell Gold, 1.95; Harman G. & S., 9.75; Holman Gold, 0.10; Kipp and Buell, 0.80; La Crosse Gold, 0.80; N. Y. Gold, 1.05; New York and Eldorado, 3.90; Quartz Hill Gold, 1.75; Rocky Mt. Gold, 0.75; Rockland Copper, 6.75; Seaver Gold, 11.80; Sensenderfer, 10.25; Smith and Parmalee, 5.25; Texas Gold, 0.08; Walkill Lead, 0.47; Rynd Farm petroleum, 0.15; Clinton, 1.10; Buchanan Farm, 0.32; United States, 3.85; Bennehoff Run, 5.00; Central, 1.00.

Philadelphia.—West Penna. R. R. 6s, 81¼; Camden and Atlantic R. R., 9½; Pittsburg 5s, 70⅛; Camden and Amboy scrip, 98; Lehigh Valley scrip, 35; Big Mt. Coal, 3¼; Keystone Zinc, 1⅛; Lehigh Zinc, 40; Ocean Oil, 3¾; Mechanics' Bank, 31½; Commercial Bank, 57¼; Southwark Bank, 106; Manufacturers Bank, 33; Philadelphia Bank, 165; Girard Bank, 59⅞. The latest quotations are: City 6s, 98¼@98½; do., free of tax, 101@101; State 5s, reg., 97@98; do., coupon, 97@98; do., 6s, W. L., 101½@101½; Reading, 51⅛@52¼; do., 6s, 1870, 96½@97; do., bonds, 91@92; Camden and Amboy, 126@126½; do., 6s, 1889, 95½@96½; do., 1883, 88@89¼; Penn. R. R., 53½@53⅝; do., 1st mort., 99@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 25@29; Morris Canal, 40@45; do., pref., 95@97; do., bonds, 90@95; Wyoming Valley Canal, 40@50; do., 6s, 80@84; Susquehanna Canal, 15½@16; do., 6s, 62@63; Sch. Nav., 15@16; do., pref., 27¾@28½; do., 6s, 1882, 73@73½; Union Canal bonds, 15@20; Delaware Div. Canal, 56½@57; do., bonds, 85@89; Elmira and Williamsport, 30@32; do., pref., 40@42; do., 7s, 1873, 93@94; do., 5s, 64@—; Lehigh Coal and Navigation, 46½@48; do., bonds, 1884, 88@88¼; North Pennsylvania, 32@35; do., 6s, 88@89; Philadelphia and Erie, 28¼@28½; do., 6s, 94¾@95¼; Minehill, 57¼@57½; Catawissa, 8@13½; do., pref., 27½@28; Lehigh Valley, 57⅜@57¾; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 78@80; West Philadelphia 66@68; Spruce and Pine, 28¼@29; Green and Coates, 30@31; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 19@20; Girard College, 27@29; Tenth and Eleventh, 63@65; Union, 36@37½; Hestonville, 13@13½.

Boston.—Nashua and Lowell R. R., 125; Boston, Hartford and Erie R. R., 14⅜; do., 7s, 55½; Central Pacific 7s, 1883, gold, 100⅛; do., 6s, 1896, 94¾; Old Colony and Newport 6s, 1877, 101; do., 1875, 95¼; Eastern R. R. 6s, 1874, 96; Rutland 1st mort., 147; Vermont Central and Vermont and Canada 8s, 1877, 100¼; Ogdensburg 1st mort., 99½; do., 2d mort., 67; Vt. and Mass. 6s, 1883, 91; Sandusky, Dayton and Cincinnati, 6s, 1900, 74¾; Connecticut and Passumpsic Rivers R. R., 81¾; Ogdensburg and Lake Champlain R. R., 64½; do., pref., 103; Indianapolis and Cin., ex-div., 39½; Boston Water Power Co., 19; Cary Land Co., 7½; Waverly Land, 2; Renfrew Gold, 25c.; Bullion Consolidated, 1.00; Ophir (N. S.) Gold, 1.60; Coal Hill Lead, 62½c.; Massachusetts 6s, 1872, gold, 121¼; do., 6s, 1875, gold, 120; do., 5s, 1894, gold, 105½; Maine 6s, 1880, 98¾; New Hampshire 6s, 1872@1875, 97⅜; Vermont 6s, 1871, 100; Rhode Island 6s, 1883, 98¼; St. Louis 6s, 1882, 82; do., 1887, 80¾; Boston 6s, currency, 1876, 101½; do., 5s, 1883, 104; Portland 6s, 1882, 94; do., 1887, 93; do., 1869, 97¼; Roxbury 6s, 1873, 101¾; Lynn 6s, 1877, 97¾; Boston Gas Light, 750; Cambridge Gas, 112; East Boston Gas, 27⅞; State National Bank, 99¾; Everett National Bank, 104¼; Market National Bank, 110; Globe National Bank, 131⅛; Old Boston National Bank, 65¼; Continental National Bank, 110⅞; Mt. Vernon National Bank, 108½; Revere National Bank, 134¼; Traders' National Bank, 103¾; Merchants' National Bank, 114¼; North National Bank, 115¾; Allouez Mining Co., 8⅛; Bay State, 3; Boston, 50c.; Concord, 3½; Calumet, 30; Canada, 7c.; Dana, 1⅜; Hanover, 1⅛; Hancock, 9⅜; Humbolt, 1¼; Hecla, 28; Native, 1⅛; Petherick, 1; Phœnix, 3; Superior, 2; South Side, 1; Star, 1; St. Clair, 3⅝.

Baltimore.—Central Ohio R.R. bonds, 82; Marietta and Cincinnati 1st mort., 84; Western Maryland bonds, 72; do., guaranteed, 95; N. W. Va. 1st mort., 95; Virginia 6s, reg., old, 42⅜; do., 1866, 38; Guilford Mining Co., 0.25; Gardner Hill, 1.40; Baltimore Gas, 206; Union Bank, 59; Bank of Baltimore, 106; Mechanics' Bank, 101½. The latest quotations are: Balt and Ohio, 112⅜@—; do., 6s, 1875, 98@99; do., 1880, 98@—; do., 1885, 99½@—; Northern Central, 43½@43¾; do., bonds, 1885, 85⅜@85½; do., 1900, 90@—; N. W. Va., 17@17½; do., 1st mort., 94@95; do., 2d mort., 91½@92; do., 3d mort., 1873, 88¾@89; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83½@84; do., 2d mort., —@68¾; Central Ohio, 32@—; do., 1st mort., 82@82¼; Western Md. 6s, 1890, 76@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 97@—; do., 1875, 99½@99¾; do., 1886, —@98; do., 1890, 97⅜@97½; do., coupon, 100@100; do., Park, 98¼@98¾; do., 1892, 93½@95; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18⅞@19⅜; Canton Co., 46@—; Gardner, 1.50@1.55; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 61@75; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.60@1.00; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

Across the Sierra Nevadas.

The great tunnel of the Central Pacific Railroad at the summit of the Sierra Nevada Range is opened. The track is being laid on the eastern slope, a locomotive is already running in the Truckee Valley, and in a few days the road will have reached the open country of the Salt Lake Basin, after which progress will be rapid and easy. This overcomes the only noticeable obstacle on the Western portion of the through line; and its significance is understood when we are told that the cost and difficulty of grading the 150 miles now nearly completed, is greater than for the 650 miles next following. The Chief Engineer expects to average a mile a day across the interior valley next year. The local traffic on the completed portion surpasses all previous estimate, and is lucrative without the immense through business which we may expect to flow over it.

In accordance with the Act of Congress, the Central Pacific Railroad Company receive a large Government subsidy, and are issuing their first mortgage bonds to a limited amount. The merits and advantages of these securties as an investment are fully set forth in their advertisement in another column.

☞ Hon. Samuel Sloan has been elected President of the Delaware, Lackawanna and Western Railroad Co.

Railroad Earnings.--Weekly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in September, 1867, were $52,517 17
Corresponding week of previous year. 44,990 03

Increase $7,527 14

The earnings of the Michigan Central Railroad for the 1st week in Sept., 1867, were. $93,991 25
Corresponding week of previous year.. 99,524 21

Decrease $5,532 96

The earnings of the Atlantic and Great Western Railway for the first week in Sept., 1867, were..... $112,387 00
Corresponding week previous year... 123,360 00

Decrease..... $10,973 00

The earnings of the Chicago and Alton Railroad for the first week in Sept., 1867, were $103,993 00
Corresponding period previous year.. 83,105 00

Increase..... $20,388 00

The earnings of the Western Union Railroad for the 1st week in Sept., 1867 ..... $27,089 35
Corresponding week previous year..... 19,371 09

Increase $7,718 26

The earnings of the Marietta and Cincinnati Railroad the 1st week in Sept., 1867.. $26,894 00
Corresponding week previous year..... 24,336 00

Increase $2,558 00

The earnings of the Detroit and Milwaukee Railroad for the week ending September 12, 1867, were $46,640 00
Corresponding week of 1866..... 41,591 00

Increase..... $5,049 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Sept., 1867.. $317,672 15
Corresponding week previous year .. 223,473 71

Increase $94,198 44

The earnings of the Chicago and Rock Island Railroad for the 2d week in Sept., 1867, were..... $122,000 00
Corresponding week of previous year.. 89,512 00

Increase..... $32,488 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Sept. 1867, were..... $122,300 00
Corresponding week of 1866 ..... 100,654 00

Increase $21,646 00

The earnings of the Virginia and Tennessee Railroad for the first week of Sept., were $18,867, a decrease of $1,114 on the same week last year. Total for the fiscal year commencing 1st of July, $162,364, an increase of $53,849 on same time in 1866.

Memphis and Little Rock Railroad.

We are reliably informed that a contract has been concluded between the Memphis and Little Rock Railroad and Mr. Denmead, of Georgia, whereby the latter undertakes the repairs of the road between here and Devall's Bluff, and Madison and Hopefield. The terms are very favorable to the company, the contractor furnishing all the means and repaying himself from the net earnings of the road. The work will commence on the 1st of September, and will be finished by the 1st of January next.

The contractor is a man of means and thoroughly practical, and will doubtless do the work within the time specified. In the meantime, Gen. Forrest is pushing ahead this work on the middle division, and by the time the road is repaired to Madison will have about fifteen miles of road bed ready for the iron. We are encouraged at the prospect of reducing the distance of stage travel from here to Memphis, within the coming six months, to twenty-five miles.—*Little Rock Gazette.*

Indestructible Railway Sleepers.

Numerous attempts have been made to render the timber sleepers on railways more durable by enabling them to resist the destructive action of damp and moisture. Experience has shown, however, that the results produced have not been proportionate to the extra cost incurred. The average length of prepared sleepers has been found to be about five years, or, considering the additional cost, showing but a slight increase of longevity over the timber in its natural state. Some of our railway managers have accordingly decided upon abandoning the use of prepared sleepers on their lines. A process of indurating timber has, however, been brought under our notice during the last week which promises results of a most satisfactory character, and which is well deserving the attention of managers of our railways. The inventor of the process is Colonel Szerelemy, whose name is well known in connection with the preservation of portions of the stone of the new Houses of Parliament. The material employed possesses, we are informed, qualities in many respects identical with that which has so remarkable an effect upon the surfaces of stone. Applied to timber the preservative effects are very remarkable, as instanced in the specimens which were submitted to the inspection of a number of scientific gentlemen last week. They were treated by the process in 1851, and were shown in the exhibition of that year. Like many other germs of great inventions which were passed over unnoticed at that time, these prepared sleepers did not attract the attention which they deserved. Besides being but newly treated, the inventor, though perfectly convinced of the completeness of the induration which he had effected, could not appeal to that test of experience which is considered alone sufficient to satisfy the minds of practical men. When the sleepers were removed from the exhibition building they were buried in the ground, and, if not wholly forgotten, they have been, at least, undisturbed, until the recurrence of the exhibition at Paris has directed anew the attention of Colonel Szerelemy to the existence of those sleepers of sixteen years ago. The timbers were accordingly unearthed, and to the surprise of many, though certainly not of the inventor himself, the timber is as sound as on the day when it first came into his hand. The sleepers thus prepared are now on view at the Albion Works, Battersea, and managers of railways and of other public works, who really desire to keep down working expenses, would do well to pay a visit to the place, and ascertain for themselves the value of this mode of treatment. We believe that some astute Americans, who have profited by their visit to the Paris exhibition, have within the last week purchased the rights of the inventor for the United States.—*London Railway News.*

Savannah, Griffin and North Alabama R.R.

On Friday of last week, Mr. P. C. Wright, agent of French & Co., of New York, visited our place and addressed our citizens on the proposed contract between the company he represented and the Board of Directors and a committee of stockholders for the building of the Savannah, Griffin and North Alabama Railroad. French & Co., have agreed, for certain considerations, to equip the road from Griffin to Newnan, and turn it over to the directors by the first of May next, and to prosecute its completion to Decatur, Alabama, *via* Jacksonville, with all possible dispatch. There need no longer be any doubt as to the construction of the road to this point at an early day, for the New York capitalists who have interested themselves in the enterprise have abundant means to fulfil their contract.

Mr. Wright in his address gave it as his opinion that the line from Griffin to Decatur will be the most important and paying one in the South, and that its construction is urged by every consideration of policy and interest. * * * *

After the conclusion of the speaker's address, the directors and committee of stockholders completed with him the contract referred to above.—*Newnan Herald.*

Indianapolis and St. Louis Railroad.

Our readers are probably aware that important negotiations have been in progress for some time past in respect to the line of railroad between St. Louis and Indianapolis. A deep interest has been manifested in business circles for the successful accomplishment of the proposed arrangement, and we take pleasure in stating that it has now been fully consummated. The Terre Haute and Indianapolis Railroad Company having declined to enter into the arrangement desired by the Eastern companies a corporation under the name of the Indianapolis and St. Louis Railroad Company has been formed under the general railroad law of the State of Indiana to construct another line of road between the cities of Indianapolis and Terre Haute, connecting at the latter place with the St. Louis, Alton and Terre Haute Railroad. The new company has been organized, and is composed of the following Board of Directors: Geo. W. Cass, President of the Pittsburgh, Fort Wayne and Chicago Railroad; Stillman Witt, President of the Bellefontaine Railroad; Henry C. Lord, President of Indianapolis, Cincinnati, and Lafayette Railroad; L. M. Hubby, President of Cleveland, Columbus and Cincinnati Railroad; Thomas A. Morris, of Indianapolis, Indiana; Pliny Hoagland, of Fort Wayne, Indiana. Gen. Morris has been elected President, and Edward King, of Indianapolis, Secretary of the Company. The surveys of the new line have been in progress for some time, and the work has now commenced and will be pushed forward to a speedy completion. The operating contract with the St. Louis, Alton and Terre Haute Railroad has been executed by this company, under the guarantee of the associated roads, in the place of the Terre Haute and Indianapolis Road, and on the 11th inst. the parties met in this city and the arrangement was consummated by the formal surrender by Mr. Butler, the President, (in the presence and under the direction of the Board of Directors,) of the main line from St. Louis to Terre Haute, and the Alton Branch, which will in future be operated and managed by the Indianapolis and St. Louis Railroad Company, in the interest of the associated companies, whose object is to increase the facilities of communication between St. Louis and Eastern cities by this great central trunk line.—*St. Louis Republican Sept. 14th.*

Chesapeake and Lake Erie Railroad.

For some time past the question of a railroad from Washington City to Lake Erie has been agitated and is now assuming tangible shape. The route for this road has been examined from Washington as far as Williamsport on the Potomac, and has been found entirely practicable. From Williamsport it will follow the Potomac to the mouth of Licking Creek, thence up Licking Creek by the shortest and best route to Mt. Union on the Pennsylvania Railroad, and thence to Lake Erie. One of the objects of the road is the Broad Top coal fields, and if anthracite could be developed at New Granada in sufficient quantities to justify working, so much better; but this road is not made contingent on this—the great object of this enterprise lies beyond. From present indications, Mt. Union is a point, but examinations and surveys may modify this, though the feasibility of a road through this valley and on to Mt. Union will, in all probability, make that the favored place. It is not an absolute condition that the main stem of this road shall penetrate the Broad Top coal fields, if not convenient or suitable, but in that event a lateral or branch road will do it. Gentlemen of large means, who are conversant with the importance of this road, regard this as the leading project of the day, and sooner or later, it will be accomplished. We may

look, before the season closes, for parties in this neighborhood, prospecting and examining for a route.—*Fulton (Pa.) Republican.*

Chicago, Burlington and Quincy Railroad.

We give elsewhere a comparative statement of the earnings, expenses, etc., of this road for the fiscal years ending April 30, 1866 and 1867, together with the report of the President, and the statement of the Treasurer showing the financial condition of the company at the close of the last year.

From the Report of the Engineer we learn that during the year 36¾ miles of track were relaid with new or re-rolled iron, of which 11¼ miles were between Chicago and Galesburg, 13⅝ between Galesburg and Quincy, and 11⅞ between Peoria and Burlington. Also 2.94 miles of additional side track in the city of Chicago, and 6.60 miles of extension of side track on the line of the road, and ⅜ mile to Burlington Bridge. There are now about 16½ miles of double track between Chicago and Galesburg. 29 miles of the road bed have been ballasted, and the cost of the same charged to construction. The total expenditures on account of track repairs were $845,254 72, or about $2,113 14 per mile of road. The quantities of material used were as follows: 18,181 bars of new and re-rolled iron, 163,494 new ties, 3,095 new chairs, 348,120 lbs. spike, 16,457 pairs splice bars, 151 frogs (T rail and cast,) 114,082 feet switch ties, and 146,220 feet crossing plank.

From 4,000 to 4,500 tons of new or re-rolled iron will be required the coming year, and from 100,000 to 150,000 ties. A large portion of the latter were contracted for last winter at low prices.

About 19 miles of fence have been rebuilt or repaired at a cost per rod of single fence of about 70c., or $4,096 18 in all.

The total amount charged to repairs of bridges during the year was $36,526 10, or $91.31½ per mile, which is less than half the amount per mile expended the previous year, showing an actual saving in cost of repairs of nearly 53 per cent., as compared with any year since repairs became necessary.

The docks at Chicago station, and on Joy's Canal, as well as the levees on the Mississippi River, have been repaired and mostly rebuilt, at an aggregate cost of $5,917 15.

The amount charged to repairs of buildings is $84,275 32, distributed among passenger, freight, engine and water houses, car and machine shops, coal and wood sheds, etc.

The total amount charged to ordinary expenses, for repairs, is therefore $976,069 47.

Lands have been purchased at Quincy and Burlington; depot grounds at Keweenee, Aurora and Peoria; and right of way at Chicago, for tracks connecting this road with the Chicago and Great Eastern Railway.

The amounts expended for Mississippi River Bridge at Burlington, bridges on the line, new track, buildings, right of way and other lands and improvements, have been $469,158 78; and for new locomotives, freight and passenger cars, $286,117 72—total, $755,276 50; all of which has been charged to construction and equipment account.

The Mississippi River Bridge at Burlington, which was in course of construction, and upon which and the approaches thereto, the sum of $94,864 87 had been expended at the date of the Report, will be 2,237 feet long, and will consist of six spans of 250 feet each, one span of 200 feet, one span of 175 feet from centre to centre of piers, and one pivot draw span of 362 feet in length over all. It will be constructed on the plan known as the "Pratt Truss," and will be entirely of wrought iron, with the exception of the top chord, and supported on piers of masonry founded partly on piles and partly on solid rock. Nearly all the materials required for foundations and cribbing have been bought and delivered; and all the masonry and iron work contracted for, together with steamer and boats, steam dredge, pile drivers, etc. It is thought that this bridge can be completed in time to affect the business of the road for the present fiscal year.

Boston, Hartford and Erie Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 11th inst. Mr. H. N. Otis was chosen clerk of the corporation. The President stated that the present Board of Directors, under existing circumstances, did not propose to make any formal report. As all interested well knew, there were many matters connected with the corporation which unavoidably remained in an unsettled condition, but they were in hopes to complete all pending negotiations by the 1st of January next, when they would be in condition to accept the aid which had been tendered them by the States of Massachusetts and Connecticut. This being done, he believed there could be no doubt that the bonds and stock of the corporation would find a ready market. The following gentlemen were elected directors for the ensuing year: John S. Eldridge, Mark Healey, Henry N. Farwell, Joseph W. Clark, James S. Whitney, James W. Converse, Henry Thompson, Edward Harris, O. J. Rathburn, Geo. M. Bartholemew, Edmund G. Howe, Gilbert W. Phillips, Thos. E. Graves.

On motion, a vote was unanimously passed accepting the provisions of "an act to aid the construction of the Boston, Hartford and Erie Railroad," passed by the Legislature of Massachusetts in 1867.

Boston and Maine Railroad.

The annual meeting of the stockholders of this company was held at Lawrence, Mass., on the 11th inst. The Annual Report of the directors for the year ending May 31, 1867, (an abstract of which was published in the RAILROAD JOURNAL of August 31st,) was accepted. Mr. James C. Merrill was re-elected Clerk of the Corporation without opposition. It was voted that the directors have authority to issue 3,943 shares of the capital stock authorized by the charter, now unissued, which, together with any shares now owned by the corporation as an investment, shall be offered to the stockholders at $100 per share on the first day of October next, in the proportion of one share of new stock to every ten shares of old stock, and in that ratio for more or less shares, payable in such instalments as the directors may order. No dividend to be paid before July, 1868. A resolution was also passed authorizing the directors to lay a double track from North Andover to Haverhill Bridge, and at such other points as it may be necessary, as soon as a due regard to economy and the benefit of the road will permit. The following gentlemen were elected directors: Francis Cogswell, Andover; Peter T. Homer, Boston; Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; Geo. C. Lord, Boston; Amos Paul, South Newmarket, N. H.; John E. Bickford, Dover, N. H.

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of August, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$648,200 73	$602,069 21
Expenses	399,897 77	388,214 98
Net earnings	$248,303 06	$213,854 23

This shows a decrease in earnings of $46,131 62; with a decrease in expenses of $11,682 79—making the decrease in net earnings, $34,448 83.

The earnings and expenses from January 1, to August 31, 1866 and 1867, were:

	1866.	1867.
Earnings	$4,819,693 93	$4,519,893 67
Expenses	3,465,050 95	3,229,150 15
Net earnings	$1,354,642 78	$1,290,743 52

This shows a decrease in earnings, during the eight months, of $299,800 06; in expenses of $235,900 80; and in net earnings of $63,899 26.

In explanation of the apparent anomaly of this company showing a decrease in its August earnings, while some other east and west lines exhibit more or less of an increase, it is proper to say that the movement of the grain crop, from which such increased earnings arise, is thus far by the lines leading into Chicago from the south and west, and from that City by lines leading to and from Ports on Lake Erie. The movement of the crop by all rail lines to the east has not yet commenced. The late advance in freight rates was also made so late in the month as to produce no favorable effect on the August earnings.

Illinois Central Railroad.

The statement of this Company for the month ending August 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	11,823.95 for	$103,020 13
Acres Int. Fund Lands sold	320.00 for	4,454 60
Acres Free Lands sold	3,796.49 for	46,999 06
Total sales during month of August, 1867	15,940.44 for	$154,473 79
To which add Town Lot Sales		1,762 40
Total of all	15,940.44 for	$156,236 19
Cash collected in August		$266,211 95

TRAFFIC DEPARTMENT.

Receipts from Freight		$487,715 00
do.	Passengers	136 303 78
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	50,000 00
Total Receipts in August, 1867		$684,377 11
Total Receipts in August, 1866		$585,715 74

Western Maryland Railroad.

A few days since we rode along the line of the Western and Maryland road, and were agreeably surprised at the gratifying progress of the work. The grading of a very considerable portion of the road, from Hagerstown to the Mountain, is completed. The immense job of filling, with the huge abutments of the bridge Raven Rock gulch, under the energetic management of the Malones, is far ahead of what might might have been expected.—*Hagerstown Mail.*

Cedar Falls and Minnesota Railroad.

The Dubuque *Herald* says that this railroad is to be extended from Waverly northward, and that the work will soon be commenced. Some weeks ago the iron was purchased in New York for the ten miles north of Waverly, and iron for ten miles further, or to Nashua, will soon be purchased. The contract for the grading of the road as far as Nashua has been let to Messrs. Williams, Brown and Dillon. The grading is to be done in five mile sections, and the whole work to be completed by the 1st of December, the contract containing a provision for a brief extension of the time on certain conditions.

The Minnesota Central & McGregor Western Railroads.

We learn from the St. Paul *Press* that the Minnesota Central Railroad has been completed to Austin, in Mower Co., Minnesota, and trains commenced running to that point on the 16th inst.; and that the McGregor Western Railroad has been completed to Le Roy, in the same county. Austin and Leroy are distant from each other about 28 miles. Over this intervening gap the roads mentioned are being rapidly constructed, and it is thought the connection will be made, and trains running over the entire line during the month of October.

☞ At a meeting of the stockholders of the Kent and Queen Anne's Railroad Company, held in Centreville, Md., last week, the following officers were elected:—President, Lloyd Tilghman; Directors, Benjamin T. Briggs, John W. E. Sudler, James B. Roe, Dr. Thomas H. Crane, Charles McCollister, Wm. H. Jacobs and Hon. John M. Robinson; Treasurer, Mordecai Price; Secretary, William H. Jacobs.

Chesapeake and Lake Erie R. R.

For some time parties have had in contemplation a more direct railroad route from Washington city to Lake Erie, and the lake shore country. This road, to be called the Chesapeake and Lake Erie Railroad, will run from Washington City to Frederick direct, passing through Middletown and Boonsboro', will strike the Potomac at Williamsport, from thence to the Broadtop Mountain, in Bedford county, connecting with the Pennsylvania Railroad (in all probability) at Mount Union, Pennsylvania. It is claimed by those who have examined it that this route is 120 miles shorter, to Washington city, than any other route, and the grades, &c., no more difficult.

Mr. Joseph S. Gitt, Engineer, of the Chesapeake and Lake Erie Railroad, recently passed over this route, and stopped in Boonesboro'. From him we learn that the route from Frederick to Middletown presented itself very favorably indeed. To pass the Catoctin Mountain will require a tunnel of from 800 to 1,000 feet. The route from Middletown to Boonsboro' is more broken, requiring higher grades, but still practicable. To pass the South Mountain, it will require a tunnel of from 1,500 to 2,000 feet running through Turner's Gap, near the South Mountain House. The contemplated route will then pass along the mountain, around the factory, and in the rear of Short Hill near the lower end of town. From Boonsboro' to Williamsport the route is very favorable, crossing the Antietam about eight miles south of Hagerstown.

In a very short time the survey from Boonsboro' to Williamsport will be made by Mr. Gitt, when we shall be able to give our readers further facts in the case.

We also learn that a survey of the Frederick and Pennsylvania Railroad, from Frederick city to Littlestown, has been made, and will soon be published. The Chesapeake and Lake Erie Railroad will connect with this road, and thus give an outlet to New York, Philadelphia and the Eastern cities.—*Boonsboro' Odd Fellow.*

AUCTION SALE.

3 LOCOMOTIVES,

4-81-2 GAUGE,

At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1. Engine and Tender complete. Cylinders 15x20. Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 25 tons. Tender 8 wheeled. Capacity, 1800 gallons.

No. 2. Engine and Tender complete. Cylinders 15x20, Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3. Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern.

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W. BLACKFORD,
6t38 Chief Engineer.

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The earnings of the 91 miles are $600,000 a year; the net profits now are sufficient to pay the interest on the entire amount of bonds, were they all issued.

The basis of security is believed to be beyond that of any other bonds now offered.

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JOHN H. PEARSON,
1st Ass't Eng. L., C. & L. R. R.,
Bramlette, Gallatin Co., Ky.
September 18th, 1867. 4t38

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Mr. Truran's work is really the only one deserving the name of a treatise upon and text-book of the Iron Manufacture of the kingdom. It gives a most comprehensive and minute exposition of present practice, if the term may be applied to iron manufacture as distinguished from strictly professional subjects. The author does not go out of his way to theorize upon how iron should be or may be made, but he describes how it is made in all the iron districts of the kingdom.—*Engineer.* 4t37

NEW YORK, July 25, 1867.

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THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

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2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 425 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 92 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

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8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

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JOHN J. CISCO, *Treasurer,*
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RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

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This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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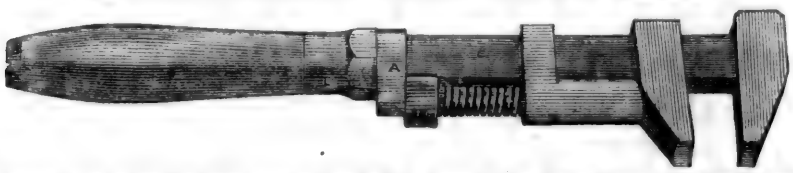
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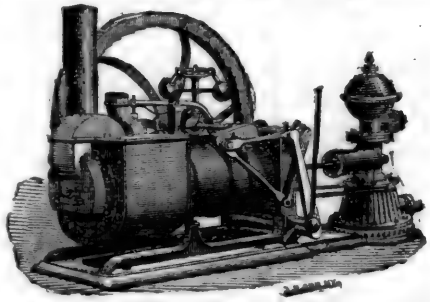
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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, September 28, 1867.

The Keystone Bridge Company.

The Keystone Bridge Company having purchased the extensive Bridge Works of Messrs. Piper & Shiffler, located in the Ninth Ward of the City of Pittsburgh, Pa., with the right for the United States to manufacture and erect the celebrated Iron Railway Bridges under the "Linville & Piper" Patents, and "Piper's Patent" Wooden Bridges and Roof Frames, possess unusual facilities for manufacturing Iron and Wooden Bridges, Roof Trusses, &c., &c., and are prepared to enter into contracts with railway companies and others, throughout the United States, to furnish them with permanent and durable structures of any specified span and design.

The machinery has been provided with special reference to the peculiar requirements of Iron Bridge work. The facilities are ample for the execution of the extensive contracts now in progress, and will be increased as rapidly as found expedient, in order to complete promptly the most extensive structures.

The officers who superintend the manufacture and erection of all structures, are *practical men*, with extensive and varied experience, acquired in pursuing successfully, for many years, the business of constructing and erecting Iron and Wooden Railway Bridges, Roofs and Buildings.

These Iron Bridges have been in constant use on the Pennsylvania Railroad and its dependencies and connections, for many years. The Iron Railway Bridge over the Ohio River at Steubenville, Ohio, was erected by this company, in accordance with the prescribed plans and specifications. It consists of four spans 235 feet each, and one channel span 320 feet, and three spans 210 feet each. The channel span is 90 feet above low water. The bridge was commenced in 1863, and completed in 1865, and gives entire satisfaction. The double track Iron Bridge of 260 feet span over the Monongahela River at Pittsburgh, for the "Steubenville Extension" of the Pennsylvania Railroad, was constructed by this company, from designs and specifications furnished by the Superintending Engineer of the railroad company. To which may be added the numerous iron bridges for the Connecting Railway Co., including one improved wrought iron span 262 feet in length, over the Schuylkill River, recently completed. The wrought iron pivot bridge at Chicago, span 306 feet, also the wrought iron pivot bridge at Cleveland over the Cayahuga River, span 326 feet, were also erected by this company under the patents obtained in 1862 and 1865.

The success of the "Linville & Piper" Patent Bridges has been unprecedented; for many years they have borne without visible defect or deterioration, the immense traffic of the Pennsylvania Railroad, Philadelphia and Erie Railroad, Northern Central Railway, Junction Railroad, and others. Miles of wooden bridge superstructure have been replaced by permanent iron structures, by the superintending officers of this company, without detention to the business of the roads. No single instance of failure, either in materials or workmanship, has yet been reported.

The invariable success of these bridges, and their perfect adaptation to the exigencies of heavy railway traffic, may be attributable mainly to the following important considerations: By novel and original methods of calculation, tested by the most rigid analyses, and illustrated by models, the *maximum strains* on each portion of the system, for *every* condition of the permanent and variable load, are carefully determined for each structure; *each part of the structure* is then carefully and accurately proportioned to sustain the *maximum* strain to which it may be subjected under the most unfavorable condition of the "maximum" variable load or traffic; due allowances are made for the effects of impact, vibration, &c., &c.; the *best* quality of wrought and cast iron is always used.

Cast iron is used only to resist forces of compression; it is employed almost exclusively in the *tubular* form, and the parts are graduated in strict accordance with the deductions of theory and experiment. Every portion of all structures is accurately fitted by machines designed for the purpose, thus insuring accuracy and uniformity in the bearings, and obviating the danger of undue strains in any portion of the system.

These Railway Bridges are usually proportioned to sustain, in addition to the weight of the structure, a uniformly distributed load of one and a half tons per lineal foot, per track, without producing effects exceeding one-sixth, and for some conditions, one-eighth of the ultimate strength of the materials employed. By rigid adherence to correct scientific principles and liberality in proportions, with a careful selection of materials, and accuracy in workmanship, this company is prepared to furnish the great *desideratum*, a Railway Bridge, secure, economical and imperishable.

It will be seen that this company are perhaps the most extensive bridge builders in the United States; and having unlimited facilities, and being located at the centre of the iron trade for the West, possess peculiar advantages for this business.

The office of the company in Philadelphia is at 426 Walnut street. Address J. H. LINVILLE, President.

☞ The Detroit *Post* says that arrangements have been made with Mr. J. Edgar Thomson, the president of the Pennsylvania Railroad, that will secure the early completion of the railroad between St. Paul and Superior, at the western end of Lake Superior.

The Alpine Railways.

On the same day on which an account was given of the opening of the Austrian Railway over the Brenner, intelligence was also received of the first journey performed by the locomotive engine over the whole line of the Mont Cenis Summit Railway. These two important events occurred only at four days' interval from each other. The experimental trip from Botzen to Innsbruck, in the Tyrol, was made on the 18th, and that from St. Michel de Maurienne, in Savoy, to Susa, in Piedmont, on the 21st of August.

The circumstances which suggested the construction of the Mont Cenis Summit Railway ought to be sufficiently familiar to our readers. When the Italian railway lines leading to France had been carried as far as Susa, and the Victor Emmanuel line, in connection with the French trunks, had opened a communication through the whole length of Savoy to St. Michel de Maurienne, there only remained, to complete the junction between the two countries, a distance of 77 kilometres, or about 48 English miles, daily traversed by post carriages in from 10 to 18 hours. Across that distance, however, lay the main chain of the Alps, with the Pass of Mont Cenis, over which an admirable highway had been opened, under the auspices of the First Napoleon, in the early years of the present century. To overcome this great barrier thrown by Nature in the way of railroad progress, a tunnel was projected which was to pierce the Little Mont Cenis, from the village of Fourneau, nine miles above St. Michel, to Bardonneche, near the head of the valley of the Dora, whence by Oulx and Exilles, the line would come down to Susa. This tunnel, one of the noblest enterprises of modern genius nearly eight miles in length, was begun in 1857, and was to be completed in a period of years variously estimated at from 14 to 21. The work was little more than started when Mr. Fell, an English engineer, conceived a scheme for carrying a railway over the summit of the Mont Cenis Pass, availing himself mainly of the carriage road as it was, and adapting to it a system of double rails and powerful engines which had already been for some time employed with success in this country. Mr. Fell made his application to the Italian Government in 1861, and was then confident of his ability to achieve his enterprise within a year. Much precious time was, however, wasted in preliminary financial and technical operations; but the actual construction itself has taken no more than eighteen months, so that the engineer's original pledge may be looked upon as approximately redeemed.

The Summit Railway now opened over Mont Cenis differs very materially from the works on the Brenner and Sommering in Austria, from that of the Giovi above Genoa, and that on the Porretta between Bologna and Florence. These lines, although their steep gradients render them unfit for very heavy traffic, so that they will never attain the same degree of usefulness which may be expected from the tunnel under Mont Cenis, are yet at least perfectly continuous, and can be traversed in the same carriage from end to end. But Mr. Fell's railway still causes a break in the great Franco-Italian line. Passengers from France on reaching St. Michel, have to be transferred from one train to another, as they had hitherto to step from the train into the diligence. The inconvenience to travelers is of course trifling; but we all know what difference in the conveyance of goods arises from the change of gauge on the same line. As an accommodation to light traffic, however, and till such time as the works at the tunnel are completed, Mr. Fell's achievement is invaluable, for, independent of the gain in time, it will render sledges unnecessary, and, by the protection of galleries and covered ways over the most exposed parts, it will obviate all delays and dangers from avalanches, snowdrifts, and all the other dangers of Alpine traveling in the winter season. So far as passengers are concerned, the boast "*Illn'y a plus d' Alpes*" is made good, for a man on his way from Paris to Turin will be enabled to go over these mountains without any of the hardships that formerly used to make him so painfully aware of their existence. The conveyance of mails and mail-passengers, greatly improved of late as to regularity, will be liable only to such interruptions as are common to other lines, and from this moment Italy may safely reckon on becoming the permanent highway for the Overland Mail.

Little Miami and Columbus and Xenia R.R.

The joint earnings of the Little Miami and Columbus and Xenia railroads for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$1,319,171 18	$906,572 57
" freight	959,366 70	895,994 81
" mail & express	155,236 82	116,390 95
" rent of track & depots	65,939 00	17,079 91
	$2,499,713 70	$1,936,038 24
Working expenses, viz:		
Repairs of road	$343,179 84	$246,421 41
" bridges	25,170 40	12,399 19
" depots, etc.	25,422 78	29,448 81
" locomot'ves	104,910 96	96,389 57
" cars	171,328 98	143,453 85
Passenger expenses	184,017 15	237,933 32
Freight expenses	272,822 64	259,342 95
Fuel	166,043 46	147,326 88
Oil and waste	51,866 16	50,038 22
Rents	8,303 47	17,243 71
General expenses	75,693 22	73,431 25
Loss and damage	31,629 38	37,542 81
	$1,460,388 39	$1,350,971 97
Interest	107,400 35	96,677 64
Taxes, State and National	112,558 92	100,607 37
	$1,680,347 66	$1,548,256 98
Net earnings	$819,366 04	$387,781 26
Interest on investments		6,156 90
Received from Columbus and Indianapolis Central R. R. on division of earnings		8,927 21
Received from Cincinnati, Hamilton and Dayton on division of earnings		19,078 82
		$421,944 19
Paid to C., C. and C. Co. on division of earnings	$10,687 36	
Loss on D. & W. lease for the year	38,729 21	
		49,416 57
Balance		$372 527 62
Balance December 1, 1865		710,365 65
		$1,082,893 27
Transferred to L. M. and C. and X. Co.'s for construction purposes		$106,410 42
Loss on securities sold		5,036 19
Paid in settlement of old suit with S., M. and P. Co.		4,000 00
Div. May, 1866, to L. M. stockholders		188,021 05
" " " C. & X. "		65,768 42
" Nov., 1866, to L. M. "		150,416 84
" " " C. & X. "		52,614 74
Undivided surplus, Nov. 30, 1866		510,625 61
		$1,082,893 27

The gross earnings, before adjustments and divisions under contracts with other companies, were $1,936,038 24; in 1865 they were $2,499,713 70—showing a decrease of $563,675 46. After adjustment the earnings were $1,953,356 91; against $2,446,391 in 1865—a decrease of $493,034 09.

The expenses for the same period, for operating the road, including repairs of track, bridges, station buildings and machinery, rents, taxes, etc., were $1,451,579 84; against $1,572,947 31—a decrease of $121,367 97.

The assets and liabilities of the joint company are as follows:

Assets.

Rolling stock and shop machinery	$928,936 06
Bills receivable	14,161 34
Due from agents	112,792 44
" transportation companies	101,444 70
" U. S. for military transp	10,264 47
" " for mail transportation	9,051 74
" State of Ohio	170 49
" L. M. R. R. Co., individual account	34,062 88
" individuals	252,736 38
Cash in hands of Treasurer	124,913 03
" Ass'st Treasurer	84,208 61
" Paymaster	87,096 93
Materials in shops, supply rooms, etc.	263,106 26
Columbus and Xenia R. R. stock	98,900 00
" " " bonds	2,895 00
Pittsburg and Steubenville R.R. b'ds.	200,000 00
Dayton and Xenia Railroad	411,042 79
Street connection bonds	68,000 00
United States Seven-thirties	50 00
Other bonds and stock	4,472 22
	$2,703,300 34

Liabilities.

Bills payable	$31,572 00
Due to agents	184 96
" transportation companies	96,118 56
" individuals	288,595 28
Unpaid dividends	7,775 00
Dividend payable in December	203,031 58
L. M. R. R. Co. partnership account	1,076,931 57
C. & X. R. R. Co. partnership acc't.	588,465 78
Joint surplus, as above	510,625 61
	$2,703,300 34

The assets and liabilities of the Little Miami Railroad Company are as follows:

Assets.

Construction	$2,927,136 53
Real estate and depots	783,168 77
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
L. M. & C. & X. partnership acc't.	1,076,931 57
	$5,225,433 52

Liabilities.

Capital stock	$3,572,400 00
Loan from city of Cincinnati due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1883	1,300,000 00
Unclaimed dividends	1,727 51
L. M. & C. & X. individual accounts	84,062 88
Profit and loss	217,243 13
	$5,225,433 52
Cost of road and equipment to November 30, 1865	$4,197,350 67
Increase in construction account	124,624 79
	$4,321,975 46
L. M. R. R. Co.'s ⅔ of increase in joint Co.'s equipment	7,620 55
Total	$4,329,596 01

The account with the stockholders is as follows:

Surplus, December 1, 1865	$146,302 85
Amount received from L. M. & C. & X. Co	70,940 28
Surplus Dec. 1, 1866	$217,243 13

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction	$1,435,363 42
L. M. & C. & X. R. R. Co., partnership account	538,465 78
Central Ohio R. R. stock	33,314 68
C. Fay, Treasurer	34,203 61
Real estate	19,081 46
Individual accounts	26,445 03
C. & X. R. R. stock	17,050 00
Telegraph stock	2,000 00
Dayton, Xenia & Belpre R. R. stock	1,000 00
Springfield & Columbus R. R. stock	1,000 00
Bills receivable	18,890 35
	$2,126,814 33

LIABILITIES.

Capital stock	$1,786,200 00
Dividend bonds due June 1, 1866	4,200 00
Mortgage bonds, due Sept., 1890	248,000 00
Unclaimed dividends	944 97
L. M. & C. & X. R. R. Co	69,230 42
Interest account	53 00
Fractional stock account	20 00
Surplus account	18,165 94
	$2,126,814 33
Cost of road and equipment to Nov. 30, 1865	$1,451,414 72
Increase in construction account	3,130 16
	$1,454,544 88
Less real estate sold	100 00
	$1,454,444 88
C. & X. proportion of joint rolling stock	309,645 35
Total	$1,764,090 23

The account with the stockholders is as follows:

Surplus Nov. 30, 1865	$17,722 59
Amount drawn on surplus joint acc'nt.	35,470 14
Surplus Nov. 30, 1866	$53,192 73

The equipment of the road consists of 42 locomotives, 40 passenger cars, 23 baggage, mail and express, 428 box, 21 stock, 95 rack, 107 platform and 10 lime cars.

The number of miles run by locomotives has been: with passenger trains, 507,086; with freight trains, 590,731; with wood and construction trains, 63,032—total miles run, 1,160,900; an increase over the previous year of 71,833.

The following statement exhibits a comparison of mileage and cost of repairs for ten years:

	Miles run.	Cost of Repairs.	Cost per mile.
1857	666,546	$65,479 46	9.82 cents.
1858	637,835	59,031 92	2.25 "
1859	732,924	54,507 41	7.43 "
1860	796,187	60,778 92	7.64 "
1861	814,908	55,469 20	6.80 "
1862	846,882	67,395 35	7.95 "
1863	1,002,647	96,713 78	9.64 "
1864	1,117,836	120,426 58	10.77 "
1865	1,089,067	98,389 89	9.03 "
1866	1,160,900	89,430 33	7.70 "

The following is a comparative statement of the mileage and cost of repairs and renewals of passenger cars for the past and preceding years:

	Miles run.	Cost of repairs.	Cost per m.
1865	2,353,354	$57,125 74	2.4 cents.
1866	2,684,174	48,958 18	1.9 "
Increase.	330,820	Dec. $8,167 56	0.5 cents.

The mileage and cost for repairs and renewals of freight cars during the same time have been as follows:

	Miles run.	Cost of repairs.	Cost per m.
1865	7,343,721	$111,075 48	1.51 cents.
1866	6,830,124	91,440 64	1.30 "
Dec.	513,597	$19,634 84	0.21 cents.

The actual working expenses of the road 68.22 per cent. of the gross earnings, are an increase of 9.80 per cent. over those of last year, the expense of rent and taxes not being included.

The cost of renewal and repair of iron rail, renewal of cross ties and chairs, opening of ditches, renewal and repair of culverts, cattle guards, and other masonry, repairing fences, surfacing track, etc., has been $251,802 19; against for last year, $348,011 47—a decrease of $96,209 28. The cost of repairs of road per mile run by locomotives and cars, was 2.3 cents. In 1865 it was 3.2 cents.

The following materials have been used in renewals during the year; 1,571 tons new rails, 18,311 new chairs and joint fastenings, 129,950 lbs. of spikes, 63,463 cross ties, and 2,850 iron rails repaired—the total cost of which has been $121,689 95.

The increase in cost of repairs of station buildings, has been $520 70; in water stations, $2.881 50; in shop machinery, $365 44; with a decrease in repairs of bridges of $12,771 21; and in repairs and renewals of locomotives of $8,959 56.

There have been carried on the road during the year exclusive of commuters, 486,349 passengers, of whom 153,466 were through, and 332,883 local. Number of passenger carried one mile, 25,461,623, of whom 15,862,627 were through, and 9,598,996 were local.

The tonnage carried during the year, exclusive of express matter, amounts to $242,550 tons through freight, and 166,460 tons local—an increase over the previous year of 43,900 tons.

The officers and directors of the Little Miami Railroad Company, for 1867 are as follows:

President.—E. W. WOODWARD.

Directors.—Larz Anderson, Nathaniel Wright, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, N. L. Anderson, B. F. Strader, E. W. Woodward, J. N. Kinney, John Bacon, Abraham Hivling, Jos. R. Swan.

Vice President.—CHAS. H. KILGOUR.

Secretary.—N. L. ANDERSON.

Treasurer.—S. E. WRIGHT.

Auditor.—D. G. A. DAVENPORT.

The officers and directors of the Columbus and Xenia Railroad Company, for 1867, are:

President.—Jos. R. SWAN.

Directors.—Wm. Dennison, Robert Neil, D. W. Deshler, L. Goodale, Henry C. Noble, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Chas. H. Kilgour, E. W. Woodward, Abraham Hivling, Simon Gebhart.

Vice President.—E. W. WOODWARD.

Secretary and Treasurer.—CYRUS FAY.

The Express Companies.

The gross receipts of the several lines for the first seven months in 1866 and 1867, have been as follows:

	1866.	1867.
Wells-Fargo	$354,159	$401,001
Adams	2,307,545	1,990,030
United States	2,193,178	1,312,858
American	1,993,678	1,217,510
Merchants' Union		2,043,351

The Merchants Union was not in operation in 1866. The competition made by this company operates chiefly on the United States and American companies, though the Adams is somewhat affected. It would appear that the aggregate of business done by the three companies, the Adams, the United States and American, during the first seven months of the year, amounted last year to $6,494,391, and this year to $4,520,398—decrease, $1,973,993, against $2,043,351 done by the Merchants' Union in the first seven months of this year. While gross receipts over these lines for the seven months have increased but $69,760 over those of last year, the amount of business transacted has been largely augmented under reduced rates.

The Cotton Crop.

The following statements of the movements are compiled from the *New York Shipping and Commercial List*:

COMPARATIVE PRODUCT OF COTTON.

	1861.	1866.	1867.
Louisiana	1,751,599	711,629	702,131
Alabama	546,794	429,102	289,516
Texas	144,747	174,985	185,919
Florida	121,172	149,139	68,349
Georgia	477,584	263,378	256,965
South Carolina	336,339	112,273	162,247
North Carolina	56,295	64,559	38,522
Virginia	78,132	37,531	123,627
Tennessee, &c.	143,424	211,885	185,712
Total bales	3,656,086	2,154,476	1,951,988

The exports of cotton from the United States in each of the last two years (ending September 1st,) were as follows:

	1865-'66.	1866-'67.
To Great Britain	1,262 271	1,216,262
To France	220,650	198,147
To Northern Europe	48,647	95,842
To other foreign ports	23,096	47,303
Total bales	1,554,664	1,557,054

The amount consumed in the United States is given by the same authority as 854,039 bales for the year ending September 1st, 1867. In this connection we bring forward our statement of the total crop for the last forty five years, adding the estimates by the *Shipping List* for the period of the war. The figures for each year are given, as shown by the receipts at the ports, according to our usual custom. The actual growth in 1855-'56 was generally estimated at less than a quarter of the supplies which reached the ports then newly opened:

COMPARATIVE CROP STATEMENT.

Year.	Bales.	Year.	Bales.
1820-'21	430,000	1844-'45	2,394,503
1821-'22	455,000	1845-'46	2,100,537
1822-'23	495,000	1846-'47	1,778,651
1823-'24	509,158	1847-'48	2,347,634
1824-'25	569,249	1848-'49	2,728,596
1825-'26	720,027	1849-'50	2,096,706
1826-'27	957,281	1850-'51	2,355,257
1827-'28	727,593	1851-'52	3,015,029
1828-'29	870,415	1852-'53	3,262 882
1829-'30	976,845	1853-'54	2,930,027
1830-'31	1,038,848	1854-'55	2,847,339
1831-'32	987,477	1855-'56	3,527,845
1832-'33	1,070,438	1856-'57	3,939,519
1833-'34	1,205,324	1857-'58	3,113,962
1834-'35	1,254 328	1858-'59	3,851,481
1835-'36	1,360,725	1859-'60	4,669,770
1836-'37	1,422,930	1860-'61	3,656,086
1837-'38	1,801,497	1861-'62 est.	4,800,000
1838-'39	1,360,532	1862-'63 est.	1,500,000
1839-'40	2,177,835	1863-'64 est.	500,000
1840-'41	1,634,945	1864-'65 est.	300,0 0
1841-'42	1,683,574	1865-'66	2,154,476
1842-'43	2,378,875	1866-'67	1,951,988
1843-'44	2,030,409		

—*N. Y. Journal of Commerce.*

☞ The grantees of the Portsmouth and Dover, N. H., R. R., have chosen Albert L. Jones, President, and G. W. Tucker Treasurer of their corporation. Dover and Portsmouth are ten miles apart. The route of the road has not been fully decided upon.

Atlanta and West Point Railroad.

The income of this road for the years ending June 30, 1866 and 1867, has been as follows:

	1866.	1867.
From passengers	$187,655 10	$158,911 41
" freight	193,271 60	208,638 38
" mails	5,468 70	6,562 44
" express	17,539 89	12,739 77
" U. S. Government	11,183 38	4,624 81
" miscellaneous	292 00	
	$415,410 67	$391,476 81

And the expenses, were:

Conducting transport'n.	$46,680 15	$62,202 14
Motive power	64,387 58	72,923 46
Maintenance of way	68,214 90	72,676 55
Maintenance of cars	6,463 72	11,574 15
Total ordinary exp	$185,746 35	$219,376 30
Leaving	$229,664 32	$172,100 51

From which deduct extraordinary expenses in 1866-67, viz:

Rebuilding cars	$20,000 00	
Two new engines	32,476 54	
One express car	1,500 23	
Repairs of engines	15,000 00	
Cross ties	5,000 00	
Rents of cars	2,296 23	
Government taxes	7,465 72	
Donation	600 00	
Map and profile of road	1,088 00	
Old claims	17,793 40	
		103,220 12
Leaving balance of earnings unappropriated		$68,880 39

In 1866 the extraordinary expenses were $175,016 04, leaving the balance of earnings unappropriated at the close of that year $54,648 28.

The per centage of ordinary expenses to gross receipts in 1867 was about 56 against 45 for the previous year. This is the result of competition and low rates, as will be seen by the following comparison: In 1866 the average receipt per passenger was $4.28¾; in 1867, $3.36⅛; and per ton of freight, $7.97 against $4.48. The number of passengers for the year ending June 30, 1866, was 43,703, and the number of tons of freight, 24,250. In 1867, the number of passengers was 47,253; and the numbnr of tons of freight, 46,569. The report says:

It thus appears that while the gross receipts have fallen off $23,933 86, the tonnage has increased 22,319 tons; and the passengers carried have been 3,550 more than last year.

It will also appear, that the *extra* expenditures from earnings, for renewal and repairs, have been large. Further expenditures for these purposes will be required to repair the waste and ravages of war, and restore property to its former condition. But these extra expenditures are drawing to a close; and we have the opinion of the Superintendent, that demands for these purposes will not, probably, hereafter interfere with regular dividends. It can not be expected that the company will ever be restored to the unequalled prosperity it once enjoyed; but it can scarcely be doubted, that the opinion of the Superintendent will be fully justified by future profits. With freedom from debt, dividends of 8 per cent., as indicated by him, may be derived from our local business, which, after all, is the only reliable business for the payment of dividends. Railroads in the South-west are multiplying and extending; and competition for the distant or through travel is constantly increasing. Perpetual vigilance, in guarding against competition, by securing proper connections and extensions, is a peculiar feature in railroad investments. The competition of the routes from New Orleans, by Jackson and Grand Junction, and from Mobile, by Maredian and Corinth, rendered the extension of our connections from West Point to the Gulf almost a necessity. To accomplish this important object, it was found necessary to give aid, in some way, to the Alabama and Florida Railroad; the completion of which would give us connection with Mobile and with the fine harbor of Pensacola.

With this important object in view, the Stockholders, in Convention, were induced in 1857, to join the Montgomery and West Point Railroad Company, in a guaranty of the bonds of the Alabama and Florida Railroad Company, for the sum of three hundred thousand dollars, at ten years. A first mortgage was given to secure the guarantors against loss; and as the resources of the company were deemed ample, at the time, to meet, punctually, all its engagements, there was no apprehension of either loss or inconvenience. The depredations of war defeated these calculations. The bonds became due the 1st instant, and it became necessary to provide for them; this will be done by a substitution of the bonds of the guarantors, at five years, dividing the amount as principle, with mutual indorsements. This company, by agreement, controls the whole loan for the benefit of both guarantors. No loss is apprehended; but the transaction is referred to, as it concerns the interests of the Stockholders.

The contemplated advantages of a connection with Mobile are still enjoyed; but the extension to Pensacola was destroyed by the Confederate Government, which, it is hoped, however, will soon be rebuilt.

The permanent effect of emancipation upon the profits of railroads is a problem not yet fully worked out. As their main purpose and business is to circulate the exchangeable wealth of the country, and accommodate the travel connected with and dependent upon it, their profits must greatly depend upon the general prosperity.

After the cessation of hostilities, an activity was exhibited for a time, which the slender resources left by the war could not long maintain. The people were destitute of both luxuries and necessaries, and the exports remaining in the country were rapidly brought to market, and converted into necessary supplies. Many citizens of the North too, deceived equally with ourselves into a belief of a speedy restoration of the Union, with all its constitutional guarantees, and a return of that general prosperity which a restoration of the Union can alone restore, were flocking into the country, purchasing property, and preparing for new enterprises. This activity was only fitful. In the policy of the government, they were disappointed. Our slender resources left by the war, were soon exhausted, and were but slightly replenished by the last year's crop, which was nearly a failure. Our people are now very poor; they were greatly impoverished by the war, and under our disorganized political *status*, have not felt much encouragement to improve their condition. For want of means, we have but little local travel or traffic; for want of confidence, we have but little from other States. But we should not be without hope; our present position bears too heavily on national interests and the prosperity of the whole country, to continue much longer. With all discouragements, the material resources of the country are visibly improving. Crops are reported promising, and the freedmen are working and conducting themselves very well; they are, of course, as yet, in general knowledge, an uninstructed race; but there is much more intelligence and good sense among them than is generally supposed. They have some very sensible counsellers of their own race and color, and are beginning to see their peculiar advantages as a laboring class in the South. They are, of course, free to engage in any employments for which they think themselves best qualified; but as agricultural laborers, their advantages are, perhaps, unrivalled. Inured to the climate, disciplined to order and economy, and educated in the peculiar agriculture of the South, they may be considered experts in the production of a profitable export, for which there is constant and almost unlimited demand. With these advantages, and sobriety and industry, they may soon become the most independent and prosperous laboring class on the earth! That such should be their fortune, should be the wish of all; for the prosperity of both races is strictly and closely identified. If one prospers, so will the other; and if both prosper, so will the South, with all its material and dependent interests,—Railroads included.

Should these hopes be even partially realized, and good government, with constitutional guarantees, fully restored, we may fondly and reasonably hope for a large share of that prosperity which we once enjoyed. In comparing net profits, however, with those realized before the war, there are some elements which will, for a time, at least, contribute to an unfavorable result. We allude to reduced mail pay, and onerous taxation. Before the war, 50 per cent. of gross receipts was considered an average outlay for the expenses of management. It is now about 60; sometimes more, very rarely less. In view of the heavy claims upon income for renewals and repairs, no dividend was declared in January last. Further appropriations might well be made for these purposes; but as the most pressing claims of this kind have been satisfied, and the Stockholders are much in need of dividends, a dividend of $3 50 per share, free of tax, was declared payable on this day.

The assets and liabilities of the company, July 1, 1867, were as follows:

ASSETS.

Road outfit and real estate	$1,200,078 76
Bills receivable	22,779 20
Supply fund	2,500 00
Jno. D. Gray & Co.'s note	5,000 00
Due by agents and companies	103,026 52
Cash	13,248 11
	$1,346,632 59

LIABILITIES.

Capital stock	$1,232,200 00
Bonds of the company	35,500 00
Dividends unpaid	16,569 11
Due to agents and companies	40,005 89
Profit and loss	22,357 59
	$1,346,632 59

The equipment of the road consists of 18 locomotives, 6 passenger cars, 4 baggage, 1 express, 2 cab, 1 shanty, 45 box, 12 stock and 21 platform cars.

TREASURER'S BALANCE SHEET.

Road outfit and real estate	$1,200,078 76
Bills receivable	22,779 20
Interest account	2,355 00
Supply fund	2,500 00
Dividend July, 1866	49,288 00
Jno. D. Gray & Co.'s note	5,000 00
Due by agents and companies	103,026 52
Cash	13,248 11
Road expenses	322,596 42
	$1,720,872 01
Capital stock	$1,232,200 00
Profit and loss, July 1, 1866	5,120 20
Bonds of the company	35,500 00
Dividends unpaid	16,569 11
Due agents and companies	40,005 89
Road earnings	391,476 81
	$1,720,872 01

President.—HON. JOHN P. KING.

Directors.—W. B. Berry, Jesse McLendon, John E. Robinson, Richard Peters, F. Phinizy, Hon. Orville A. Bull.

Secretary and Treasurer.—WILLIAM P. ORME.

Gen'l Superintendent.—L. P. GRANT.

☞ The Franklin copper mine produced 44 tons, 498 pounds, of copper in August; the Pewabic, 113 tons, 165 pounds; Quincy, 90 tons; 165 pounds; Isle Royale, 52 tons, 1,263 pounds; Sheldon-Columbian, 34 tons.

The Mont Cenis Summit Railway.

The opening of the railway over Mont Cenis has already been announced. The following particulars of the trial trip are given in an English paper

A train, composed of an engine and two carriages, left for Michel station at 6.30 A. M. on the 21st of August. Mr. Fell's system consists of the application of a central double-headed rail placed on its side in the middle of the way, and elevated about fourteen inches above the ordinary rails. There are four horizontal driving wheels on the engine, under the control of the engine driver, which can be made by pressure to grasp the central rail so as to utilize the whole power of the engine and so enable it to work up incredible gradients without slipping. The carriages also have four horizontal wheels underneath which, with the central rail, forms a complete safeguard. In addition to the ordinary brakes there are brakes upon the central rail. It would appear, therefore, impossible for the engine or carriage to leave the rails where the central one is lain. The morning was admirably adapted for the trip, the sun shining with great brilliancy upon the Alpine peaks and the numerous glaciers which are visible in different parts of the route.

After leaving the deep valley in which St. Michel is situated, the line passes by a gradient of one in thirty to the Point de la Denise, where an iron bridge spans the river Arcq, near the site of that which was carried away by the inundations of last year. As the little train passed the village of Fourneau, the workmen of the Grand Tunnel of the Alps turned out *en masse*, and, as at all other parts of the route, they were observed stooping down and even endangering their lives for the purpose of inspecting the unusual mechanism of the engine for working on the central rail. The first very steep gradient of one in twelve was seen in passing Modane, and, foreshortened to the view, appeared on the approach as if impossible to surmount; but the engine, the second constructed on this system, had already proved equal to the task on the experimental line, and, clutching the central rail between its horizontal wheels, it glided quickly up, under a pressure of steam not more than eighty pounds to the square inch, without apparent effort.

The progress was purposely slow, because no engine or carriage had previously passed over the line, and also to give opportunity for examining the works. The damages to the road on which the line was chiefly laid we found to be substantially repaired by the French Government. The magnificent scenery around, and the waterfall near Fort Sassaillon, were much admired, as the sharp curves afforded different views while passing on the edges of the deep ravines. The train entered Lauslebourg Station under a triumphal arch, having accomplished twenty-four miles of distance, and attained an elevation of two thousand one hundred feet above St. Michel. From this point the zigzags of ascent commence, and the gradients over a distance of four miles were for the most part one in twelve. Looking down from the train near the summit, as if from a balloon, four of the zigzags were visible at the same instant to a depth of two thousand feet. The power of the engine was satisfactorily tested in this ascent, and the summit was reached under salvos of artillery from an improvised battery, and amid the cheers of French and Italians who had gathered to welcome the English on the frontier.

The engine came to a stand under a triumphal arch, at an elevation of 6,700 feet above the sea. Flags of the three nations, and a silk flag especially presented by Signor Ginaoli, to Mr. Fell, waved over a sumptuous breakfast, also provided by that gentleman. The hospice, the lake, and the plateau of the summit, surrounded by snow clad peaks and glaciers, rising to an elevation of from 10,000 feet to 13,000 feet were passed, and the portion of the descent commenced from the Grand Croix. The railway here follows the old Napoleon Road, which was abandoned long since for diligence traffic on account of the dangers from avalanche. Masonry covered ways of extraordinary strength had here been speedily provided for the railway. The descent to Susa was a series of the sharpest curves and steepest gradients, on which the central rail had been continuously laid. The valley of the Dora, with Susa and the convent of St. Michel, and even the Superga above Turin, visible for thirty miles in the distance presented a magnificent panorama, as the train wound through a clear atmosphere round the mountain side. The confidence of the party on a trip which would, under ordinary circumstances, have been so dangerous was manifested by their crowding round all parts of the engine, from which, under a feeling of the security afforded by the central rail, they thoroughly enjoyed the everchanging scenes as they passed round the edges of the various precipices. Susa was entered amid the acclamations of multitudes of spectators, and the party adjourned to dine at the Hotel de France. Thus was completed a journey unexampled in its character, both as respects the steepness of gradients, the elevation of the summit level, and the difficulty with which the curves and precipices were overcome.

Selma and Montgomery, & Vicksburg and Meridian Railroads.

It is now a certainty that the short gap of about forty-five miles, existing between Montgomery and Selma, will, within the next twelve months, be a link in the great railway route, on the *shortest line between the Mississippi river from any point and the Atlantic sea-coast!* The distance from Vicksburg to Savannah, *via* Selma and Montgomery, will be 670 miles, between which points passengers will be conveyed in 30 hours, at a very moderate rate of speed, and freight in about 48 hours. A regular line of steamers ply between New York and Savannah, and it will no doubt become the preferred route with the Vicksburg and other merchants in this section of the South, for a certain class of their merchandise freight from New York, for which the speediest transportation is desired. Thus it will become a great thoroughfare for Western freight, to be distributed in Alabama, Georgia, &c., starting from Vicksburg; and for New York freights, destined for portions of Mississippi, Louisiana and Texas, for the most part, coming through Vicksburg. Consequently, Vicksburg will be the point of concentration for a vast amount of Western and Eastern freight, of every description, which must enure to the benefit of her trade, and advance her commercial growth and prosperity.

In this connection, we can state that the Vicksburg and Meridian Railroad is now being put in good working condition for the fall trade. The President of the company has succeeded in making highly important financial arrangements, which will enable him to add very much to the safety and efficiency of the road, and to increase the rolling stock to the full extent that will be required to accommodate the business that will be offered.

In a word, the Vicksburg and Meridian Railroad, with its Eastern connections, is to form the great trunk line from the Atlantic to the Pacific. —*Vicksburg Times.*

Memphis and Little Rock Railroad.

We have been informed that the president and directors of the Memphis and Little Rock Railroad have made arrangements whereby the eastern division of their road, extending from Memphis to Madison, on the St. Francis river and the western division, from Devall's Bluff to Little Rock, are to be completed by the first of next January. They have made a contract with Mr. Edward Denmead, of Marietta, Ga., who agrees to put the above divisions of the road in complete running order; to furnish labor, timber, ties, and all materials necessary (except iron, the company agreeing to supply the rails, chairs, spikes, etc.) He is to erect all bridges, and trestle-work required, build sidings, depots, water stations, stock pits, etc.; put in new cross-ties; and, in short, put the road in thorough condition. The entire cost to the company, including iron, is estimated at $200,000. The company agree to pay Mr. Denmead $20,000 in cash instalments as the work progresses. The balance which may be due him on the estimates of the engineer, is to be paid out of the earnings of the road after it is put in working order. The divisions referred to will be placed in charge of an experienced superintendent, to be selected jointly by the company and contractor, who will take charge of the working of the road, the company furnishing the rolling stock. He will make monthly reports to both parties, and pay over monthly the net earnings to Mr. Denmead, until the entire amount due on his contract shall be paid, when the working management of the road will revert to the company. The affairs of the road, meantime, are to be subject to the inspection of both parties, and the general charge of the superstructure and work of the road will still be in the hands of its chief engineer, J. L. Meigs, Esq. A stage line is to be established from Madison to Clarendon, from whence a boat will convey passengers to Devall's Bluff, where they will take the cars on the western division for Little Rock. Some time since, a considerable amount of stock was subscribed by our business men to aid the company in grading the middle division of the road, which extends from the St. Francis to White river, forty-six miles, but payments have not been made promptly, and the work has been retarded. The contract to grade the middle division was awarded to Gen. Forrest, who as nearly twelve miles west of Madison completed, and is still at work. An agent of Gen. Fremont, president of the El Paso railroad, is expected here in a few days, and an arrangement may then be perfected whereby the work on the middle division will be pushed along more rapidly, and direct railroad communication between Memphis and Little Rock established.—*Memphis Appeal.*

New York and Oswego Midland Railroad.

The route of what is to be known as the New York and Oswego Midland Railroad, has, after much deliberation, been decided upon. The Rochester *Democrat* says that the directors have published a long address giving a description of the route proposed, and assigning reasons for their action. The line will commence on the Hudson River, at or near Jersey City, and go to Pompten, New Jersey; thence to the village of Middletown on the New York and Erie Railway, in Orange County; thence through the Sandburgh and Sheldrake valleys to Young's Gap, in Sullivan county; from Young's Gap the road will pass through Delaware county, *via* Walton, to Sidney, and thence across the Susquehanna and Unadilla Valleys through Guilford and Oxford to Norwich, in Chenango County; thence through the Chenango and Oneida Valleys, *via* Oneida Lake, to Fulton, Oswego County; thence to Oswego. A branch will be constructed through the town of Hamden to the village of Delhi. A strong effort was made to bring the road through Syracuse, but that city and the towns in Onandago County having refused to issue bonds to aid in the construction of the road, the directors located the route from Norwich to Fulton *via* Oneida.

Cleveland and Toledo Railroad.

A meeting the stockholders of this company will be held in Cleveland on the 8th of October, to consider and vote upon the question of a lease of its road to, and a running arrangement with, the Cleveland, Painesville and Ashtabula Railroad Company, and of an increase of its capital stock; and likewise to take action upon a proposition for leasing to the Cleveland and Pittsburgh Railroad Company the joint use of the Cuyahoga River Bridge at Cleveland.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Jul. '67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'67 3½
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ..100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,650,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Apr.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	J. & J.	Jul.'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	777,800	A. & O.	A. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	F. & A.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..100	1,000,000		Jul. '67 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,800,000		
Cincinnati and Zanesville. 50	1,800,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,209	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*...100	2,384,941		
Delaware.....50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7a
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au.'67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly 100		M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite.....100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,749		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	13,937,100	A. & O.	Apr.'67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central.....100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 ..
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jul.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,666	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 5
Little Miami.....50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '67 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,566	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014.000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,030,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,789		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,000	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895 000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem..... 50	5,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Aug.'67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,30.		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester ...100	2,368,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3.581,000		
Panama.....100	7,000,000	J.A J&O	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apr.'67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct.'67 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 30	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,628		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jul. 67 2½
Pittsb. Col. and Cin.....100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	58,400	J. & D.	Jun.'67 4
Rome,Watert. and Og'nb..100	2,885,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
St. Paul and Pacific.....100			
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 0.0 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Springfield and Columbus.100			
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " 1st pref.100	1,700,000		
" " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (K. D.).....100			
Union Pacific (Cent. Br.)...00			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	534,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,000 000	J. & J.	J'n.'67 1½
Vermont Valley.....100	518,164		
Virginia Central 100	3,353,676		
Virginia and Tennessee...100	5,454,815		
Wes ern (Mass.).....100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,150,470		
Wilm. and Weldon.....100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 1½
CANALS.			
Chesapenke and Delaware 50	1,575,963	J. & D.	Jun '67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,533,350	F. & A.	Aug.'67 4
Delaware and Hudson....100	10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated 10	1,025,000	F. & A.	Feb.'67 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Sep. '66 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep. '67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,000,000	M. & S.	M. '67 3½
Ashburton 50	2,400,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Spring Mountain Coal.....	1,250,000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express..... 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,810	7,525	6½	—	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325.000	—	20,451	168,846	44,203	7	—	55
30 Nov'66	27.43	—	—	—	—	Cambr.dge	734,671	727,800	150,000	94	—	65,502	9	—	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	46.000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	—	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	129,096	752,414	113,472	—	—	55½
30 Nov.'66	6.28	—	254	36	—	Middlesex (Boston)	494.702	400,000	38,000	76,444	157,176	11,437	—	—	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,238	71,600	58,400	55,000	34.256	2,635	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	0.74	—	—	—	—	Suburban	95.000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	103,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	138,622	89,850	40,000	—	46,365	1,841	—	100	—
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	644,000	10,000	281,424	103,590	—	100	—
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn	286.759	200,000	27,500	5,910	98,268	23,408	8	100	—
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep. '66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,101	7,576	—	100	—
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	482,810	32,185	196,041	25,709	—	100	—
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	—	1,051424	356,656	12	10	107
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549.425	389,800	200,000	18,765	128,224	19,566	—	100	—
30 Sep. '65	0.09	0.41	—	—	—	Brooklyn City & Ridgewood	187.200	164.000	20,000	3,200	—	—	—	100	—
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	—	8,667	4,582	—	—	—
30 Sep. '66	24.00	—	—	114	12	Central P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	148,000	36,545	123,014	loss.	—	100	—
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90000	124,000	2,600	10,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	—	(Com	pleted	Sept.,	1867.)	—	—	—	—
30 Sep. '66	12.20	—	—	80	—	Ninth Avenue	445,295	797,320	112,000	—	73,276	loss.	—	100	—
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133.400	100,000	1,000	53.296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	56
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	190,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	—	—	(Lease	d.)	—	—	—
30 Sep. '65	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Br'n)	62,000	50,000	12,000	—	15,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56.300	7,756	143.111	61,093	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50.000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,385	112,245	350,000	36,294	294,683	121.721	20	—	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.83	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	66	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100.00	17,000	—	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	178	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,207	116,738	23,058	16	50	—
31 Oct. '66	2.90	—	75	12	—	Pittsburg and Birmingham	72,105	68,000	10,800	—	80,135	29,928	20½	50	—
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	5	2	Schuylkill River (Phila.)	46.000	50,000	—	—	(op. by	P. & R.)	—	—	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	70½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,868	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'd F.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,617	31½	50	66
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344.895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesburre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50.000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica					
1st Mortgage	98,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg)					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	50,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J	71–72	91½
Malden and Melrose:					
1st Mortgage (unamed)	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia:					
1st Mortgage	100,000	6	J & J	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Sept. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,839,792	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	283,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	109½
" " " ..... coupon		5	" "	1874	112
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	117
" " " ..... coupon		5	" "	1871	116½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	111
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,345,100	6	Jan & July.	1881	110½
" " " ..... coupon		6	" "	1881	111
Loan of Feb. 25, 1862 (5-20s) ... registered	1,208,710,600	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	110
" " " (5-20s) ..... coupon		6	" "	1885	110
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ... registered	171,499,350	5	Mar. & Sept.	1904	99½
" " " (10-40s) ..... coupon		5	" "	1904	99½
Pacific R. R. Bonds ..... (currency)	16,348,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	400,786,025	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	106½
Matured Debt not presented	19,117,376	---	presentation.	----	----
Gold Certificates of Deposit	15,462,700	---	presentation.	----	----
Coupon Interest Notes 1864 '65	78,849,600	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	365,184,444	---	----	----	----
Fractional currency	29,392,173	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	698,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1880 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	102
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	83
" — " " (Act Mar. 12, '66. "	3,630,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'69-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	74
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,423	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,617	6	" "	1870	----
" —State Bonds ..... coupon	943,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	----
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	98
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	150,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	685,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	455,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	I. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,642	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	21,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,607	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (" ") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,816	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6	" "	1870	100½
" — " " (Balt. & Susq. R.R.).	1,000,000	6	" "	1870	100½
" — " " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,688	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	175,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	858,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,355,516	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	968,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	104½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	81½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	202½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	97½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	104½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " ..registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	99½
" — " " "	1,400,000	6	" "	'75-'77	99½
" —General Fund Bonds	909,607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	1,500,000	5	" "	1871	----
" — " " "	4,500,000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	64½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	53
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	'76-'81	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	91
" — " " ..... registered	5,043,052	5	" "	'68-'70	91
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,999,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	105½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	484,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	97½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	64½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,789,398	6	" "	long.	42½
" — " " (new) ..... registered	10,900,000	6	" "	long.	----
" — " " (") ..... coupon	1,379,900	6	"	1876	49
" — " " (") ..... "	439,300	6	"	1886	39
" — " " (")	89,600	6	"	1890	35
Wisconsin—State Bonds	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568.589	533.150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	466,102	383,296	400,550	475,257	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100.991	154,418	195,803	162,723	178,786	206.090	224,257	312,165	354,554	320,879	307.803	252,015	2,770,484
1865	280.503	275,283	299,063	258,480	322,278	355,270	236,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222.241	290.111	269,249	329.851	371,544	321,597	387,269	322,638	360,228	328,080	271,247	3,895,153
1867	240,238	142,947	238,862	283,921	338,691	343,471	356,142	421,484	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130.225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 683	2,811,544
1864	273,876	317,839	390,355	421,363	486,830	565,145	490,710	519,306	669,605	729,759	716 378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,621	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	------	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,298	50,198	51,485	61,787	51,388	60,895	528,304
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,184	90,583	87,784	81,500	94,867	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29.102	37.501	39.600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	58,653	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,091,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,209,245	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,289,024	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,559	644,587	518,088	7,181,208
1866	603,053	506,266	605,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	558,219	504,086	6,546,741
1867	660,438	564,201	417,352	420,365	477,607	496,516	497,879	634,377	------	------	------	------	------
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,185
1865	96,672	87,791	93,763	76,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,765	90,526	96,536	106,594	114,716	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,556	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	160,989	245,701	244,854	93,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,790	4,826 727
1865	312,846	277,234	412,715	418,970	418 024	384,684	338,858	384.401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,801	304,232	312,879	428,762	------	------	------	------	------
Michigan Central:													
1863	242,073	245,853	236,432	238,495	236,453	206,221	193,328	215,449	308,165	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,691	490,694	447,870	328,470	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,540	444,694	306,669	4,280,115
1867	304,095	283,661	376,210	382,783	333,952	284,977	313,021	398,993	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,848	124,970	99,662	86,482	164,710	221,638	193,135	129,227	1,402,106
1865	98,181	86,528	95,905	104,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,001
1866	131,707	123.404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193 938	205,436	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.796	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029.736	1,055,793	1,273,117	1,450.076	1,227,113	1,197,506	1,116,829	13,357.709
1865	957 869	613,381	965,659	1,046,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,484	1,528,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	247,541	248,100	326,236	277,424	283,130	253,924	247.262	305,454	276,700	310,762	302,426	281,613	3,350,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,831
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,035,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,541	1,252,336	833,742	887,798	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	251,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,954
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,836	637,186	646 985	554,523	712,495	795,938	858,501	712,383	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,318	644,201	654,926	767,441	679,936	655,242	7,467,217
1867	560,115	522,823	678,349	575,287	573,292	506,586	534,733	602,069	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,554,913
1864	160,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,070	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,594	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	214,227	177,364	2,250,142
1867	149,658	149,842	174,162	188,162	171,736	156,036	172,933	220,788	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,058	132,111	148,272	152,585	105,554	116,379	170,595	151,062	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	266,154	2,050,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	------	------	------	------	------
Western Union:													
1865	42,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,333
1866	45.102	35,905	39,301	43,332	86,918	102,918	85,276	60,698	84,462	100,313	75,348	44,468	814,036
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,282	73,525	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1863	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	99½
" " " 1850	628,500	6	Jan. & July.	"	1890	97½
" " " 1855	1,021,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
"	200,000	6	April & Oct.	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1860	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1872	93
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	87
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	72
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	109½
Central Ohio:						
1st Mortgage W Div.	440,000	7	May & Nov	Zanesville.	1890	83
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1888	
2d Mortgage	600,000	7	March & Sept	Baltimore.	1892	107
3d Mortgage (S. F.)	966,000	7	" "	" "	1387	87
4th Mortgage (S. F.)	1,265,000	7	" "	" "	1875	80
Income	1,192,200	7	Jan. & July.		'77-'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	92½
Convertible bonds	1,500,000	7	" "	"	1893	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	93
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,132,000	6	" "	" "	1887	
Plain Bonds, dated Sept. 20, 1850	889,000	7	March & Sept.	" "	1893	
2d Mortgage, inconvertible	961,000	4½	July.	Frankfort a.M.	1900	
Chicago and Aurora 1st Mort.	96,000	7	Jan. & July.	New York.	1857	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	55
Chicago and Rock Island:						
1st Mortgage	1,357,000	7	Jan. & July.	New York.	1870	101
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,900	7	Jan. & July.	" "	1896	90½
Chicago and Northwestern:						
Preferred Sinking Fund	1,950,000	7	Feb. & Aug.	New York.	1885	96
General 1st Mortgage	3,000,000	7	" "	" "	1885	55
Funded Coupon Bonds	780,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,120,000	7	March & Sept.	New York.	1873	94
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,107,340	6	Jan. & July.	" "	1892	76
Dividend bonds	18,314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	37,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,091,000	7	Jan. & July.	" "	1885	102
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95
Connectic't and Passump. Rivers:						
1st Mortgage	572,700	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	235,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,557,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,000	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	240,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	503,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,228,500	7	April & Oct.	" "	1875	100½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Income	345,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (C. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	79
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	750,000	6	Feb. & Aug.	Boston.	1874	96
1st (State) 7's, 2d 7's, after M.	425,000	5	Ja. Ap. Ju. Oc.	"	'60-'71	
Essex Railroad Bonds	214,000	6			1876	
East Tennessee and Georgia:						
Indorsed by State of Tennessee	133,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
2d Mortgage (after State)	71,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	576,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,020,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	81½
Land Security	3,344,600	7	April & Oct	" "	1881	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	105,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Eight Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,568,500	7	April & Oct.	London.	1875	
Construction	2,578,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	104
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	200,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'76	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	251,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	84
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						65
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1885	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	108½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	76½
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
3d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	640,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " [ ]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,315	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						93½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	107
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98½
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		103½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						97½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York	73-	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88½
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	81½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "	"	1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	97
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	83
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101½
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.		
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91½
" 1849, "	67,000	6	" "	"	1880	96½
1857. (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	80
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	570,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144½
2d Mortgage	987,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	74½
2d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	123,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	427,500				1875	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	81½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	90
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	87½
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	950,000	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden, Philadelphia.	1883	87½
2d Mortgage	772,000	7			1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1872	
Income Bonds	1 0,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	18 1	
" "	197,777	7		"	1 86	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	60.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,955	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb. '59	30 3	—	.....	68.1	2	2	19	*Alabama and Mississippi*	451,505	30,091	—	385,010	109,500	21,632	518,966	30 3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	67.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109 6	.....	307,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,561,831	1,591,391	17 922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,844 104	1,130,700	288,781	3,068,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	52,565	108,338	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,057,940	1,956,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	.....	3,927,000	75.2	.....	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124 0	192,989	478,095	65,462	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,925	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,858	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	383 283	122.500	1 370,783	100.0	228,845	332,570	58,066	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,911	1,021,673	908 906	6 000 000	1,079,500	258.046	8,272,133	117.4	787,826	2,068,260	704,010	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,263,600	555,900	6,112	3,380,357	66.4	366,149	760,678	260,52	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,122	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,298	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,530	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	8.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	14[illegible],554	1,23[illegible],20	55,500	56,575	1,346,632	86.7	.....	391,477	68,860	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	723,700	129,500	.....	.....	53.0	.....	168,988	96,61[illegible]	—	—
30 Apr. '60	43.5	—	.....	22.7	...	...	.....	Brunswick and Florida	755.000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,408	1,715,025	764,57[illegible]	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,185	528,018	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,296	1,658,976	102 5	226,241	404 618	212,67[illegible]	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	302,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62.374	—	1,275,901	10,200	180,021	1,473,140	71.6	.....	.....	.....	—	—
31 July '66	106.1	100.8	16.2	—	22	20	250	South Western	3,350,606	411,373	34,173	3,202,400	437,500	12,532	4,808,563	228.8	264,524	856,54[illegible]	343,802	—	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,116	3,695,158	1,484,61[illegible]	6[illegible]	120
30 Apr. '67	317.0	83.0	47.0	—	119	56	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	355 542	18,957,024	400 0	2,423 5 6	8,146,892	2,793,46[illegible]	20	125
31 May, '67	491.0	661 4	30.0	—	24[illegible]	138	5,556	Chicago and Northwestern	41 871,570	*	3,992,752	28 021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,96[illegible]	—	41[illegible]
31 Mar. '67	181.8	181.8	.....	62.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	2,971,084	1 413,90	10	101[illegible]
31 May, '63	174 5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	190.0	.....	742,097	377,47[illegible]	—	—
31 Dec '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,153	*	10 523,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,862	6,546,741	2,175,44[illegible]	10	121[illegible]
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,524	561,663	171,66	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	485,55	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,12[illegible]	246,72[illegible]	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,89[illegible]	158,54[illegible]	—	—
31 Dec. '65	89.5	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140 689	3,458,108	110.0	.....	443,858	230,83[illegible]	9	81
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,022	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,56[illegible]	288,15[illegible]	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,17[illegible]	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288 0	.....	645,82[illegible]	371,40[illegible]	—	95[illegible]
30 Nov. '66	73.0	—	.....	—	26	23	664	Terre Haute and Indianapolis	1,998,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	156[illegible]
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,1[illegible]	2,662,123	960,000	653,995	5,429,203	166 1	319,880	805,27[illegible]	237,861	—	—
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mos.	468,82[illegible]	21,66[illegible]	—	—
30 Jun. '65	136 0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,952	*	—	3,462,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,40[illegible]	227,58[illegible]	—	—
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,966	52,300	36 711	514,646	63,000	1,790	690,976	29.0	.....	248,521	110,319	7	—
30 Jun. '67	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,736	54,2 5	1,109,894	294,519	7,430	1,586,923	95.1				6	—
30 Jun. '66	185.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,125,491	453,051	12,754,345	334 0	969,947	3,143,189	1,502,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,098,425	1,730 600	2,504,768	8,628 793	80.0	105,960	414,741	99,22[illegible]	—	—
30 Nov. '66	206 0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,561,000	281,167	12,089,638	206.0	.....	1,134,042	386,26[illegible]	—	—
31 Aug '60	58 7	—	.....	185.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,254.015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,025	947.500	—	2,950,000	4,250,000	.....	9,006,369	188.0	.....	840,896	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	11,930,414	*	1,086,729	8 0 0 635	7,[illegible]84,989	234,438	16,017,543	329.8	1,902,968	4,325,490	1,498,71[illegible]	10	109[illegible]
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,796	10,001,200	9,136,440	736,951	20,473,9[illegible]	523.8	2,386,158	4,653,1[illegible]	1,609,35[illegible]	—	80[illegible]
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	338	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,752	836 902	6,331,889	236.0	.....	884,342	328,09[illegible]	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,43[illegible]	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	131,66[illegible]	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,15[illegible] 8[illegible]	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	57[illegible]
31 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	108,235	8,023,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200.000	*	—	500,0[illegible]	70[illegible]	.....	.....	52.0	.....	.....	.....	—	—
31 Feb. '66	283.0	—	14.4	—	18	31	645	*Pacific*	13,645,014	1,504,015	439,157	3 581,5[illegible]	9 200 000	1,150,743	15,628 1[illegible]	283.0	831,433	1,7[illegible],556	409,826	—	—
31 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119.738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
1 Feb '64	86.5	3.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,2[illegible]	3,501,000	40 555	6,[illegible],109	90.1	232,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,486	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,092	5,307,183	10	121
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,882,962	1,739,030	4,618,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446,557	681,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	138½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,185	1,190,784	384,644	10	140
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 50)	907,560	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	60.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,809	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,251	350,149	456,729	3,540,000	—	—	4,006,729	23.6	477,106	1,107,442	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,760	82,973	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	383,383	30,275	7,037	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	99,684	114,323	600,000	—	25,500	778,226	41.5	215,731	441,305	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,301	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,184	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	436,965	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	141
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	431,345	1,800,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	—	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	7½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	—	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	826,000	175,000	52,327	1,000,000	—	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	—	52.7	—	—	—	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	392,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,243,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	5,607,652	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,581,244	1,617,268	10	123½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	58.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	loss.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	88.5	—	.....	17.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,099	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo and New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,237,874	786.0	7,109,139	14,396,413	2,238,704	4	62½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,528	1,795,099	9	123½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	25,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	108½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	112
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,876,893	942,441	—	3,077,000	1,494,900	—	4,818,334	122.0	451,196	851,783	284,606	—	65
30 Sept. '65	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,375	1,057,737	36.3	90,260	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	33	27	423	Rome, Water'n & Ogdensb'g.	2,439,989	568,315	—	2,385,500	1,575,794	55,988	4,008,304	139.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	—	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,409	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,848	65,234	—	811,000	—	—	936,581	34.9	83,543	141'888	78,332	7½	.....
30 Sept. '66	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '66	223.0	—	.....	—	25	17	172	North Carolina	4,947,374	*	715,524	4,000,000	339,000	327,430	5,662,898	223.0	361,046	890,480	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	498 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,695	*	501,338	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	28½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	2,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,938 700	521,906	8	100
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,884	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,963	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	79½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	129
30 Nov. '66	64.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,843	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	858,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	*	1,515,128	3,572,400	1,400,000	35,790	5,225,438	153.2	1,160,900	1,936,088	489,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	29	485	Marietta & Cincinnati, re-org.	15,850,77-	*	1,578,999	12,667,668	3,688,386	315,484	17,429,777	250.8	739,960	1,234,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	596 400	391,992	3,382,168	1,218,972	109,313	4,972,748	206.9	346,271	694,520	134,081	—	33½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,386	903,200	—	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	——	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,842	2,876 342	44.0	134.201	356,277	123,892	——	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	103	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,205	29,969,900	1,156,319	60,721,124	507.0	2,041,771	4,833,490	1,476,030	——	——
31 Oct. '66	65.0	2.5	4.5	——	21	9	263	Catawissa	3,635,000	*	——	3,550,000	266,000	——	3,634,000	61.5	227,645	447,052	130,841	——	13
31 Oct. '66	74.0	——	6.3	——	15	12	150	Cumberland Valley	1,671,037	*	——	1,316,000	384,000	——	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	——	70.0	——	87	17	5,710	Del., Lackawanna and West'n	9,687,427	2,912,417	——	11,388,600	3,370,500	717,222	15,378,322	204.5	1,909,775	2,738,496	714,825	20	115
31 Oct. '66	36.0	1.7	6.0	——	10	8	96	East Pennsylvania	1,342,231	227,059	——	654,400	572,900	——	1,564,730	36.0	199,412	446,078	237,034	——	——
31 Oct. '66	78.0	——	16.0	——	13	——	330	Elmira and Williamsport	2,263,000	252,000	——	1,060,000	1,620,000	——	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	——	6.0	——	——	——	——	Erie and Northeast	700,000	——	30,000	600,000	400,000	——	1,000,000	18.5	168,823	620,438	160,700	25	——
31 Oct. '66	81.6	2.0	6.2	——	15	11	446	Erie and Pittsburg	1,845,920	554,629	225,000	664,300	1,248,704	435,293	2,622,548	98.6	313,902	618,566	235,153	——	——
31 Oct. '66	36.0	15.0	17.9	——	——	——	——	Harrisburg and Lancaster	1,882,550	——	——	1,132,550	700,000	——	1,882,550	——	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	——	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	——	——
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	——	686,130	1,462,140	——	2,188,498	59.7	194,282	250,906	53,595	——	16
31 Oct. '66	80.0	2.0	13.5	——	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	——	1,338,000	2,401,645	68,880	3,812,143	82.0	484,750	818,878	285,010	——	——
31 Oct. '66	71.0	57.5	130.0	——	86	19	3,475	Lehigh Valley	9,941,432	3,052,700	——	9,406,200	1,477,000	——	12,994,222	128.5	1,078,411	3,718,680	2,269,027	20	57½
31 Oct. '66	28.3	6.0	8.0	——	——	——	——	Little Schuylkill	1,466,283	*	1,898,965	2,606,100	886,000	73,555	3,604,355	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	——	64.1	——	——	——	——	Mine Hill and Schuylk. Haven	3,760,800	——	——	3,775,600	——	——	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	——	23	22	687	North Pennsylvania	5,754,963	665,232	467,050	3,150,150	3,124,737	——	6,887,235	67.5	245,588	902,213	382,500	——	36½
31 Dec. '66	354.8	33.3	466.8	——	452	240	7,979	Pennsylvania	25,642,634	3,371,315	15,236,686	20,000,000	18,038 256	——	44,351,544	365.5	7,089,096	16 583,883	5,967,520	9	85½
31 Oct. '66	17.0	3.0	19.3	——	19	42	119	Phila., Germant'n & Norriet'n	1,139,079	264,489	409,986	1,491,880	169,800	——	1,817,554	24.2	274 872	606,346	247,446	9	62½
31 Dec. '66	287.5	——	68.3	——	——	——	——	Phila. and (Sunbury) Erie	17,869,733	——	——	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	——	27½
30 Nov. '66	147.0	——	255 4	——	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,857	6,719,582	——	32,577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	51
31 Oct. '66	26.5	——	30.0	——	——	——	——	Philadelphia and Trenton	1,369,284	——	272,223	1,099,120	200,000	——	1,641,507	26.5	195,478	849,446	316,754	15	125½
31 Oct. '66	96.0	——	105.6	——	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	——	9,019,300	1,450,000	——	10,469,300	197.0	880,336	2,470,958	1,057,687	10	53½
31 Oct. '66	58.4	——	——	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,778,120	1,500,000	73,108	3,349,237	70.9	324,068	529,109	245,966	——	——
31 Dec. '66	468.5	——	138.1	——	159	121	2,429	Pitts'g, Ft. Wayne & Chicago	24,282,747	*	2,673,792	9,940,988	12,568,500	1,062,343	23,927,540	468.5	4,945,418	7,467,217	2,819,531	10	101½
31 Oct. '66	28.0	——	5.0	——	7	——	458	Shamokin Valley & Pottsville	1,569,450	*	——	869,450	700,000	——	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	——	4.0	——	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10.000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,590	145,650	——	——
31 Oct. '66	36.6	——	4.7	——	8	3	253	Tioga	828,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	128,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	——	4.0	——	16	18	140	N. Y., Providence and Boston	2,563,000	*	——	1,755,281	500,000	——	.....	62.0	340,600	625,641	169,823	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	901,615	34,372	250,000	706,365	196,266	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	.....	——	——	——	.....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	126,871	——	——
18 Feb. '59	102.0	——	.....	——	.....	.....	.....	North-Eastern	2,011,662	*	——	936,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '66	136.0	106.0	.....	——	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,821,175	242.0	.....	1,312,738	387,332	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	.....	——	——	——	.....	Central Southern (Tenn.)	1,021,429	58,133	——	505,214	516,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
30 June '66	30.0	——	1.8	——	17	11	200	East Tennessee and Georgia	.....	*	——	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	——	——
30 June '66	140.0	——	8.0	——	15	8	188	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,858	4,224 247	130.3	139,332	331,871	161,014	——	——
30 Jun. '65	271.6	19.4	20.0	——	52	41	849	Memphis and Charleston	5,966,205	344,284	448,922	5,312,725	2,886,900	1,462,314	11,093 891	291.0	405,051	1,274,307	624,142	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksev. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	.....	.....	.....	.....	.....	——	——
30 Sep. '63	99.2	——	——	——	12	7	92	Mississippi and Tennessee	3,015,107	*	——	825,399	1,069,600	962,059	3,015,107	99.2	.....	367,252	173,729	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	62,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	538,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	189.0	.....	734.118	337,284	6	——
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,248	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '67	110.3	——	6.6	——	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,860	521,102	3,171,811	110.3	171,490	495,706	184,652	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,706	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '65	117.0	2.0	26.0	——	54	49	1,068	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	——	1
31 May, '65	47.0	16.5	5.3	——	——	——	——	Vermont and Canada	2,250,000	*	——	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98
30 Jun. '65	23.6	——	0.9	——	4	6	39	Vermont Valley	1,212,274	*	——	516,164	798,200	.....	.....	23.6	.....	90,273	34,358	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,181	1,434,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,689	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,158	——	1,500,124	590,610	155,161	2 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '66	103.5	——	.....	——	——	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	——	17½
30 Sep. '66	88.3	68.4	10.0	——	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,023,000	880,780	.....	167.7	6 mos.	300,101	102.651	——	15½
30 Sep. '66	123.3	10.1	.....	——	18	7	107	Petersburg and Lynchburg	3,538,272	*	——	1,565,600	1,631,900	124,981	3,565,187	133.4	.....	289,581	49.581	——	——
30 Sep. '59	59 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '66	140.5	1.5	11.2	——	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,988	190.5	239,951	672,714	284,789	——	——
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	——
30 Sep. '66	22.2	2.8	3.1	——	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,764	——	——
30 Sep. '59	23.7	——	0.2	14.6	2	——	28	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
28 Feb '67	80.0	——	.....	——	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,526	——	——
30 Sep. '66	178.2	——	21 3	7.0	30	15	176	Virginia Central	5,428,128	541,814	280,926	3,383,679	1,799,822	804,785	6,245,868	195.0	.....	487,449	120,136	——	——
30 Jun. '66	204.7	9.4	10.6	——	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,839	556,022	98,882	——	——
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	——	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	——	18,508,274	275 0	998,727	2,538,800	934,103	——	42
31 Dec. '66	200.0	135.0	23.3	——	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	——	4,144,696	390,500	——	.....	235.0	.....	.....	.....	——	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
								CANADA.													
31 Jan. '68	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,798	67,652	——	15
31 Dec. '52	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,483,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	68
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	——
31 July '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,769	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	857.0	.....	3,011,860	1,649,510	1½	——
31 Dec. '64	94.5	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,122	——	——
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	——	18	18	170	European & North American	4,747,713	.....	.....	4,658,700	.....	.....	.....	108.0	.....	148,339	55,777	——	——
July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]	——	1,380,000	18,100	136,000	1,709,232	60 0	.....	132 [illegible]	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	——	20	18	160	Nova Scotia	4,278,401	*	——	4,278,241	.....	.....	4,278,281	92.0	158,416	139,107	37,181	——	——
								NEW GRANADA.													
	8.		.....	——	11	22	120	Panama	8,000,000	*	——	6,931,[illegible]	[illegible]	[illegible]	10,765,[illegible]	48.7	.....	[illegible] 127,435	[illegible]	——	——

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61
Chicago & Alton (preferred)	2,425,400	7	7	128
Chicago & Northwestern (pref.)	14,789,125	7	7	66½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,'73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,358	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	20
" " (2d pref.)	4,051,744	7	3	20
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	91
" " " (2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	---	62½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,168	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	126,000	6	J. & J.	1865	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,960,670	6	J. & J.	1882	73½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	516,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,500	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55½
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	44½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	40
" (preferred)	100	1,175,'00	10	97
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	16
" " (preferred)	50	2,888,988	---	27½
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton. 42 50 @ 45 —
Pig, American, No. 1 ..... 44 — @ 45 —
Pig, American, No. 2 ..... 39 — @ 40 —
Bar, Refined, English and American ..... 85 — @ 90 —
Bar, Swedes, assorted sizes ..... (gold). 92 50 @105 —

Store Prices.

Bar, Swedes, ordinary sizes ..... 155 — @ — —
Bar, English and American, Refined ..... 105 — @110 —
Bar, English and American, Common ..... 95 — @100 —
Scroll ..... 132 50 @180 —
Ovals and Half-round ..... 130 — @140 —
dand ..... 132 50 @ — —
Horse Shoe ..... 127 50 @ — —
Rods, ¾ @ 3-16 inch ..... 110 — @165 —
Hoop ..... 137 50 @190 —
Nail Rod ..... per lb. — 9 @ — 10½
Sheet, Russia, Med. No.'s ..... — 20 @ — 22
Sheet, Single, D. and T. Common ..... — 6 @ — 7½
Rails, English ..... (gold) ..... per ton. 52 50 @ 53 —
Rails, American (at works) ..... 79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices)

English Cast ..... (2d and 1st qlty.) ..... per lb. — 18 @ — 22
English Spring. (2d and 1st qlty.) ..... — 10½@ — 12½
English Blister. (2d and 1st qlty.) ..... — 11½@ — 20
English Machinery ..... — 13½@ — 16
English German. (2d and 1st qlty.) ..... — 14 @ — 16
American Blister, "Black Diamond" ..... — 11½@ — 17
American, Cast, Tool, do. ..... — 21 @ — 23
American, Spring, do. ..... — 12 @ — 15
American Machinery, do. ..... — — @ — 14
American German do. ..... — 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New ..... per lb. — 33 @ — —
Bolts ..... — — @ — 22
Braziers' ..... — 31 @ — —
Sheathing, &c., Old ..... — 22 @ — 23
Sheathing, Yellow Metal ..... — 26 @ — —
Bolts, Yellow Metal ..... — — @ — 29
American Ingot ..... — 25½@ — 26½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena ..... per 100 lb. — — @ 9 50
Spanish ..... (gold) ..... 6 55 @ 6 62½
German Refined ..... (gold) ..... 6 55 @ 6 62½
English ..... (gold) ..... 6 55 @ 6 87½
Bar ..... (net) ..... 10 — @ — —
Pipe and Sheet ..... (net) ..... 11 50 @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb. — — @ — 27
Straits ..... (gold). — 25½@ — 26
English ..... (gold). — 23½@ — —

	Gold.		Currency.	
Plates, I. C. Charcoal, p. box.	9 — @	9 25	12 87½ @	12 50
Plates, I. C. Coke	7 62½ @	8 50	10 75 @	12 50
Plates, Coke Terne	7 — @	— —	9 75 @	10 —
Plates, Charcoal Terne	8 75 @	9 —	12 50 @	12 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) ..... per gall. — — @ — 14½
Crude, 40 @ 47 gravity (in shipping order) ..... — 18½@ — 19
Refined, free, S. W. ..... — — @ — 50
Refined, in bond, prime L. S. to W. (110 @ 115 test) ..... — — @ — 31
Refined, in bond, Standard White ..... — 33 @ — 33½
Refined, in bond, prime White ..... — — @ — 35
Naptha, Refined, (60 @ 63 gravity) ..... — 21 @ — 22
Residuum ..... per bbl. 3 — @ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th 19	F. 20	Sat. 21.	M 23.	Tu. 24	W. 25
Atlantic M. S. S. Co	111½	111½	110½	110½	109	111½
California 7s	----	----	----	----	----	----
Canton Co	45	45½	44½	43½	41½	44½
Chicago & Alton	124	----	----	120	120	----
" " pref.	128	----	----	----	----	175
" " I M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	95	----	----	94	----	----
Chicago, Burl. & Q.	125	124	124	125	125	----
" " " 8 p.c.	----	----	----	112	----	----
Chic. & Northwest'n	41½	40	39½	39½	38½	41½
" " pref.	66½	64½	65	65½	68½	66½
" " 1st M.	----	----	----	86	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	101½	101½	102	101½	99	101½
" " 1st M. '70	----	----	101	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	90½	90½	90½	----	----
Clev., Col. and Cin.	100½	----	100	----	----	----
Clev. and Pittsburg	83	82	81	81½	75½	80
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	76	----	----
Clev. and Toledo	129	127½	128½	127½	128	129½
" " S. F. 7 p.c.	----	----	----	----	102	----
Cumberland Coal, pref	----	----	32	29	----	----
Del. & Hudson Canal	148	----	----	149	148	----
Del., Lack. & West.	117½	----	----	115	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	100½
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	66	63½	62½	62½	59½	62½
" pref.	----	----	75	----	74	74
" 1 M. 7 p.c. '67	----	----	----	106	106	107
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	98½	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	130	128	128½	127	123	128½
" 1M. 7p.c. '69	----	----	----	----	101½	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	122	121½	121½	121½	121½	121½
" bonds	----	----	----	----	110	----
Marietta & Cin. 1st pref.	20	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	9½	10
" " pref.	18	17½	18	18	----	18
" " 1st mort.	----	----	----	----	----	----
Michigan Central	110½	110	----	109½	----	----
" S F. 8p.c. '82	----	----	----	113½	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	78	77½	77½	75½	82½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	100
" " 2 M.	92	----	----	----	92	92
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	40	40	40	40½	39½	43
" " pref.	62½	62	61½	61½	60½	63½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104	102½	102½	104	103	104
" iss. to H. & St. J. R.	----	----	81	----	81	81½
" " Pacific	----	----	102½	----	----	----
Morris and Essex	----	----	----	99	99	----
" 1st mort.	----	----	----	----	----	----
" 2d mort	----	----	----	----	----	----
New York Central	107	106	106½	107	105½	108½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	96	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	112	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	108½	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	122	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	53½	53	----	----	----	----
" new	53	----	----	----	----	----
Ohio & Miss. cer.	26½	26½	26½	26½	25½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	142	141	139½	138½	136½	138
Panama	----	----	310	----	----	312
Phila. and Reading	101½	102	101½	102½	102	102
Pitts. Ft. W. & Chicago	102	101½	101½	101	100½	102
" " 1M. 10 4½	----	104½	105	105	----	104½
" " 2M. 98½	----	----	----	----	----	98
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25	24½	25	----	24½	26½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	93½	----	----	----
" " 2M. pref.	----	----	----	83½	----	----
" " Inc. b'ds	----	----	----	80	----	80
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	66	66	66	65	----	----
" new	65	----	64½	64	62½	64
Tol. Wab. & Western	43	----	41½	42	39	42
" Pref.	----	----	----	----	62	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	81	----	----	----	80½	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	----	----
" new	----	----	----	47	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th. 19.	F. 20	Sat. 21.	M. 23.	Tu. 24.	W. 25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.	112					
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s., coup.	99⅜	99¼	99¼	99¼	99⅜	99⅜
U. S. 5s, 10-40s, reg.						
U. S. 6s, 1881, reg.						
U. S. 6s, 1881, cou.	111¾	111¼		111		
U. S. 6s, '81, O.W.Ly.						
U. S. 6s, 1881, " ½y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 5-20s, reg. '62	109¼	109¼	109¼			109¼
U. S. 6s, 5-20s, c. '62	114¼	114¼	113¾	114¼	114	114
U. S. 6s, 5-20s, reg. '64						109⅝
U. S. 6s, 5-20s. c. '64	109¼	109⅝		109⅝	109¼	109¼
U. S. 6s, 5-20s, reg. '65						
U. S. 6s, 5-20s, c. '65	110⅝	110⅝	110¼	110¼	110¼	110¼
U. S. 6s, 5-20s, c. n. '65						107⅞
U. S. 6s, 5-20s, c. n. '67						108
7.30 Notes, 2d series	106⅛			106⅛		106⅞
" " 3d series	106⅞	106⅞		106⅝	106⅞	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	W. 18.	Th. 19	F. 20.	Sat. 21.	M. 23.	Tu. 24
Catawissa						
" preferred						27½
Camden & Amboy	126	126¼	126½	126¼	126	126
" " 6s, '67						
" " 6s, '70						
" " 6s, '75	89					
" " 6s, '83					89	
" " 6s, '89						
" mort. 6s, '89	96			96		
Ches. & Del. Canal 6s '86		91½				
Del. Div. Canal						55½
Elmira & W'msport						
" " pref.					42	
" " 7s						
Lehigh Navigation				47	47	46½
" " 6s, '84						
Lehigh Valley R. R.	57½	57¼			57¼	57¼
" " 6s					94¼	
Little Schuylkill R. R.						
" " 7s						
Minehill	57½					
Morris Canal					40	
" " pref.	95½	95				
" " 6s '76						
North Pennsylvania						
" " 6s					88½	
" " 10s						
Northern Central				48		
Pennsylvania R. R.	53⅜	53⅜		53⅜	53¼	53¼
" 1st m.						
" 2d m.	96¼	96⅜				
Penn. State, 5s	91					
" " 5s, coupon						
" " 6s, W. L.						
Philadelphia City, 6s	98½	98¼			98½	98¼
" " new	101⅛	101	101	100⅞	100⅞	100⅞
" " munc	101					
Philad., Germ. & Nor.			62½			
Phila. & Reading	51⅛	50⅜	50⅝	50⅞	51	50⅜
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie		28¼	28		28¼	
" " 6s						
Philad. & Sunbury, 7s				92		
Schuylkill Navigation						
" " pref.	27½					
" " 6s '82						
" " 6s '76						
" " 6s '72						
Susq. Canal			15½			
" " 6s '78		62¼	62¼			
Union Canal, pref.						
" " 6s '83						
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse)				13½		
Chestnut & Wal. "			46½			
Green & Coates, "						
2d and 3d streets, "						
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	W. 18.	Th. 19	F. 20	Sat. 21.	M. 23.	Tu. 24
Baltimore City 6s, 1875	99¼	99¼	99¼			99¼
" " 1886		97¼			97¼	
" " 1870						
" " 1890	97½		97¼		97¼	97½
Balt. and Ohio			122		121	
" " b'ds, '62						
" " " '67						
" " " '75						
" " " '80		97½				
" " " '85				43		
Northern Central				85½	85¼	
" " b'ds, 1885	85¼					
" " " 1900						
City Passenger R. R.					19¼	

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th. 19.	F. 20.	Sat 21.	M. 23.	Tu. 24.	W 25
Boston and Lowell						
Boston and Maine	136¼	136¼				136¼
Boston and Providence			141½			140
Boston and Worcest.	143	143				143
Cheshire, pref.					61	61
Concord						
Connecticut River						
Eastern, Mass.	112		111¼			111¾
Eastern, N. H.						
Fitchburg			110¾			110¾
Manchester & Lawr'ce						120
Michigan Central						
Northern, N. H.	112					112
Old Colony & Newport	88¼		88¼		88	88¼
Ph., Wil. & Baltimore	53¾					53¾
Portl'd, Saco & Ports.	101				101¼	
Vermont & Canada				96		
Vermont & Mass.	57		57			
Western			140½			141
Broadway (Horse)						
Cambridge "						94
Metropolitan "	58¼	58¼				
Middlesex "						
Central Mining Co.						
Copper Falls "	28¾	26	26¾	26¾		26¼
Franklin "	18¼		18¼	18¼	18¼	
Huron "						
Isle Royale "						
National "						
Minnesota "				4¾		
Pewabic "	14¾	14¼	14¼	14¼	14¼	
Pittsburg "						
Quincy "						
Rockland	6¼	6¼	6	6		5¼

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of Aug. and 7th Sept.:

	Closing Prices. Aug 30.	Sept. 7.
United States, 5-20s, 6 per cent 1882	73¼@ 73⅜	73¼@ 73⅜
Do. do. 6 do. 1864	70 @ 72	70 @ 72
Do. do. 6 do. 1865	71⅛@ 71⅞	71⅛@ 71⅞
Do. do 6 do. 1868	85 @ 90	85 @ 90
Do. 5 per cent., 1874	70 @ 74	70 @ 72
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	33 @ 35	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort, 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	22 @ 23
Erie shares, $100 (all paid) 8 p. c.	44½@ 45	44½@ 45½
Do., convertible bonds, 6 p. c.	69 @ 71	67 @ 69
Do., 3d mort., 1883, 7 p. c	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	89 @ 91	89 @ 91
Do., 7 p. c., 1875	80 @ 85	80 @ 85
Do., $100 shares (all paid)	76½@ 77½	77 @ 78
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	91 @ 93
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	82 @ 84	84 @ 83
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, September 28, 1867.

Stock Exchange and Money Market.

Through the extremely liberal remittances of currency to the West, the free sales of gold and bonds by the Treasury Department, the consequent influx of funds into the Treasury vaults and the renewed activity in Stocks and Gold, Money has been rendered less abundant in the open market, since our last, while the demand for accommodation has been much brisker, and rates have been quoted decidedly firmer, or up plumply to full seven per cent. on call, on the best stock collaterals, and 7@8½ per cent. per annum on prime to good short date commercial paper. On Wednesday, there was a rather less urgent inquiry from the leading Stock Exchange firms, while there was a more animated demand from a few of the heavy dealers in the public securities. The outflow of currency to the West has been on a less extensive scale, since the opening of the current week, while the Treasury office has been a very heavy purchaser of outstanding Seven Thirty Notes. These circumstances give promise of a diminution of the pressure in the loan and discount market. The city banks, last week, suffered a sweeping reduction of their resources, having lost $7,467,518 of legal tender, and $7,482,836 of deposits. They reported an increase of $432,552 in their specie reserve, while they added $633,480 to their loans, and discounts, and $41,214 to their average circulation. The specie reserve of the banks is now $8,617,498, against $7,662,611 same time last year. The city bank deposits are now $185,603,939, against $224,-394,663 week ending Sept. 22, 1866. The legal tender reserve amounts to $57,709,385, against $90,-428,189 same time last year. The circulation now stands at $34,056,442, against $28,770,381 same time last year. The loans are now $254,794,067, against $272,777,166 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $98,690,393 a day, against a daily average of $85,681,445 the preceding week, and $73,617,897 the week ending with Sept. 7. The current week's exchanges average about $96,000,000 a day. The changes in the present Bank Statement, although large in amount as against the deposit and Greenback lines, still leave the lawful Money in reserve full 33 per cent. to the demand liabilities of the Banks, or $11,386,788 in excess of the required 25 per cent, to Deposits and Circulation. The Banks owe:

On deposits	$185,603,939
Circulation	34,056,442
Total	$219,660,381
Of which 25 per cent. would be	$54,940,095
They hold:	
In gold and gold notes	$8,617,098
In greenbacks	57,709,385
	66,326,883
Excess over required average	$11,386,788

National Bank notes to the amount of $40,-180 were issued last week, making the total issue to 1,671 banks thus far, $303,947,846, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,849,345, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,098,451. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,690,-000; and for the public deposits, $38,373,950—making a total of $379,063,950. The Treasury Department last week redeemed and destroyed $340,700 of worn and mutilated fractional currency, and issued $593,731 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $251,702; a decrease of $24,163 in specie; a decrease in legal tenders of $215,251; a decrease of $936,-144 in deposits; and a decrease of $3,993 in circulation. The Bank Clearings show a decrease of $725,316, and the balances, a decrease of $741,817.

A fair average income from customs, and a light revenue from excises was reported by the Treasury Department, for last week. The ex-

cises, last week, yielded $1,868,822, against $3,850,000 the preceding week; customs at the port of New York $2,996,877, and at the outports, about $956,000 (in coin) more, making the grand total income for the week equal about $7,664,295 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $56,500,000.

The U. S. Sub-Treasury receipts, week ending with Sept. 21, were $22,910,965, including $2,996,877 from customs duties; payments, $23,595,431; balance at the close of the week, $118,696,822, against $119,381,288, at the close of the preceding week, showing a decrease of $684,466. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,397,440 including $395,926 from customs; and payments, $644,073; on Tuesday, receipts, $3,238,353 including $655,419 from customs, and payments, $2,031,912. The balance at the close of business on Tuesday stood at $120,656,631, against $122,026,911 a week previous.

Under the influence of an enlarged supply, through increased offerings, chiefly on Government account, and of the stringency in money; the gold speculation has been less confident, since our last, and decidedly reduced prices have been marked in the Gold Board. On Tuesday, the lowest figures were made, namely 142⅛. On Wednesday, there was a rather sharp rally, the price rising to 144. The latest dealings were at 143⅝@143¾. The speculative demand has been less animated. The Customs call has been fair. There has been no export inquiry of moment. Government was again on Wednesday a seller of gold, but only to a limited extent, and its offerings did not perceptibly affect the market. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,417,026. The customs demand for Gold last week, averaged $499,479 a day; thus far, this week, it has been equal to $525,672 a day, or equal to a weekly aggregate of $3,354,032. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $153,061, and from California, $1,350,966. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $91,669,655, against $101,680,560 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $22,625,470, against $31,612,256 same time last year, showing a decrease this year, of $9,006,786. The exports of specie from this port, last week, were $179,222. The total outflow of specie from the port, since Jan. 1, 1867, has been $42,494,472, against $53,653,258 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $135,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,172,765, against $31,709,565 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to August 10, reached $26,822,585, against $29,240,887 same time last year, showing a decreate, in 1867, of $2,418,301.

A fair supply of foreign exchange has been available to purchasers, since our last, at generally less buoyant prices, though toward the close, the leading drawers claimed firmer rates. The demand has been comparatively moderate. Bankers' 60 day bills on London closed at 109¼@109⅝, and on Paris to 5.16¼@5.15; sight bills on London to 109¾@110⅛; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,425,523, making the total value of exports since Jan. 1, 1867, $133,572,340, against $143,286,217 same time in the preceding year.

Government securities have declined in price, since our last, under an increased supply, especially of the later issues, and a less active demand. The tightness in money has led to rather extensive realizations, thus adding to the depression in the market. The Treasury department has been a free purchaser of Seven-thirty notes, since Monday; but reduced its limit as to price on Wednesday, and this reduction prevented any round sums from being offered at the local office on that day. The general market closed heavily. U. S. sixes of 1881 closed here on Wednesday at 110⅝@110⅞; U. S. Five-twenties of 1862, 113⅞ 114; U. S. Five-twenties of 1864 at 109@109¼; U. S. Five-twenties of 1865 at 109⅞@110; U. S. Five-twenties of 1865, consolidated, 107¾@107⅞; U. S. Five-twenties of 1867, 107¾@107⅞; U. S. Ten-forties at 99½@99⅝, and U. S. Seven-thirties at 106¾@106⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864	119⅛	August, 1865	116⅛
December, 1864	118⅛	September, 1865	115⅜
May, 1865	117⅜	October, 1865	115⅛

The railway and miscellaneous share speculation has been quite brisk, since our last. Up to Tuesday noon, it ran severely against the operators for a rise, and decidedly lower prices were made on nearly all the list. The subsequent dealings were on a very confident basis at a notable improvement in current values; the market closing up very buoyantly and actively.

General business has been on a moderate scale, since our last. Breadstuffs have been firmer, and in lively request. Provisions have been less buoyant. Cotton has been plenty, and heavy at reduced figures closing with middling grades on Wednesday at 23@24½ cents per lb. as extremes. The stock of cotton now here is estimated at about 37,500 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales last year; estimated stock at close of year, 80,296 bales, against 253,000 bales same time last year. Beeves have been in fairly active demand at the live stock markets, this week, at a range of from 10@17cts. per lb.; veal calves, at 8½@12½, and sheep at 5¼@8½c. per lb. Swine were plenty and heavy, at 6@8c. per lb., all live weight. The week's receipts include 7,807 beeves, 1,696 veal calves, 30,278 sheep and lambs, and 30,815 swine. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at rather lower prices, ranging from $3.45@$4.75 per ton of 2,240 lbs. deliverable at Elizabethport, N. J. Also 10,000 tons at from $2.05@$3.20 per long ton, deliverable at Washington, N. J. Foreign merchandise has been in active request, and for seasonable articles remunerative prices have been realized, inquiry for dry goods has been somewhat less animated, than it was through the preceding week. The total imports of foreign dry goods, last week, were $1,846,197, and the total amount marketed $2,327,505. The value of foreign merchandise imported last week, was $2,880,218—making the grand total specie value of last week's imports of dry goods and merchandise, $4,726,415, and since Jan. 1, 1867, $185,896,305, against $221,884,297 same time in the preceding fiscal year. The ocean freight market has been moderately active, since our last, closing less firmly with 527 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 5½c.@6d. per bushel; cotton at ⅛d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 11.	Sept. 18.	Sept. 25.
Consols	94⅜	94⅛	94 7/16
U. S. 5-20's of 1862	73	72⅞	73
Erie	44½	44¼	41¼
Ill. Central	77	77⅛	77¼

The New York exports, exclusive of specie, for the week ending Sept. 24, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,335,610	$3,425,523
Prev. reported	139,950,607	130,146,817
Since January 1	$143,286,217	$133,572,340

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,462,663	$1,846,197
Gen. merchandise	8,028,249	2,880,218
Total for the week	$5,490,912	$4,726,415
Previously reported	216,393,385	181,169,890
Since January 1	$221,884,297	$185,896,305

The balance in the Sub-Treasury on Wednesday was $122,029,649 57.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 100; N. Y. State Bounty Loan, reg., 107⅛; do., 6s, 1873, 100; do., 1874@1877, 99¾; Georgia 7s, 83; Brooklyn 6s, W. L., 95; Buff., N. Y. and Erie 1st mort., 90; Galena and Chicago 1st mort., 101½; Long Dock bonds, 98; N. J. Central R. R., 123; Boston Water Power Co., 16¾; American Dock, 100; Adams' Express, 61¾; Merchants' Union Exp., 35 per cent. paid, 23½; U. S. Express Co., 63; Wells-Fargo Express, 57½; Am. Exp., 61; Western Union Telegraph, 40; New York Gas Co., 280; Bank of Commerce, 117; Ocean Bank, 105; Fourth National Bank, 108¾; Shoe and Leather Bank, 112; Continental Bank, 106⅝; Phœnix Bank, 104; Metropolitan Bank, 134; Am. Ex. Bank, 119; American Flag, 0.90; Benton Gold, 0.90; Consol. Gregory Gold, 6.50; Corydon, 1.20; Columbian G. & S., 0.95; Davidson Copper, 2.10;

Edgehill Mining Co., 4.80; Harman G. & S., 9.85; La Crosse Gold, 0.70; Midas Silver, 2.00; New York and Eldorado, 3.65; N. Y. Gold, 1.00; Quartz Hill Gold, 1.75; Rocky Mt. Gold, 0.75; Rockland Copper, 6.75; Smith and Parmalee, 5.10; Sensenderfer, 10.15; Seaver Gold, 11.75; Walkill Lead, 0.45; Bennehoff Run petroleum, 5.00; Clinton, 1.15; Central, 0.98; Buchanan Farm, 0.31; Rynd Farm, 0.18; Pit Hole Creek, 0.45.

Philadelphia.—New Jersey State 6s, 102¾; Pennsylvania State 6s, 2d series, 105⅛; do., 3d series, 105¼; Allegheny County coupon 6s, 75½; Philadelphia and Trenton R. R., 125; Camden and Amboy scrip, 98; Lehigh Valley scrip, 34¾; 13th and 15th streets R. R., 19½; Lehigh Zinc, 40; Ocean Oil, 4; Hyde Farm, ⅛; Hazleton Coal, 50; Big Mountain, 3; Girard Bank, 60; Commercial Bank, 57¼; Mechanics' Bank, 81¾; Farmers' and Mechanics' Bank, 143¾. The latest quotations are: City 6s, 98¼@99¾; do., free of tax, 100¾@100¾; State 5s, reg., 97@98; do., coupon, 97@98; do., 6s, W. L., 102@102½; Reading, 50⅞@51; do., 6s, 1870, 96⅞@97; do., bonds, 91@92; Camden and Amboy, 126@126½; do., 6s, 1889, 95¾@96⅛; do., 1883, 88@89; Penn. R. R., 53@53¼; do., 1st mort., 99⅝@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 25@28; Morris Canal, 39⅛@41; do., pref., 90@97; do., bonds, 90@95; Wyoming Valley Canal, 40@48; do., 6s, 80@82; Susquehanna Canal, 15@16; do., 6s, 62@62½; Sch. Nav., 15@16; do., pref., 27½@27½; do., 6s, 1882, 72⅝@73½; Union Canal bonds, 15@20; Delaware Div. Canal, 55½@57; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@96; do., 5s, 65@66½; Lehigh Coal and Navigation, 44⅝@44¾; do., bonds, 1884, 88@88¼; North Pennsylvania, 33@35; do., 6s, 88@88⅜; Philadelphia and Erie, 27½@27⅞; do., 6s, 94¾@95¼; Minehill, 57¼@57¾; Catawissa, 8@13¼; do., pref., 27⅝@28; Lehigh Valley, 57⅜@57½; do., bonds, 94½@95; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@76; West Philadelphia, 66@67; Spruce and Pine, 28¼@29; Green and Coates, 30¼@33; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 19@19¼; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 53@37½; Hestonville, 12½@13.

Boston.—Boston, Hartford and Erie R. R., 13; do., 7s, 54; Indianapolis and Cin., 38½; Sandusky and Cincinnati, R. R., 83¾; Connecticut and Passumpsic Rivers R. R., 80½; Nashua and Lowell R. R., 125; do., rights, 25; Ogdensburg and Lake Champlain R. R., 65; Vermont Central and Vermont and Canada 8s, 1877, 100; Rutland 1st mort., 144¾; Ogdensburg 2d mort., 66¼; Ph., Wil. and Balt. 6s, 1871, 96; Chicago and Northwestern Equipment 10s, 1869, 98; Central Pacific 6s, gold, 1897, 94¾; do., 7s, 1883, 100; Old Colony and Newport 6s, 1875, 94¾; Boston Water Power Co., 17; Cary Imp., Co., 6⅝; Waverly Land, 1¾; New Hampshire 6s, 1872, 97½; Massachusetts 5s, 1894, gold, 105½; Boston 5s, gold, 104½; St. Louis 6s, 1882, 82; do., 1887, 82½; do., 1874-'75, 84½; Roxbury 6s, 1877, 88¼; Lynn 6s, 1877, 97¾; Springfield, Ills., 8s, W. L., 98; Portland 6s, 1882, 94; do., 1867, 97; do., 1877, 92½; Bath 6s, 1891, 93; Hartford 6s, 1879, W. L., 98; Cambridge Gas, 113; North National Bank, 116½; Globe National Bank, 131½; Blackstone National Bank, 131¼; Howard National Bank, 110; Merchants' National Bank, 114½; Traders' National Bank, 103¼; National Bank of Redemption, 113½; Allouez Mining Co., 9; Bay State, 2½; Canada, 10c.; Concord, 3; Hancock, 8⅞; Hanover, 1; Humbolt, 1; Phœnix, 2; Pontiac, 75c.; St. Clair, 3; Superior, 1½.

Baltimore.—Western Maryland bonds, 74; Marietta and Cincinnati 1st mort., 84; N. W. Va. 1st mort., 95; Parkersburg R. R., 17⅛; Virginia 6s, reg., old, 42⅝; do., 1867, 39; George's Creek, 66; Balt. and Cuba S. & M. Co., 45; Gardner Hill, 1.60; Bank of Baltimore, 106½; Mechanics' Bank, 10; Union Bank, 59; Merchants Bank, 107½. The latest quotations are: Balt and Ohio, 121½@122; do., 6s, 1875, 98@99; do., 1880, 98@—; do., 1885, 100@—; Northern Central, 43@43¾; do., bonds, 1885, 85⅜@85½; do., 1900, 90@—; N. W. Va., 17@17⅛; do., 1st mort., 94½@95; do., 2d mort., 91½@92; do., 3d mort., 1873, 88¾@89; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83½@84; do., 2d mort., —@66¾; Central Ohio, 82@82; do., 1st mort., 82@83½; Western Md. 6s, 1890, 76@77; do., guar., 94@96; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 99¾@99¾; do., 1886, 97¾@98; do., 1890, 97⅝@98; do., coupon, 100@100; do., Park, 98¼@99; do., 1892, 93½@95; do., 5s, 1838-'70, 80@81; City Passenger R. R., 19@19¼; Canton Co., 45@—; Gardner, 1.60@1.65; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@75; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.60@1.00; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

St. Louis and Iron Mountain Railroad.

The St. Louis and Iron Mountain Railroad Company offer for sale a limited amount of their First Mortgage Bonds bearing seven per cent. interest payable semi-annually, the proceeds of which are to be expended in completing their line to the Mississippi river at the terminus of the Mobile and Ohio Railroad, twenty miles below Cairo. This road has for some years been in successful operation from St. Louis to Pilot Knob, with a branch to Potosi, and its local traffic alone, consisting of lead, iron, barytes, lumber, wood, cattle, with its mail, express and passenger business, affords a net profit sufficient to meet the interest on the loan asked for, to which a large through business will be added on completion. St. Louis has a population of two hundred and twenty thousand, and this road completed, will give her a direct and continuous connection with the southern states, and facilitate and increase the large commerce between them.

Transcontinental Railway.

Advices from Nicaragua and Costa Rica report that the Transcontinental Railroad project was again attracting attention. A representative of the house of Keith & Co., contractors for the section of the road between Lemon and Penare, had arrived at San Jose. A party of engineers were expected from New York to join in carrying out a complete survey of the route. Messrs. Keith & Co. express a highly favorable opinion as to the practicability of the projected road from Punta Arenas to the capital. The government and people strongly favor it, and hope the Americans who have it in charge will beat the English Railway projectors in Nicaragua.

Railroads in Arkansas.

The Arkansas *Gazette* notices the arrival at Little Rock of A. Pisson, Paris; Maj. Buel and J. C. Prescot, St. Louis; and E. A. Protois and Leonard Haskell, New York. The former gentleman is a civil engineer who has been sent to America by the French Government to investigate our railroad system and report upon mechanical improvements connected therewith. Messrs. Buel and Prescot are large contractors, and they contemplate contracting for the building of the Pine Bluff Branch of the M. & L. R. R. R. The two latter gentlemen represent the interests of Fremont and are looking after the Memphis, El Paso and Guyamas road.

Foreign Trade of the United States.

The Bureau of Statistics in the Treasury Department at Washington has compiled the figures of the foreign trade of the United States for the late fiscal year ending June 30, 1867, from which we have prepared the following statement:

FOREIGN MERCHANDISE MOVEMENT.

Imported—free of duty		$39,464,710
" paying duty		372,768,413
Total		$412,233,123
Less gold and silver	$22,264,285	
Less goods re-exported	20,732,990	
		42,997,275
Total (including goods in bonds)		$369,235,848

SPECIE MOVEMENT.

Foreign gold and silver imported		$22,264,285
Exported from Atlantic ports	$41,655,571	
And from Pacific ports	13,460,813	
		55,116,384
Net outgo of precious metals		$32,852,099
June 30, 1866, imported	$10,329,156	
Exported same year	86,044,071	
		75,714,915
Falling off in net specie outgo		$42,862,816

DOMESTIC PRODUCE MOVEMENT.

Currency values exported	$374,918,667
Reduced to gold, Atlantic ports	$268,553,949
Gold values from Pacific ports	10,803,783
Total gold value	$279,357,732

RESULTING TRADE BALANCES.

Import of merchandise, gold value		$369,235,848
Produce export, gold value	$279,357,732	
Net outgo of specie	32,852,099	
		312,209,831
Difference against United States		$57,026,017
Value of goods left in bond		$45,070,780
Left over close of previous year		45,409,995

☞ Work on the Macon and Warrenton Railroad is proceeding favorably. The Milledgeville *Union* thinks it will be completed to that point by the middle of November.

☞ The Lynchburg and Danville Railroad has been located for twenty miles from Lynchburg, and the location will shortly be completed to Staunton River.

☞ The Central Pacific Railroad is graded to the Nevada line. Workmen have moved further east.

Railroad Earnings.—Weekly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week in September, 1867, were $51,447 02
Corresponding week of previous year. 48,979 91

Increase $2,467 11

The earnings of the Michigan Central Railroad for the 2d week in Sept., 1867, were . $110,402 60
Corresponding week of previous year.. 92,647 91

Decrease $17,754 69

The earnings of the Atlantic and Great Western Railway for the second week in Sept., 1867, were $113,729 00
Corresponding week previous year... 166,635 00

Decrease..... $52,906 00

The earnings of the Western Union Railroad for the 2d week in Sept., 1867 ..... $30,415 31
Corresponding week previous year.... 19,154 35

Increase $11,260 96

The earnings of the Marietta and Cincinnati Railroad the 2d week in Sept., 1867 .. $29,700 00
Corresponding week previous year.... 26,384 00

Increase $3,316 00

The earnings of the Detroit and Milwaukee Railroad for the week ending September 19, 1867, were $43,362 00
Corresponding week of 1866..... 41,409 00

Increase..... $1,953 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Sept. 1867, were $122,218 00
Corresponding week of 1866 ..... 107,369 00

Increase $14,849 00

The earnings of the Chicago and Northwestern Railroad for 3d week in Sept., 1867.. $352,362 75
Corresponding week previous year .. 231,678 22

Increase $120,684 53

The earnings of the Toledo, Wabash and Western Railroad for the 1st, 2d and 3d weeks in September have been as follows:

	1st week.	2d week.	3d week.
1867.....	$84,575 07	$93,676 80	$90,959 67
1866.....	88,601 58	83,166 44	77,991 51
Decrease..	$4,026 51	.....	.....
Increase ..	.....	$10,510 36	$12,968 16

The earnings of the Chicago and Alton Railroad for the second week in Sept., 1867, were $103,502 58
Corresponding period previous year.. 85,882 58

Increase..... $17,620 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Sept., 1867, were $145,500 00
Corresponding week of previous year.. 90,943 00

Increase..... $54,557 00

The earnings of the Virginia and Tennessee Railroad for the second week of Sept., were $23,122, an increase of $3,141 on the same week last year. Total for the fiscal year commencing 1st of July, $185,486, an increase of $46,989 on same time in 1866.

☞ Hugh McHenry, Esq., has been chosen President of the Vermont Valley Railroad Company, and J. H. Williams, Treasurer.

☞ The Colombian Government has extended the Panama Railroad Company's franchise for 99 years, for a consideration of $1,000,000 cash, gold, and annual payments of $250,000 from date.

Journal of Railroad Law.

LIABILITY FOR FIRE, COMMUNICATED BY DEFECTIVE ENGINE.—DAMAGES, WHEN TOO REMOTE.

We give this week the case of Ryan *vs.* The N. Y. Central Railroad Company, lately decided by the Court of Appeals of this State. The facts are these: On the 15th day of July, 1854, in the City of Syracuse, the defendant, by the careless management, or through the insufficient condition of one of its engines, set fire to its woodshed and a large quantity of wood therein. The plaintiff's house situated at a distance of one hundred and thirty feet from the shed soon took fire from the heat and sparks, and was entirely consumed notwithstanding diligent efforts were made to save it. A number of other houses were also burned by the spreading of the fire. The plaintiff brings this action to recover from the railroad company the value of this building thus destroyed. The Judge at the Circuit Court non-suited the plaintiff, and the General Term of the fifth district affirmed the judgment.

HUNT, J.—The question may be thus stated. A house in a populous city takes fire through the negligence of the owner or his servant, the flames extend to and destroy an adjacent building. Is the owner of the first building liable to the second owner for the damage sustained by such burning? It is a general principle that every person is liable for the consequences of his own acts. He is thus liable in damages for the proximate result of his own acts, but not for remote damages. It is not easy at all times to determine what are proximate and what are remote damages. In Thomas *vs.* Winchester, (2 Seld., 408,) Judge Ruggles defines the damages for which a party is liable as those which are the natural or necessary consequences of his acts. Thus the owner of a loaded gun, who puts it into the hands of a child, by whose indiscretion it is discharged, is liable for the injury sustained by a third person from such discharge, (5 Maule and Sel., 198.) The injury is the natural result of the folly of placing a loaded gun in the hands of one ignorant of the manner of using it, and incapable of appreciating its effects. The owner of a horse and cart who leaves them unattended in the street, is liable for an injury done to a person or his property by the running away of the horse. Lynch *vs.* Nurdin, 1 Adol. and Ellis, U. S., 29. Illidge *vs.* Goodin, 5 Car. and P., 190, for the same reason. The injury is the natural result of the negligence. If the party thus injured had, however, by the delay or confinement from his injury, been prevented from completing a valuable contract from which he expected to make large profits, he could not recover such profits from the negligent party in the cases supposed. Such damages would not be the necessary or natural consequences, nor the results ordinarily to be anticipated from the negligence committed, (6 Hill, 522, 18 Wend., 601; 3 E. D. Smith, 144.) So if an engineer upon a steamboat or locomotive in passing the house of A, so carelessly manages its machinery that the coals and sparks from its fires fall upon and consume the house of A, the railroad company or the steamboat proprietors are liable to pay the value of the property thus destroyed. (Field *vs.* New York Central Railroad Company, 32 N. Y., 339.) Thus far the law is settled and the principal is apparent. If, however, the fire communicates from the house of A to that of B, and that is destroyed, is the negligent party liable for his loss. And if it spreads thence to the house of C, and thence to the house of D, and thence consecutively through the other houses until it reaches the house of Z, is the party liable to pay the damages sustained by these twenty-four sufferers? The counsel for the plaintiff does not distinctly claim this, and I think it would not be seriously insisted that the sufferers could recover in such case. When there is the principal upon which A recovers and Z fails. It has been suggested that an important element exists between an intentional firing and a negligent firing merely, that when a party designedly fires his own house or his own fallow land, not intending, however, to do any injury to his neighbor, but a damage actually results, that he may be liable for more extended damages than where the fire originated in accident or negligence. It is true that the most of the cases where the liability was *held to exist* were cases of an intentional firing. The case, however, of Vaughan *vs.* Menlove, (32 Eng. c. e., 613,) was that of a spontaneous combustion of a hay-rick. The rick was burned, the owners buildings were destroyed, and thence the fire spread to the plaintiff's cottage which was also consumed. The defendant was held liable. Without deciding upon the importance of this distinction, I prefer to place my opinion upon the ground, that in the one case, to wit., the destruction of the building upon which the sparks were thrown by the negligent act of the party sought to be charged, the result was to have been anticipated the moment the fire was communicated to the building, that its destruction was the ordinary and natural result of its being fired. In the second, third or twenty-fourth case as supposed, the destruction of the building was not a natural and expected result of its first firing. That a building upon which sparks and cinders fall should be destroyed or seriously injured must be expected, but that the fire should spread and other buildings be consumed, is not a necessary or a usual result. That it is possible, and that it is not unfrequent cannot be denied. The result, however, depends not upon any necessity of a further communication of the fire, but upon a concurrence of accidental circumstances, such as the degree of the heat, the state of the atmosphere, the condition and materials of the adjoining structures and the direction of the wind. These are accidental and varying circumstances. The party has no control over them, and is not responsible for their effects. My opinion therefore, is that this action cannot be sustained, for the reason that the damages incurred are not the immediate but the remote result of the negligence of the defendants. The immediate result was the destruction of their own wood and sheds, beyond that it was remote. In Guille *vs.* Sawan (19 Johns, 381,) the defendants' balloon descended into the plaintiff's garden, and a crowd of people rushing in to relieve him, as well as from motives of curiosity, trod down the plaintiff's vegetables and flowers. For the injury done by himself, as well as by the crowd the defendant was held to be answerable. He was held to have substantially requested the presence of the crowd there, and therefore to have been re-

sponsible for the result of their action. Without determining its effect, it will be observed that the fact exists in each of these cases, that the first act or impulse was voluntary and intentional on the part of the defendant. Scott intentionally drew his squib, Vanderburgh intentionally drove the negro boy, and Swan intentionally descended into the plaintiff's garden, and invoked the aid of the multitude. In each case too, the result was deemed by the Court, to be the inevitable consequence of the original unlawful and improper act. There would seem to be no inconsistency in principle between either of these cases, and the conclusion already announced in the present case whether the principle has been always correctly applied, it is not necessary to determine. That the defendant is not liable in this action, may also be strongly argued, from the circumstance that no such action as the present has ever been sustained in any of the Courts of this country, although the occasion for it has been frequent and pressing. Particular instances are familiar to all, where such claims might have been made with propriety. The instance of the Harpers occurring a few years ago is a striking one, (23 N. Y., 441.) Their large printing establishment in the City of New York, was destroyed by the gross carelessness of a workman in throwing a lighted match into a vat of camphene, the fire extended to other buildings and much other property was destroyed. The Harpers Brothers were gentlemen, and able to respond in damages to the extent of their liability. Yet we have no report in the books, and no tradition of an action brought against them to recover such damages. The novelty of the claim, as was said by Judge Beardsley in Costigan *vs.* M. & H. R. R. Co., where the occasion for its being made had been so common, is a strong argument against its validity, (2 Denio, 609. In the People *vs.* Clark (10 Barb., 143,) Judge Cady says, the fact that the plaintiffs have never before this commenced an action to vacate a grant made by the King, because it was made upon false suggestions, furnishes strong evidence that the plaintiffs never had a right to bring such an action. It was Littleton's rule "what never was never ought to be," (1 Ver., 385.) To sustain such claims as the present, and to follow the same to its legitimate consequences, would subject to a liability against which no prudence could guard, and to meet which no private fortune would be adequate. Nearly all fires are caused by negligence in its extended sense. In a country where wood, coal, gas and oil are universally used, where men are crowded into cities and villages, where servants are employed, and where children find their home in all houses, it is impossible that the most vigilant prudence should guard against the occurrence of accidental or negligent fires. A man may insure his own house or his own furniture, but he cannot insure his neighbor's building or furniture, for the reason that he has no interest in them. To hold that the owner must not only meet his own loss by fire, but that he must guarantee the security of his neighbors on both sides, and to an unlimited extent, would be to create a liability which would be the destruction of all civilized society. No community could long exist under the operation of such a principle. In a commercial country each man, to some extent runs the hazard of his neighbor's conduct, and each by insurance against such hazard, is enabled to obtain a reasonable security against loss.

To neglect such precaution and to call upon his neighbor on whose premises the fire originated, to indemnify him instead, would be to award a punishment quite beyond the offence committed. It is to be considered also, that if the negligent party is liable to the owner of a remote building thus consumed, he would also be liable to the insurance companies, who should pay losses to such remote owners. The principle of subrogation would entitle the companies to the benefit of every claim held by the party to whom a loss should be paid. In deciding this case, I have examined the authorities cited from the year books, and have not overlooked the English statues on the subject, or the English decisions extending back for many years. It will not be useful further to refer to these authorities, and it will be impossible to reconcile some of them with the view I have taken. The remoteness of the damage in my judgment forms the true rule on which the question should be decided, and which prohibits a recovery by the plaintiff in this case.

Judgment should be affirmed.

Pennsylvania Railroad.

At a meeting of the directors of this company, held in Philadelphia on the 4th inst., the following preamble and resolution was adopted:

Whereas, numerous applications have been made to this company from the holders of the first and second mortgage coupon bonds to convert the same into the registered general mortgage bonds, dated July 1, 1867; therefore be it

Resolved, That the Treasurer be and he is hereby instructed to cause public notice to be given that this company is now prepared to exchange its registered bonds, secured by a general mortgage upon the line from Philadelphia to Pittsburg, of the estate, real and personal, and corporate franchises therein mentioned, dated July 1, 1867, for the first and second mortgage coupon bonds of said company, on the road between Harrisburg and Pittsburg.

☞ The New Haven *Register* says that the Air Line Railroad has been surveyed from New Haven to Middletown during the past few weeks, by General Terrell of New York. His route is twenty one miles long, and can be built for $600,000 (he says), not including the right of way and the portion already built. Responsible parties from New York went over the route last week with General Terrell, and they say that they can build the road and have it in running order in six months.

☞ The Grant County *Witness* says that work has commenced on the Dubuque, Platteville and Milwaukee Railroad at Calamine. The work will be pushed through vigorously in order to complete eight miles of road by the first of January.

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No. 1. Engine and Tender complete. Cylinders 15x20. Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1800 gallons.

No. 2. Engine and Tender complete. Cylinders 15x20, Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W. BLACKFORD,
6t38 Chief Engineer

FIRST MORTGAGE BONDS.

ST. LOUIS AND IRON MOUNTAIN

RAILROAD COMPANY.

Seven Per Cent. Interest, Payable February and August.

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THE

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THE WESTERN HALF OF THE

GREAT NATIONAL TRUNK LINE

Across the Continent,

Being constructed WITH THE AID AND SUPERVISION OF THE UNITED STATES GOVERNMENT, is destined to be one of the most important lines of communication in the world; as it is the only link between the *Pacific Coast and the Great Interior Basin*, over which the immense Overland travel must pass, and the

Principal Portion of the Main Stem Line between the two Oceans.

Its line extends from Sacramento, on the tidal waters of the Pacific, eastward across the richest and most populous parts of California, Nevada and Utah, contiguous to all the great Mining Regions of the Far West, and will meet and connect with the roads now building east of the Rocky Mountains. About 300 miles are now built, equipped and in running operation to the summit of the Sierra Nevada. Within a few days 35 miles, now graded, will be added, and the track carried entirely across the mountains to a point in the Great Salt Lake Valley, whence further progress will be easy and rapid. Iron, materials and equipment are ready at hand for 390 miles of road, and **10,000** men are employed in the construction.

The local business upon the completed portion surpasses all previous estimates. The figures for the quarter ending August 31 are as follows in GOLD:

Gross Earnings,	Operating Expenses,	Net Earnings,
$487,579 64	$86,543 47	$401,031 17

or at the rate of two millions per annum, of which more than three-fourths are net profit on less than 100 miles worked. This is upon the actual, legitimate traffic of the road, with its terminus in the mountains, and with only the normal ratio of government transportation, and is exclusive of the materials carried for the further extension of the road.

The Company's interest liabilities during the same period were less than $35,000.

Add to this an ever-expanding through traffic and the proportions of the future business become immense.

The Company are authorized to continue their line eastward until it shall meet and connect with the roads now building east of the Rocky Mountain ranges. Assuming that they will build and control half the entire distance between San Francisco and the Missouri River, as now seems probable, the United States will have invested in the completion of **883** miles $28,582,000, or at the average rate of $35,000 per mile—not including an absolute grant of **10,000,000** acres of the Public lands. By becoming a joint investor in the magnificent enterprise, and by waiving its first lien in favor of the First Mortgage Bondholders, THE GENERAL GOVERNMENT, IN EFFECT, INVITES THE CO-OPERATION OF PRIVATE CAPITALISTS, and has carefully guarded their interests against all ordinary contingencies.

The Company offer for sale, through us, their

First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,

Principal and Interest Payable in Gold Coin,

in New York City. They are in sums of $1,000 each, with semi-annual gold coupons attached, and are selling for the present at **95** per cent. and accrued interest from July 1st added, in currency, at which rate they yield nearly

Nine Per Cent. upon the Investment.

These Bonds, authorized by act of Congress, are issued only as the work progresses, and to the same amount only as the Bonds granted by the Government; and represent in all cases the first lien upon a completed, equipped and productive railroad, in which have been invested Government subsidies, Stock subscriptions, donations, surplus earnings, etc., and which is worth more than three times the amount of First Mortgage Bonds which can be issued upon it.

The Central Pacific First Mortgage Bonds have all the assurances, sanctions and guaranties of the Pacific Railroad Act of Congress, and have in addition several noticeable advantages over all other classes of railroad bonds.

First—They are the superior claim upon altogether the most vital and valuable portion of the through line.
Second—Beside the fullest benefit of the government subsidy, (which is a subordinate lien,) the road receives the benefit of large donations from California.
Third—Fully half the whole cost of grading 800 miles eastward of San Francisco is concentrated upon the 150 miles now about completed.
Fourth—A local business already yielding three-fold the annual interest liabilities, with advantageous rates payable in coin.
Fifth—The principal as well as the interest of its Bonds being payable in coin, upon a legally binding agreement.

Having carefully investigated the resources and prospects of the Road, and the management of the Company's affairs, we cordially recommend these Bonds to Trustees, Executors, Institutions and others as an eminently *sound, reliable and remunerative form of permanent investment.*

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CENTRAL PACIFIC FIRST MORTGAGE BONDS,

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Twelve to Eighteen per Cent. Advantage,

WITH THE SAME RATE OF INTEREST.

The following are the current rates (September 9th,) subject, of course, to slight variations from day to day. We receive in exchange:

U. S. Sixes, 1861, coupon, and pay difference	158.49	U. S. Five-Twenties, 1867, (new), coupon, do.	120.99
U. S. Five-Twenties, 1862, coupon, do.	180.49	U. S. Ten-Forties, coupon, and pay difference	38.49
U. S. Five-Twenties, 1864, coupon, do.	135.99	U. S. Seven-thirties, (2d series), do. do.	128.19
U. S. Five-Twenties, 1865, coupon, do.	148.49	U. S. Seven-thirties, (3d series), do. do.	122.18
U. S. Five-Twenties, 1865, (new), coupon do,	120.99		

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Mr. Truran's work is really the only one deserving the name of a treatise upon and text-book of the Iron Manufacture of the kingdom. It gives a most comprehensive and minute exposition of present practice, if the term may be applied to iron manufacture as distinguished from strictly professional subjects. The author does not go out of his way to theorize upon how iron should be or may be made, but he describes how it is made in all the iron districts of the kingdom.—*Engineer.* 4t37

NEW YORK, July 25, 1867.

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THEIR FIRST MORTGAGE BONDS

As an Investment.

THE rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public. The first question asked by prudent investors is, "Are these bonds secure?" Next, "Are they a profitable investment?" To reply in brief:

1st. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

2d. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3d. 425 miles of this road are finished, and fully equipped with depots, locomotives, cars, &c., and two trains are daily running each way. The materials for the remaining 93 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

4th. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount upon the first 517 miles west from Omaha is only $16,000 per mile.

7th. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

8th. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

9th. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. Stocks.

10th. At the current rate of premium on gold, they pay

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JOHN J. CISCO, *Treasurer,*
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PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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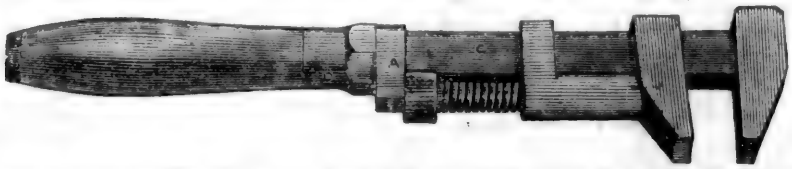
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Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

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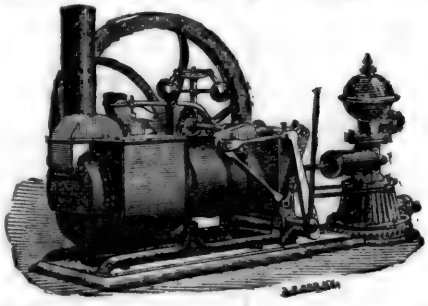
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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIII., No. 40.] SATURDAY, OCTOBER 5, 1867. [WHOLE No. 1,642, VOL. XL.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 5, 1867.

Machinist's Tools.

Mr. Lucius W. Pond is one of the pioneers in the manufacture of Machinist's Tools as a specialty, and he has for 20 years supplied, through dealers in this and other cities, tools of all sizes for machinist's uses, to parties who are not aware of the locality of the manufacturer. He has recently opened a warehouse at 85 Liberty street, and supplied himself with steam power where purchasers can see samples of his smaller tools in operation, while numerous specimens of larger ones can be seen in the city and immediate vicinity.

The Smith and Sayre Manufacturing Co., have recently fitted out their works in Jersey City with his tools, which were supplied through his former agents, Messrs. G. & C. Place, of this city; among them are, a planer capable of planing 12 feet long by 5 feet wide, and a 6½ feet swing driver lathe, with compound rest cross feed, geared in the most approved manner; and screw cutting apparatus, together with all recent devices that are desirable in such a machine; a 36 inch swing lathe, which is a very heavy and substantial tool, with compound and rest cross feed; and several smaller machines of his build.

In the Naval Constructor's Department of the Brooklyn Navy Yard, and in the new iron building of J. B. & W. W. Cornell, 139 Centre street, may also be seen his large planers in operation. In the latter works one with double head, each head being supplied with independent cross, down and angular feed. Messrs. Hicks & Hale of 85 Liberty st., manufacturers of Hicks' Engine, are now putting in one of these 5 feet wide planers of a more recent pattern, with improved double head.

Those in want of machinery of this class would do well to call and examine these specimens before selecting elsewhere, as they are produced at the works in Worcester, Mass., under the most favorable circumstances of thorough division of labor, by workmen long accustomed to working on these specialties, and they can thus be sold at the minimum prices of first class machinery.

Mr. Pond is also sole manufacturer of the Taft's Patent Rolling Lever Punches and Shears, now so extensively sold by all dealers in railroad supplies, and, used in almost all the railroad repair shops in the country, as well as by mechanics in all other branches of metal work.

He sells also Cushman's new Patent Turbine Water Wheel, which is unrivalled, (as an Hydraulic motor,) for power, simplicity and cheapness.

Boston and Albany Railroad.

The directors of the Western and Boston and Worcester Railroad corporations are unable to agree upon the terms of consolidation, but as both corporations have voted to unite under the act of the last Legislature, the union is virtually accomplished, and will date from the 1st of December. The Boston *Journal* says that the points at issue between the two boards relate to the value of the two roads, and as there is a wide difference upon this important subject, the provision of the act which authorizes the Supreme Court to appoint three Commissioners to make a final decision will be invoked, and the relative value of the two stocks will thus be held in abeyance for some months to come. It would seem that the two Boards, who are well posted regarding the real worth of the roads, ought to be able to figure out the actual condition of the roads and then reduce it to dollars and cents, but as they are a million dollars or more apart we presume that commissioners will be called upon to investigate and decide after long and frequent hearings. It will be no easy task to find the right men to make the decision, and as they must be entirely disinterested, gentlemen versed in railroad affairs who live in other States will probably be selected.

Chesapeake and Ohio Canal.

The new board of directors of this company met at Washington on the 25th and adjourned on the 28th ult. There were present Colonel Spates (President,) and Messrs. Esau Pickrell, of Georgetown; John B. Thomas, of Frederick, Md.; Joseph Murray, of Washington County, Md.; Wm. Viers Bouic, of Montgomery County, Md., and John H. Barnes, of Baltimore. Absent, Mr. A. K. Stake. The Washington *Star* says that the new Board harmonize well as to the various projects for the improvement of the canal, and find but little fault with the official management of the work. Among other business transacted, the office of general superintendent of the canal was created, and Alfred Spates, of Maryland, was appointed to that position. No changes in the offices or employees of the canal were made. The question of an increase of water in the canal was discussed, and the superintendent was directed immediately to raise dam No. 1, above Georgetown, so as to enlarge the volume of water in the Georgetown level, which is now insufficient to meet the demands for navigation, and the supply of the flour mills and factories, which get their motive power from this source.

Uniform for Railroad Employees.

The New York Central R. R. Co. has, in accordance with the law passed at the last session of the Legislature, instructed its train hands to procure their uniforms. The coat and pants will be of dark blue pilot, beaver or broadcloth, the coat trimmed with brass buttons. The cap will be of blue cloth, with two bands of gold lace, the lower band to be an inch and a half in width. The brakemen will probably wear a regulation cap only for the present. It has not yet been decided to uniform station men and other employees of the road.

Illinois Railroads.

A correspondent of the N. Y. *Times*, writing from Chicago under date of Sept. 27th, says:

A new railroad was opened in this State last week. It strikes off from the Chicago, Alton and St. Louis at Bloomington, and after making a westing of between twenty and thirty miles, runs nearly parallel with it for about one hundred and fifty miles, and there intersects it again at Monticello, near Alton, some twenty-eight miles from St. Louis. It traverses one of the richest and best cultivated sections of the State, and affords an outlet either to St. Louis or Chicago for a vast amount of grain and thousands of cattle and hogs. It will be principally a freight road, the travel being mostly local.

Another line of considerable importance is being pushed forward in the northwestern part of the State. It is to run from Rock Island in a northeast direction, to near the northern State line. An important article in its traffic will be the products of the coal fields in the regions roundabout Rock Island. And still another is creeping up the valley of the Fox River from the coal fields of the centre of the State. This is also designed as a coal and grain road. It passes through—or is to pass through—several important towns, Ottawa, Aurora, &c.

Contemplated Coal Railroad.

The President and Superintendent of the Cumberland Valley Railroad recently visited Williamsport, Md., with a view to ascertain its adaptability to the establishmont of a coal basin and depot in the event of the extension of the Cumberland Valley Railroad to the canal now in contemplation. The Hagerstown *Mail* says that the visit proved entirely satisfactory, adding that the immediate object of the proposed extension is the procurement of Cumberland coal for steam purposes and that the whole locomotive system of the Pennsylvania network of railroads will be fed from the mines of this region as soon as the little link of six miles between Hagerstown and Williamsport shall be completed. Ultimately it is designed to make it a great coal road, and by means of hoppers in the canal boats enable boats to be conveyed from Cumberland to New York without breaking bulk.

Cleveland and Pittsburgh Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From freight	$1,569,584 06	$1,498,631 56
" passengers	1,029,065 60	788,922 77
" miscellaneous.	97,727 86	64,351 50
	$2,696,377 52	$2,351,905 83
Expenses, viz:		
Motive power & cars.	$758,368 98	$627,880 03
Maintenance of way & structures	551,416 19	494,567 48
Transportation exp	412,612 11	369,874 29
General expenses	237,186 28	204,857 67
	$1,959,583 56	$1,697,179 47
Earnings less exp.	$736,793 96	$654,726 36
Add surplus earnings P., Ft. W. & C. R.W.	148,113 43	256,065 73
Total	$884,907 39	$910,792 09
From which there has been paid:		
Mortgage interest	$257,681 50	
Interest on notes and accounts	5,790 54	
Lease of P., Ft. W. C. R.W.	85,000 00	
	348,472 04	
Leaving as balance of the year's business		$562,320 05

which sum has been mainly appropriated to the payment of the following items:

New equipment		$124,611 63
Union depot, Cleveland		44,770 82
Other new structures and improvements		49,171 10
Settlement of Allegheny county claim		50,137 38
Notes in favor of M. W. Baldwin & Co., for three pony engines		39,058 89
Notes in favor of J. B. Livingston and others for Penn street property		80,000 00
Other indebtedness liquidated		8,485 48
Dividend of June 10th, 1866, and Government tax on same	$227,003 15	
Less amount taken from assets of the Treasurer at close of last fiscal year	100,000 00	
		127,003 15
Total		$473,238 45

It may be proper after this showing, to explain to the stockholders, especially to those not familiar with the history of this company, the reasons why it has not seemed to the directors practicable to resume the payment of regular dividends at the present time. The principal reason is the great increase of the company's business, for the proper performance of which large outlays have been made necessary. Nine years ago the company failed, and after struggling with many embarrassments, was finally, in the year 1860, placed in the hands of a receiver, by the order of the United States Court. In this condition it struggled on, liquidating and compromising its liabilities, but without means to increase its facilities for business. Three and one half years ago the road was again put into the hands of the stockholders, with some old claims still hanging over the company, amounting in the aggregate to a large sum, and with a railway and equipment which had been strained to its utmost in the attempt to perform the business which was offering.

When it is considered that since June, 1863, the business of the company has nearly doubled, some idea may be formed of the outlay which this great increase of traffic has made necessary.

During this period there have been bought—

20 new engines	$414,600 66
7 passenger and 2 baggage cars	40,479 96
571 freight and coal cars	399,782 61
New iron rail has been purchased for extension of side tracks, and as a reserve for purposes of re-rolling	371,037 13

New structures have been erected and improvements made as follows:

Union depot, Cleveland	$128,779 59
Round house, machine shop and tenement houses at Wellsville	133,124 86
New buildings and improvements at Cleveland	19,085 64
Bedford Bridge	71,244 30
Allegheny Bridge extension	26,659 29
Machinery for repair shops	37,481 51

Over fifty acres of land have been purchased at Cleveland, indispensable for the vastly increasing traffic in coal and iron ore. Grounds in Pittsburgh have also been purchased and great improvements made, for the accommodation of the freight department at that point, at an aggregate expenditure of | $171,829 36
Old indebtedness has been paid amounting to | 334,014 44

In addition to all of which dividends as follows have been paid to the stockholders:

October, 1863	$155,044 00
April, 1864	159,253 00
October, 1864	161,355 00
February, 1865	212,729 25
January, 1866	215,653 00
Total	$904,034 25

The grand total of all of which items is $3,052,153 60, of which $800,000 was furnished by sale of capital stock. The balance, $2,252,153 60, being applied from the earnings of the company.

A detailed statement of the financial operations of the year just closed, in form of an account current is presented as follows:

RECEIPTS FROM ALL SOURCES.

Assets at close of 1865, as per last report		$354,144 73
Issues of capital stock and scrip		345 40
Gross earnings		2,351,905 83
Surplus earnings from Pittsburgh, Ft. Wayne and Chicago Railway.		256 065 73
Received from miscellaneous sources		3,869 21
Due on bills and pay rolls audited and warrants outstanding on November account		154,996 52
Total		$3,121,327 42

DISBURSEMENTS ON ALL ACCOUNTS.

Operating expenses		$1,697,179 47
Interest, dividends, &c.:		
Mortgage interest	$257,681 50	
Interest on notes and accounts	5,790 54	
Lease of P., Ft. W. & C. Railway track	85,000 00	
Dividend of Jan., 1866.	215,653 00	
Government tax upon same	11,350 15	
		575,475 19
Indebtedness cancelled:		
Bills payable	$69,091 86	
Stock scrip retired	302 92	
Dividend bonds and scrip do	3,410 25	
River line bonds and certificates	4,194 80	
4th mortgage scrip	577 51	
Alleghany county claim.	50,137 38	
		127,714 72
Construction and equipment:		
Right of way	$864 00	
Machinery and personal property	1,510 35	
100 house and flat cars.	104,491 97	
3 way cars	4,853 65	
2 coaches	9,050 62	
2 baggage cars	3,841 04	
		124,611 68
New structures and improvements:		
Union depot, Cleveland	$44,770 82	
Wellsville shops	5,409 40	
Tenement houses & other improvements at Wellsville	3,673 78	
Improvements at Pittsburgh	15,185 15	
Alleghany Bridge Extension—Final	2,661 34	
Improvements at Cleveland	8,143 48	
Splices and bolts	13,299 54	
Road tenements, &c., River division—Final.	798 41	
		93,941 92
Sundry worthless accounts, charged to profit and loss		3,037 74
Assets to close:		
In hands of Treasurer	$205,579 53	
Lawrence R. R. and Tr. Co. stock	10,000 00	
Bills receivable	12,240 67	
Materials at shops	134,069 60	
Net balance due from personal accounts.	137,486 95	
		499,366 75
		$3,121,327 42

The operating expenses are 63.5 per cent. on gross earnings, and the total expenses 72 per cent.

The business of 1865 largely exceeded that of any preceding year, and the falling off in 1866, is as follows: decrease in freight, $70,952 50 in

passengers, $240,142 83; and in miscellaneous, $33,376 36—making the total decrease in receipts, $344,471 69, with a decrease in expenses of $262,-404 09, and in net earnings of $82,067 60, which would seem to be not unfavorable joined to the fact that the condition of the road bed, track and equipment was at the close of the year in really excellent condition.

The equipment of the road November 30, 1866, consisted of 68 locomotives, 31 first class and 5 second class passenger cars, 14 baggage, 9 express, and 1,245 freight, etc., cars. Miles run by passenger trains, 390,350; by freight trains, 728,-910; by wood and gravel trains, 297,801; by mixed trains on Tuscarawas Branch, 23,620—total, 1,440,681, an increase over the previous year of 10,940 miles.

The number of tons of coal transported in 1866, was 200,155; in 1865, 174,088—an increase of 26,067 tons. The tonnage of iron ore in 1866, was 89,893; in 1865, 69,431—increase, 20,462. The lumber shipments in 1866, were 24,458,789 feet; in 1865, 12,148,196 feet—increase, 12,310,-593 feet. The number of tons of useful load hauled one mile in 1866, was 70,918,104, an increase over the previous year of $9,227,804. The number of cars hauled one mile was 11,763,958, an increase of 1,938,688.

There has been no material change in the financial condition since the last Report. The present liabilities and resources of the company are as follows:

Dr.		
Construction		$8,947,354 05
Machinery and tools		69,929 94
Personal property		82,697 78
Telegraph line		16,913 72
Total construction and equipment		$9,066,895 49
Assets:		
In hands of Treasurer	$205,579 53	
Lawrence R.R. & Trans. Co. stock	10,000 00	
Bills receivable	12,230 67	
Materials at shops	134,069 60	
Bal. due from personal accounts	137,486 95	
		499,366 75
		$9,566,262 24
Cr.		
Capital stock		$5,391,575 00
Scrip issues		12,378 22
		$5,403,953 22
2d mortgage bonds		1,129,000 00
3d "		1,619,500 00
4th "	$1,096,000 00	
Scrip issues	11,546 04	
		1,107,546 04
Dividend bonds and scrip		13,314 75
Income bonds		3,500 00
Bills payable		14,200 49
Due on bills and pay rolls audited for account November		154,996 52
Net earnings		120,251 22
		$9,566,262 24

President.—J. N. McCULLOUGH.

Directors.—J. N. McCullough, Jas. F. Clark, T. P. Handy, W. W. Holloway, B. F. Jones, J. H. Shoenberger, J. H. Banker, David Dows, C. W. Durant, John Steward, John F. Tracy, Thomas Slocomb.

Superintendent.—J. H. DEVEREUX.

☞ The State of Virginia has sold its interest in the Alexandria, Londoun and Hampshire Railroad for $50,000.

Panama Railroad Company.

The following is a copy of the new contract recently entered into between this company and the United States of Colombia. The alterations and amendments alluded to in the decree promulgating the contract, which were made by Congress to the original document as drawn up by the Secretary of the Treasury and Col. Totten, are embodied in the translation as published below:

Contract reforming that of April 15, 1850, for the construction of a railroad from one ocean to the other across the Isthmus of Panama.

The Secretary of the Treasury and Public Works of the United States of Colombia, duly authorized by the Executive, on one part, and George M. Totten, Chief Engineer and General Agent of the Panama Railroad Company, with full powers and authorization from the proprietors of said company on the other part—having in consideration the stipulations of Article 2 of the contract entered into with said company, approved by legislative decree of June 4, 1850, and desirous of providing for the perfection of the work of said railroad, in order that it might better answer the necessities of the commerce of the world, and at the same time secure a sure and permanent income to the Treasury of the Republic—have agreed to amend and reform said contract in the terms set forth in the following stipulations:—

ARTICLE 1. The Government of the United States of Colombia grants to the Panama Railroad Company the use and possession, for ninety-nine years, of the railroad constructed by the same which actually exists between the cities of Colon and Panama. This grant includes not only the road itself, but also the edifices, storehouses, wharves, docks, the telegraph between Colon and Panama connected with the road, and in general all its dependencies and other works of which said company is now in possession, which are necessary for the development of the enterprise, and those which in future they may establish with the same object.

ART. 2. The Government of the republic binds itself, during the period that this exclusive privilege granted to the company for the working of the railroad remains in force, not to construct itself, or concede to any person or company, in any way whatever, the right of constructing any other railroad on the Isthmus of Panama; and it is also stipulated that while the aforesaid privilege exists, the Government cannot undertake nor permit any person whatever to undertake, without the permission or consent of said company, the construction or working of any ocean canal that may put in communication the two oceans across the Isthmus of Panama, to the westward of a line from Cape Tiburon on the Atlantic and Point Garashine on the Pacific. But it is stipulated that the right granted to the company to give its consent does not extend to the opposing the construction of a canal across the Isthmus of Panama (except on the actual route of said railroad,) but only to exact an equitable price for said privilege and as an indemnification for the losses which the railroad company might suffer from the opposition or competition of the canal. If the Government of the United States of Colombia should consider the sum exacted by the company not equitable, then it shall be fixed by arbitrators in New York or Panama, one of them appointed by the Government and the other by the company, and in case of non-agreement the two shall name a third, whose decision shall be without appeal. In making their decision the arbitrators shall take into consideration the grounds on which the company rests and the report that will be given by the Government on the matter; and having these in view they shall decide, without appeal, what they believe just and equitable. The sum, whatever it may be, that may be definitively decided on, shall belong, one-half to the railroad company and the other half to the Government.

ART. 3. In compensation and as the price of these concessions, the railroad company obliges itself to pay to the Government of the United States of Colombia one million of dollars in American gold coin, or in drafts payable in New York in the same, as the Government may choose, on the day on which this contract is approved by Congress, and to pay from now until the expiration of the present privilege an annual rent of two hundred and fifty thousand dollars in American gold coin. The payments shall be made by the company quarterly in New York to the agents named by the Government of the United States of Colombia, or, if convenient for the Government, the company shall place the money in London or Panama on the Government giving the necessary advice to the company in New York. These quarterly payments shall commence to count from the day of approval of this contract by Congress. From the rent which the Republic gets by this contract, there shall be deducted annually, during twenty years, twenty five thousand dollars, which the company shall deliver to the Government of the State of Panama.

ART. 4. The company binds itself to extend the railroad on the Pacific side to the islands of Nao, Calebra, Perico and Flamenco, or to any other place in the bay where there may be permanent depth of water for large vessels.

ART. 5. During the whole term of this privilege the company shall have the exclusive right of establishing across the Isthmus of Panama, within the zone expressed in Article 2, any kind of carriage road from one ocean to the other. The Colombian Government binds itself not to undertake itself, or to permit any other company or person to undertake within said zone, any other carriage road, macadamized, of plank, or any other kind suitable for the use of wheel carriages, between the two oceans across the Isthmus of Panama. It is, however, well understood that the privilege of which this article treats, cannot and must not in any manner prevent the construction of roads of any system in a direction different from the above stated, or the completion, preservation and improvement of roads which already exist or which are actually being constructed on the said Isthmus.

ART. 6. The company shall for the whole term of this privilege have the following rights:—First. To regulate and direct the use of the ports, places of embarking and disembarking, wharves, anchorages, &c., &c., at the termini of the railroad, and to establish agents with power to enforce the regulations which it may make in this respect, in conformity with the laws of the republic. These regulations shall be submitted to the approval of the Executive, without which they shall have no effect. The Executive may refuse its approbation of them, reform them and revoke them whenever it deems this convenient; Second, to use the places for embarking and disembarking, wharves, &c., &c., which it has constructed or may construct in the ports situated at both termini of the road; Third, to use all stations necessary and especially designated for the storage and free deposit of all goods and merchandise admitted for transit across the Isthmus on the railroad built by the company. By virtue of said privilege the company may collect, for the use of the line of communication, means of transportation, stations, stores and establishments of all kinds belonging to the company, such tolls, wharfage, storage and carriage as it may see fit to establish.

ART. 7. The Executive shall determine the forms to be observed in the landing of goods on either shore, and the interference which the employes of the republic are to have in it, in order to prevent that goods destined for transit from one ocean to the other be left on the road or fraudulently introduced for internal consumption. Said precautions shall be such as to avoid all frauds to the injury of the public revenue, without delaying or embarrassing the rapid despatch and transit of passengers and packages of merchandise, baggage and goods of all kinds which may belong to lawful commerce.

ART. 8. The company may give to the actual railroad a different direction from that which it

now has, such as it may deem more favorable to the enterprise; and there will remain at its option the points of starting and termination which it may consider most advantageous and convenient for the entrance and anchorage of vessels, or for the ports properly so called, and for wharves, dry docks, landings, stations, warehouses, hotels, and establishments of all kinds; and this without prejudice to what is provided in the fourth article of this contract.

ART. 9. The Government of the United States of Colombia ratifies the concession made to the Panama Railroad Company in the contract of April 15, 1850:—First, of the lands it has required and may require for the establishment of the line of the railroad in its whole extension, providing they belong to the Government; Second, of the lands it may require for posts, dry docks, river ports, stations, shipping places, landings, warehouses, stations, hotels and generally for all the necessities of the service of the railroad, providing said lands are the property of the Government: Third, of the concession made gratuitously and in perpetuity of sixty-four thousand hectares of vacant land in the territory of the State of Panama, excepting the islands in both oceans and the districts which on the 1st of January, 1849, formed the Territories of Bocas del Toro and Darien, the limits of which are set down by the law of June 9, 1855. This concession may be extended to ninety-six thousand hectares, if they should be found disposable within the limits of the old provinces of Panama and Veragnas, and so that the Government may adjudicate them as vacant lands; and the company shall be at liberty to select them on the continental part of said provinces wherever it may deem most convenient, it being stipulated that in those which are selected on the line of the road and in its vicinity, exact intervals shall be left of equal extent to those which are given to the company, in order that the Government of the republic may make grants or sales of lands for other establishments which may be made on the line and in the vicinity of the road. The lands granted to the company by clauses 1 and 2 of this article shall be returned to the republic on the expiration of the present privilege, in the terms and with the formalities prescribed in this contract.

ART. 10. In the grant of vacant lands made in perpetuity to the company by the contract of 1850, and ratified in the third clause of article 9 of this contract, there is not comprised the number of hectares contained in the island of Manzanillo, in the bay of Limon; but this is comprised in the grants spoken of in the clauses one and two of said article, with the exception of four hectares which the Government reserves to itself as a lot for the erection of buildings for public offices, school houses, a jail or other purposes of public use, which shall be delivered by the company, duly filled in and in condition to be built upon. But it is understood that the Government in selecting the place or places where it wishes to locate the four hectares reserved by this article, cannot choose such as are necessary for the construction or service of the road and its dependencies or such as are already occupied by buildings either finished or to be rebuilt. This selection can be made by the Government in advance according to its wishes, in conformity with the plan of the city, in order that the lots may be delivered to it, as the nature of the ground will allow them to be filled in.

ART. 11. The lands granted to the company by article 9, clause 3, shall be delivered as they are asked for, and after the legal formalities established for such cases have been fulfilled, and it remains for the company to prove their character as vacant lands, have them surveyed and the respective plans made out. The adjudication of said lands shall be made by the Executive, and from the time the due declaration is made they will be considered as adjudicated to the company in full dominion and property; but the provisional adjudication shall be made by the President of the State of Panama, always subject to the examination and approval of the national Executive; and as long as it is not disapproved it will only have the effect of preventing any subsequent grant of the same lands to a third party. The republic is in no case obliged to give security or guarantee of proof of the vacant lands to be adjudicated to the company. The Executive shall fix a term, with consent of the company, within which it shall be obliged to declare those lands to which it has a right.

ART. 12. When the lands required for the prolongation of the line of the railroad which is spoken of in the fourth article of this contract, or for the change in the direction of the line, or for the laying of a second line of rails, are the property of private individuals, the company shall have the right to obtain them after a valuation and just indemnification to the proprietor, in conformity with the provisions of May 22, 1866, "about procedure in civil suits which come before the tribunals of the Union."

ART. 13. The railroad is considered an enterprise of public utility.

ART. 14. The company is authorized to propose to the Executive such regulations as it may deem expedient for the police, security and preservation of its ways of communication, ports, works and establishments of all kinds; but such regulations shall not be carried into effect without the express approval of the Executive, which even after having approved, may annul or amend them, if it thinks proper, always proceeding in conformity with the laws of the republic.

ART. 15. The rates of transportation and freight of specie, carrying of merchandise and conveyance of passengers over the railroad, housing and storing in the depots and establishments of the company, shall be established by company the itself, and modified as the same may judge proper to its interests; but it shall be obliged to bring said rates and modifications to the knowledge of the local authorities at least thirty days previously.

ART. 16. The company binds itself to transport gratis over the railroad the mails of the nation and of the States, that may be carried from one ocean to the other, or to any intermediate point; and it may make the pecuniary arrangements that it may deem convenient for the transportation of foreign mails, the passage of which over the Isthmus is declared free of all nations; but the government of the republic may prohibit the transit over the railroad of the mails of those nations which may be at war with it, in which case the company shall refuse to carry them over the railroad.

ART. 17. The company may introduce free, without paying duties or taxes of any kind, all implements, machines, tools, materials, provisions and manufactured articles intended for the construction, working and preservation of this railroad and the feeding of the workmen employed on the same.

ART. 18. The company is exempt from paving any taxes or contributions, national, municipal, of the State or any other kind, on the railroad, its warehouses, wharves, machines or other works, things and effects of all descriptions belonging to it, and which, in the opinion of the Executive, are necessary for the service of the railroad itself and its accessories.

ART. 19. In compensation for these exemptions, the company binds itself to transport over the railroad gratis and without charging the government anything for freight or on any other account, the troops, commanders and officers, their baggage, the ammunition armament, clothing and all other similar effects belonging, being or destined for the immediate service of the government of the republic or that of the State of Panama, as also their employes in service or on a mission, and persons who with their families and baggage may come to the country as emigrants and new settlers with a permanent character as such, for account of the government, up to the number of two thousand annually. The Executive shall order the steps which it may deem convenient in such cases, in order to avoid that such passengers whose entrance into the Territory of Colombia is purely accidental make use of this concession.

ART. 20. Colombian produce shall be transported by the railroad in the first twenty years of this contract on payment of only one-half of the freight or transportation money fixed by the company for foreign produce of the same kind; but at the end of this period they shall pay a duty on freight that shall not exceed the two-third parts of that fixed by the tariffs of the company, and those tariffs cannot be raised in future in regard to Colombian produce.

ART. 21. Passengers, treasure, merchandise and effects of all kinds, destined for the interoceanic transit over the railroad, shall be exempt from taxes and imposts, national, municipal, of the State or any other description whatever, as long as they remain in the storehouses and depots of the company or in the hands of the latter. In like manner the vessels that enter the ports at both ends of the railroad, as also their officers, crews and agents, shall be exempt from the payment of tonnage dues and of all other taxes or contributions on account of their services rendered directly to the interoceanic transit.

ART. 22. Passengers passing from one sea to the other by the railroad shall not require any passport to go through, except in cases of foreign war or internal commotion, when the government may think the presentation of passports conducive to the security of the country or the preservation of public order. Persons, however, who have been expelled from the territory of the Republic, and all other individuals whom the laws have forbidden the entrance into the country, cannot pass over the railroad.

ART. 23. In case the competent tribunal should decide that the present privilege granted to the company is forfeited, the latter shall return to the republic the lands granted as property and gratis which are not yet transferred to a third party, and shall have no right to exact any indemnification on account of improvements or any other plea.

ART. 24. The company is obliged to make a demarcation of its land after having cited the owners of adjoining lands, and to draw up a topographical plan of the road and its assessories, such as bridges, aqueducts, viaducts and all other works constructed for the service of the railroad, in order that by this plan it may be clearly known what the company possesses as property, and to what the granted exemptions apply.

ART. 25. The company enters into an obligation to execute constantly, with all possible care, promptness and despatch, the transportation of passengers, cattle, merchandise goods and all kinds of materials that may be confided to it, for payment of the charges and freight of the transport which may be established in the respective tariff. The provisions of this article are, however, no obstacle to the company making special agreements for the transportation of such articles, the bulk, weight or nature of which do not allow their freight to be fixed beforehand.

ART. 26. Vessels of nations which are at war with the United States of Colombia shall not be admitted into the ports at either end of the railroad, nor shall the produce, effects and properties of said nations enjoy free transit across the Isthmus of said road.

ART. 27. It is obligatory for the company to constantly have at Panama or Colon a representative with sufficient authorization and powers, wherever it should be necessary, to treat personally with the government on matters relating to the enterprise.

ART. 28. The present privilege cannot be ceded or made over to any foreign overnment, that is to say, to any government existing outside of Colombian territory, under the penalty that the same privilege is forfeited by the mere fact of attempting or carrying into effect such cession or transfer, which act is even now declared to be absolutely null and of no force or effect. This privilege is also forfeited in case the railroad company should not perform transportation for a period of more than four months in succession (except cases of accidents). This privilege shall also be forfeited for non-payment of the rent for more than a year

after becoming due. Delay in the payments for less time subjects the company to payment of interest at the rate of seven per cent. per annum.

ART. 29. In case that for any reason this privilege should be forfeited, the property and full possession of the railroad, with all its dependencies, appurtenances and accessories, shall revert to the republic, and the company shall have no right to any indemnification or remuneration whatever.

ART. 30. The government of the republic binds itself to protect and maintain in full the rights of the company under this contract; but to this end it is necessary that the company, on its part, fulfills punctually the duties and obligations which it takes upon itself, and further, that the privilege remains in force.

ART. 31. As the right which the republic reserved to itself by the contract of April 15, 1850, to redeem the privilege of the company, is especially hypothecated as an additional security for the loan contracted by said republic in London, under date October 1, 1863, it is hereby stipulated that the income from the railroad, which by this contract belongs to the government, is subsidiarily applicable to the payment of the obligations of the government of the republic in respect to that loan, either to complete the annual instalments which the latter is obliged to pay in London on account of interests and amortization of capital, or by redeeming the bonds of the loan at par, if in 1874 its amortization should not have been completed.

ART. 32. In consequence of the stipulation of article 3, the government renounces the benefit or participation of three per cent., which by article 55 of the original contract it had in the net proceeds of the undertaking, and also the quota of five per cent. which it also had reserved in its favor by article 30 of the same contract for the transport of mails, which quota, it had been stipulated, should not be less than $10,000 a year. The account of these revenues shall be settled immediately, according to the terms set down in article 55, up to the day on which the present contract shall commence to be in force and to take effect, and the payment of the balance which may appear in favor of the republic shall be made by the company in New York, to the order of the government.

ART. 33. Controversies which may arise between the government of the republic and the railroad company in respect to the meaning or execution of this contract shall be decided by the courts and tribunals of the Colombian Union according to the constitution and laws of the republic.

ART. 34. The ninety-nine years of the duration of the privilege granted by this contract shall be counted from the date of its approval by Congress.

ART. 35. On the expiration of the privilege and by the mere fact of its expiration the government of the Colombian Union shall be substituted to the company in all its rights, and shall immediately enter into the possession of the road, of all its fixtures and movables of all its accessories and of all its products. The company shall be bound to deliver to the government in good order the roads the works composing them and their dependencies, such as landings, discharging places, offices, machines, and in general every object moveable or immoveable, whether destined especially for the service of transportation or applicable to any other object connected with the undertaking.

ART. 36. The present contract contains all the grants and privileges that the actual Panama Railroad Company has acquired for the future. It is therefore declared, and in this the parties expressly agree, that at no time can the company claim any rights or privileges which are not clearly contained in this contract, unless they be granted by subsequent acts.

ART. 36. The contract of April 15, 1850, approved by legislative decree of the 4th of June of the same year, is reformed in the terms of the present contract, and drawn up as it is in thirty-seven articles, it will be submitted to the approval of the Executive of the republic, and when obtained it will be presented to Congress, whose sanction is required in order that, receiving force as a law, it may be carried into effect. In faith whereof the present has been drawn up in duplicate, sealed with the private seals of each part, and signed, after reading and comparing them, in Bogota, on the 5th of July, 1867.

JORGE GUTIERRER DE LARA,
Secretary of Treasury and Public Works.
G. M. TOTTEN, for the Company.

BOGOTA, July 5, 1867.—Approved.

SANTOS ACOSTA.
JORGE GUTIERREZ DE LARA,
Secretary of Treasury and Public Works.

The following is the decree by which the contract has become a law of the country:

The Congress of the United States of Colombia decrees:

ARTICLE 1. That the contract made at Bogota on the 5th of July, 1867, between the Secretary of the Treasury and Public Works, Mr. Jorge Guiterrez de Lara, with the approval of the Executive, and George M. Totten, General Agent and Attorney of the Panama Railroad Company, reformatory of that of April 15, 1850, on the construction of a railroad from one ocean to the other, across the Isthmus of Panama, with the following modifications [here follow the alterations and amendments inserted in the above translation of the complete contract] be approved.

Done at Bogota, on the 15th of August, 1867.

PEDRO CORTEZ HOLGUIN,
President of the Senate.
M. PLASA AZUERO,
President of the House of Representatives.

ENRIQUE CORTES, Secretary of the Senate.

FRANCISCO A. VELA, Secretary of the House of Representatives.

BOGOTA, August 16, 1867.

Publish and execute the above.

[L. S.] SANTOS ACOSTA,

JORGE GUTIERREZ DE LARA, Secretary of Treasury and Public Works.

OFFICE OF THE TREASURY AND WORKS, BOGOTA, August 16, 1867.

The above is a true copy.

JORGE GUTIERREZ DE LARA, Secretary.

☞ The Central Pacific Railroad Company have purchased, under a foreclosure sale, all the rolling stock of the California Central and Yuba Railroads.

Taxation in the State of New York.

The following is an extract from the Report of the Committee on Finance in the Constitutional Convention:

The financial condition of the State, and the excessive taxation now being imposed upon the people, furnish to the minds of the committee conclusive reasons, if there were no other, against the creation of additional indebtedness. This condition, and the amount of taxes upon the people of the State will be briefly stated:

The outstanding debts of the State amount to	$48,351,682
The debts of the cities, villages and towns	85,000,000
Making a total of State indebtedness of	$133,351,682
The proportion of the national debt belonging to this State to pay is not less than	500,000,000
Making a total of	$633,351,682

Saying nothing of the unascertained national indebtedness, which high authority has placed at the same amount.

The highest assessed valuation of all the property in the State is $1,639,432,615; from which it will be seen that the State is permanently indebted to considerably more than one-third of the assessed value of the property therein.

The annual taxation is very much larger than the permanent debt would indicate,

DIRECT TAXES.

Direct taxation by the State	$12,800,000
Direct taxation by counties and towns	32,000,000
Direct taxation by cities and villages, estimated	18,000,000
Total	$62,800,000

INDIRECT TAXES.

The whole amount of internal revenue received by the United States government during the fiscal year ending the 1st of July, 1866, was $310,-900,894, of which this State paid in fact one-fourth, but say one-fifth	$62,181,398
The amount collected by the tariff was nearly $200,000,000, of which the people of this State must have paid, as consumers, one-fifth, amounting in the aggregate to $40,-000,000 in gold, which is equal in currency to	56,000,000
Making an aggregate of annual taxation of	$180,981,398

which is more than 11 per cent. on the assessed valuation of property, and equals a tax of $45 upon every man, woman, and child in the State, and more than $200 upon every voter.

If this excessive annual taxation should be capitalized, it would require the sum of $3,000,-000,000 at 6 per cent. to pay it, which is $1,400,-000,000 more than the assessed value of the whole property.

If, therefore, the present amount of taxation is to be regarded as permanent, and cannot be materially reduced, the unwelcome truth must be acknowledged, that the property of the State is mortgaged to more than the amount of its full value.

It is estimated that 3½ per cent. upon the value of property is a liberal allowance for the net profits of the people.

This brief statement shows that taxation has reached a point largely beyond the entire net earnings of the whole people, and is absorbing the capital with fearful rapidity. No argument is needed to establish the fact that such an extent of taxation cannot be permanently endured. It is no longer a matter of choice, but of ability. The people have borne these exactions with an unexampled patriotism and patience; but they have a right to demand, and your committee believe do demand from this convention, some alleviation from present, and protection against future burdens.

Sanford E. Church,	William C. Brown,
Augustus Frank,	Homer A. Nelson,
George Opdyke,	B. Platt Carpenter,
Erastus Corning,	Augustus F. Allen,
Samuel J. Tilden,	Israel T. Hatch,
Freeman Clarke,	Henry D. Barto,
Augustus Schell,	Jacob Hardenburg,
Joshua M. Van Cott,	

Finance Committee of the Constitutional Convention.

Mississippi, Ouachita and Red River R. R.

A meeting of the stockholders of this road will be held at Camden, Ark., on the 21st inst., to take into consideration propositions from certain persons for the purchase of the road. The Little Rock *Gazette*, in noticing the above, says:

It will undoubtedly be much to the advantage of the citizens of south Arkansas to sell the road to parties who will obligate themselves to build it. The veto by the Governor of the bill for the relief of this road, renders it improbable that the present company will be able to construct the road in any reasonable time, and considering the gloomy prospects of the future, it is plain that stockholders along the proposed route will find it to their interest to even lose their investments, if thereby the immediate building of the road is secured. We trust that such action will be taken as will hasten the construction of this important road,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Div.dend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ..100	5,745,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br.....100	2,680,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	Oct.'67 1½
Blossburg & Corning.*.... 50	250,00	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	469,400		
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine 100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	F. '67 2½
Brooklyn City & New'n.100	394,800		
Buff., New York & Erie*.100	850,000	J. & J.	Jul '67 3½
Buffalo and State Line ...100	2,20 ,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,84 ,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Ap.'67 3½
Cayuga & Susquehanna..* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey....100	13,000,0 0	J.A.J&O	Jul.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		
Charlotte & S Carolina...100	1,201,000		
Chemung*..... 100	380 000	J.A.J&O	Jul. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n'67 2½
Chicago and Alton..... 100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2 425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy ..50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,247,000		
Chicago & N. Western....100	18,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr.'67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr.'67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,,50		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta....100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 10	1,500,0 0	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	506,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,060		
Detroit & Milwaukee.....100	454,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,6 3,841		
Do. do. pref 100	1,987,351	Annual.	Mr.'67 7s
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'66 4
Do. pref..... 100	8,536,700	Annual	Jan. '67 7
Erie & North East*..... 100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000		
Franc f and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,158,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca)	15,123,480		
Granite..... 100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,746		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 10	13,937,100	. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	Jan. '67 2
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 .
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,188,555	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	Oct.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill* 50	2,846,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb. '67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '67 8
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
McGregor Western* 100			
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central 100	1,600,800		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	5,586,138	M. & S.	Sep. '67 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,966	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ..100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,050,561		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,41 ,,89		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell..... 100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	728,538		
N Haven & Northampton.100	1,224,000	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895 000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	6,265 050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nig. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,000	F.M.A.N	Aug.'67 2
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,80		
North Pennsylvania..... 50	3,150,150		
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champ'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,548,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri..... 100	3 581,000		
Panama..... 100	7,000,0 0	J.A J&O.	Oct. '67 6
Paterson and Ramapo..... 100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,000		
Philadelphia and Erie*... 50	5,069,450		
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul. '67 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 20	100 000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 5
Pittsburg & Connellsville. 50	2,79 ,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Oct. 67 2½
Pittsb. Col. and Cin..... 100			
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,385,200	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar.'67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,078	M. & N.	M'y '67 3
Sand, Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 0:0 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	J.A.J&O	
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	3,208,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	800,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 1.0		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana..100	1,483,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Boa.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River..... 100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*..... 100	2,2 0,000	J. & D.	Jun.'67 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'67 1½
Vermont Valley 100	510,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,45 ,815		
Wes ern (Mass.)..... 100	6,710 800	J. & J.	Jul. '67 5
Western Union 100	2,687,257		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,120,470		
Wilm. and Weldon..... 100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228 595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated..... 10	1,0 5,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,800		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Sep. '56 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	M.J&S.D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.J&S.D.	Sep.'67 3
Union Navigation..... 100	4,000,000	M.J&S.D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA & N	Feb.'67 6
Roaring Brook Coal.....	200,000	J.A. J O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express..100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

St. Paul and Pacific Railroad.

A communication has been received at the General Land Office from the Governor of Minnesota, enclosing maps showing the completion of the first section of the St. Paul and Pacific Railroad, commencing at St. Paul and ending in section 13, township 117, range 22, near Minnetonka, being an advance of twenty miles due west from St. Paul, and the completion of twenty miles of the Winona and St. Peter's Railroad, terminating about quarter of a mile west of Goose Lake, in section 15, township 107, range 22. This latter route gives a completed line of road in operation for 100 miles west of Winona, Minnesota.

Charleston and Savannah Railroad.

Step by step have the directors of the Charleston and Savannah Railroad gone forward in the noble work of reconstruction, until to day they are enabled to announce the working of the road as far as Pocotaligo, and to give the public good grounds to hope that the road is about to fulfill the destiny marked out for it by its early friends. When completed it will form a link in the shortest route between New York and Savannah and points farther South, and even in its present condition it is the principal and almost the only avenue to the valuable rice and cotton plantations of a great part of the coast of South Carolina. By means of it planters are enabled to live in Charleston, and visit their plantations and return the same day, and to procure from them regular supplies, whereas formerly they were compelled either to absent themselves entirely from their plantations during the summer, or else to resort to pine land residences, always isolated, and not always healthy.

The great feature of the road, however, from a Charleston point of view, is a contemplated connection with the Georgia Road at Millen, which would give Charleston almost an air line connection with central Georgia, Alabama, and Mississippi, and increase her trade to an incalculable degree, and we would then only need the completion of the Blue Ridge Railroad, or some other direct connection with Cincinnati and the Northwest to make Charleston a great commercial city. —*Charleston Mercury, Sept.* 23.

$500,000
STATE OF GEORGIA
Seven per Cent. Coupon Bonds,

SECURED BY A FIRST MORTGAGE ON THE WESTERN AND ATLANTIC RAILROAD.

THE undersigned will receive bids until the 12th day of October next, for five hundred thousand dollars seven per cent. Coupon Bonds of the State of Georgia, which are part of an issue of $3,030,000 made on the first of July 1866, and payable 1st July 1886, in New York, with Coupons payable the 1st of July and 1st of January of each year in New York.

They are issued in pursuance of certain acts of the General Assembly of the State of Georgia, approved March, 1866.

These Bonds are a security of the highest order, and of which there is none better in the country, or a more secure investment of capital.

Besides the faith of the State of Georgia, they are secured by a first Mortgage on the Western and Atlantic Railroad, which, although it is exclusively the property of the State, yet it is by authority a Chartered Corporation which can sue and be sued, and contracts by its Officers are as binding as can be made by any other Corporation. The Mortgage is executed to three Trustees, viz: George B. Carhart, Esq., and Robert H. Lowry, Esq., of New York, and Jeremiah Beall, Esq., of Georgia.

On failure of the State to pay any half-year's interest on any of said Bonds, and such default shall continue for the period of six months after the said Coupons shall become due and payable, then and thereupon, the principal of all the Bonds secured thereby, shall become immediately due, and the Trustees may proceed to foreclose and enforce said Mortgage lien at the request of the holders of said Bonds.

The Western and Atlantic Railroad is 137 miles long, running from Atlanta, Georgia, to Chattanooga, Tennessee, connecting at each end with several important Railroads, making this Railroad an exceedingly valuable and productive piece of property.

So valuable is this road, that purchasers can readily be had that will pay cash for it, more than double the amount of the Mortgage lien. I give herewith the Treasurer's statement of the assets, resources, and liabilities of the State, to which I respectfully beg reference.

CONSOLIDATED STATEMENT

Of the Public Debt of the State of Georgia, on the 1*st July* 1867, *showing date of issue and maturity of outstanding Bonds, Annual Interest on each issue, and Total Annual Payments.*

When due.	When Issued.	Amounts.	Annual interest on each issue.	Total interest due each year.	Total Amounts due each year.
1868	1848	170,000 00	10,500 00	394,655 00	501,135 00
1869	1839 and 1844	334,500 00	19,350 00	374,045 00	708,545 00
1870	1840	8,070 00	8,070 00	353,600 00	490,195 00
1871	1841	154,500 00	9,240 00	345,625 00	601,125 00
1872	1842 and 1852	721,500 00	44,250 00	337,385 00	1,058,885 00
1873	1842 and 1883	169,500 00	10,170 00	293,005 00	462,505 00
1874	1844 and 1848	251,500 00	16,855 00	282,925 00	534,425 00
1875	No Issue from 1849 to 1857 inclusive			266,070 00	266,070 00
1876				266,070 00	266,070 00
1877				266,070 00	266,070 00
1878	1858	100,000 00	6,000 00	266,070 00	266,070 00
1879	1860	200,000 00	12,000 00	260,070 00	272,070 00
1880	1860	200,000 00	12,000 00	248,070 00	260,070 00
1881	1861	100,000 00	6,000 00	236,070 00	242,070 00
1882	1862		6,000 00	230,070 00	236,070 00
1883	1863	No Issue.	No Issue.	230,070 00	230,070 00
1884	1864	No Issue.	No Issue.	230,070 00	230,070 00
1885	1866	No Issue.	No Issue.	230,070 00	230,070 00
1886	1866	134,500 00	Atlantic and Gulf Railroad 6 per cents.	220,070 00	354,570 00
1887	1867	*3,030,000 00	W. and Atlantic mortgage 7 per cents.	9,900 00	9,900 00
Total Public Debt		$5,812,000 00		3,394,070 00	3,394,070 00

* This amount is not yet all sold, there being on hand about $990,000 00, of which about $140,000 00 will be applied to the funding of bonds and coupons falling due previous to July, 1866, yet outstanding. It will be seen, therefore, that the State is paying interest now on little over five millions, of which nearly one-half is at 6 per cent. :—the 7's amounting to about $2,700,000 00.

The Assets and Resources of the State of Georgia are, 1*st, the Property of the State, consisting of*—

The Western and Atlantic Railroad, now paying into the Treasury as net profits, $50,000 per month, or $600,000 per annum, being 6 per cent. on	$10,000,000
100,000 shares of stock in the Atlantic and Gulf Railroad Co., (connecting Savannah with the waters of the Gulf at Bainbridge, Ga., and the Gulf shore at St. Marks, Fla.,) promising in the early future handsome dividends, at $100 per share	1,000,000
186 shares stock in the Georgia Railroad Co., paying annual dividends of 10 to 15 per cent., at $100 per share	18,600
Total value of property belonging to the State	$11,018,600
From which deduct total public debt.	5,872,000
	$5,136,600

Leaving available property assets over and above all liabilities five million one hundred and thirty-six thousand six hundred dollars.

2d. The taxable property of the State, exclusive of Railroads, Banking, Express and Insurance Companies, from returns in the Comptroller General's office, is two hundred millions dollars, upon which a tax is levied this year of one-fourth of one per cent.	$500,000
Estimated receipts from specific taxes on polls, professions, &c	150,000
Estimated receipts from tax on Banks, Railroads, Express, Home and Foreign Insurance Companies, &c.	33,000
Estimated receipts from miscellaneous sources	10,000
Estimated receipts from net earnings of the Western and Atlantic Railroad	600,000
Estimated receipts from dividends on stocks	2,000
Annual income	$1,295,000
The estimates by Governor Jenkins, of the necessary usual and probable disbursements for the year 1867, are	$375,000
Miscellaneous appropriations	100,000
Interest on the public debt	375,000
	850,000
	$445,000

Leaving a balance of net revenue of four hundred and forty-five thousand dollars for annual reduction on Public Debt.

JOHN JONES, Treasurer of Georgia.

Milledgeville, Ga., July 1, 1867.

This amount of $500,000 of its bonds, now offered by the State of Georgia, is to pay a debt due the United States, now approaching maturity, which was for the purchase of locomotives, railroad cars, and other machinery from the Government to organize and restock the Western and Atlantic Railroad at the close of the war.

The right is reserved to accept or reject any part or all the bids that may be made, and parties bidding at a higher rate than may be accepted, will be placed upon an equality with the lowest accepted bid.

Parties who may desire to make further investigations, are referred to printed pamphlets, with more detailed particulars, which can be had at the

National Bank of the Republic, New York.

National City Bank, New York.

J. Edgar Thomson, Esq., President Penn. Central Railroad, Philadelphia.

Joseph S. Fay, Esq., No. 13 Exchange Street, Boston.

John W. Garrett, Esq., President Baltimore and Ohio Railroad, Baltimore.

Address WILLIAM B. JOHNSTON,
Agent of the State of Georgia,
Care National Bank of the Republic, New York.

New York, 28th Sept., 1867.

Washington County Railroad.

The work on the bridge over the Antietam, near Keedysville, cannot possibly be completed as soon as was anticipated, by ten days, and we cannot look for the opening of the Washington County railroad before the 25th of October. The bridge will be passable about the end of the first week in October, and as half a mile of rails can be laid per day, and the distance is nine miles to Hagerstown, we may look for the cars here on the day above mentioned, but not before.—*Hagerstown Mail.*

☞ The President has appointed the following gentlemen as government directors of the Union Pacific Railroad: Jesse L. Williams, of Indiana; Timothy J. Carter, of Illinois; James S. Rollins, of Missouri, and George Ashman, of Massachusetts.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,859,792	6	Jan. & July.	1867	137
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	263,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	109½
" " " coupon		5	" "	1874	112
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115½
" " " coupon		5	" "	1871	117
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	110½
" " " coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,345,100	6	Jan. & July.	1881	110½
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	1,208,710,600	6	May & Nov.	1882	109
" " " (5-20s) coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	99½
" " " (10-40s) coupon		5	" "	1904	99½
Pacific R. R. Bonds (currency)	16,346,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	400,736,025	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	106½
Matured Debt not presented	19,177,376	---	presentation.	----	----
Gold Certificates of Deposit	15,462,790	---	presentation.	----	----
Coupon Interest Notes 1864 '65	78,839,600	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	365,164,944	---	----	----	----
Fractional currency	29,392,178	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1880 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,543,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	102
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	84
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	74
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,647	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,492	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	99
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928.000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174 000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1890	98½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	----
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	140 000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2 000,000	6	"	1870	99
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	99
" — " " (Bounty)	601,000	6	" "	abt.'74	----
" — " " (Ches & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,888	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	276,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'88	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	104½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	81½
" —*Pacific R.R.	7,000,000	6	" "	'81- 87	101½
" —*Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	94½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	5,000,000	6	" "	1873	98½
" — " " "	2,250,000	6	" "	1874	99½
" — " " "	1,400,000	6	" "	'75-'77	99½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	93
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	6	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	54½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	52
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100½
" — " " "	2,183,532	6	" "	1870	100½
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	91
" — " " registered	5,043,052	5	"	'68-'70	91½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	105½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	264,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1838	----
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	66
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	63½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	----
" — " " registered	466,250	5	" "	long.	----
" — " " coupon	108,000	6	" "	long.	----
" — " (new) registered	21,484 398	6	" "	long.	42½
" — " (") coupon	10,900,000	6	" "	long.	----
" — " (")	1,379,500	6		1876	45
Wisconsin—State Bond	489,300	6	"	1886	39
	29,600	6	"	1890	35
	405 100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825 355
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696 ,119
1867	377,852	380,190	489,555	407,013	465,102	383,396	400,550	475,257	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	535,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,813	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,077	400,941	428,474	345,028	260,268	3,486,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	517,702	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,997	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1.072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	603,053	503,286	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	704,894	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,784	68,883	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	91,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,902	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,718	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,864	93,787	1,933,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	483,000	------	------	------	------
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	------	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	128,970	99,662	86,482	134,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,905	241,370	300,841	395,579	346,717	171,125	2,535,691
1866	131,707	123,404	123,957	121,533	245.622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,484	1,526,839	1,486,366	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	867,583	738,866	637,186	646 935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,925	555,242	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,940	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	174,933	220,788	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	285,154	2,060,322
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	261,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	254,830	284,741	3,994,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	27,530	659,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,813	75,948	44,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,625	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,862,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628 500	6	Jan. & July.	"	1880	98½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	916,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1.225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	4:3,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200.000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429.000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,630	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700.000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123.000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14.000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	90½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	51½
Chicago and Rock Island:						
1st Mortgage	1,397.000	7	Jan. & July.	New York.	1870	102½
Income bonds	47.000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	90½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	85
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184.000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mort. age	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,646	6	Jan. & July.	" "	1892	75
Dividend bonds	13.314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692.000	7	April & Oct.	" "	1886	93½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1899	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecticut and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642.000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	90
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.		'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000.000	7	Jan. & July	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		59½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb & Aug	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	81½
Land Security	3,344.60	7	April & Oct	" "	1881	87½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	(04
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118½
Redemption bonds	2,568,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1886	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,886	7	Feb. & Aug.	New York.	1891	84
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						66
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,591,980	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1868	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	100
1st Mortgage (convert.) Dollar	298,000	8	April & Oct.	" "	1882	109½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	85½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98
2d Mortgage	1,600,000	7	Feb. & Aug.	" "		82½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1875	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,308,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	
" " " "		6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						93½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	107
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated	1,000,000	7	Feb. & Aug.	" "		
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	94½
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	100
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	85
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	96
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	75
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	91
1849, "	67,000	6	" "	"	1880	96
1852, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	80
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	830,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	74
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg l'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	88.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	650, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	96
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	95
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	100,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	18 1	
" "	197,777	7		"	1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,886	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
31 Dec. '66	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	-------	23.8	53,855	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	-------	-------	122.4	319,433	644,725	166,186	—	----
30 Nov. '66	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,129,047	*	3,129,047	3,000,000	927,000	—	3,927,000	75.2	-------	1,591,804	633,483	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	-------	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	-------	-------	62.0	-------	67,143	loss.	—	—
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2 379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1 370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6 000 000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	612,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	-------	-------
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,252,200	35,500	56,575	1,346,632	86.7	-------	391,477	68,880	3½	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,296	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,7..1	228.8	306,335	1,006,753	337,351	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	882,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,115	3,696,153	1,484,616	8½	120
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365,542	18,957,024	400.0	2,421 566	6,148,862	2,793,463	20	126½
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,844,322	1,152	-------	10,161,735	2,226,967	—	42¼
31 Mar. '67	181.8	181.5	----	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1 413,999	10	102¾
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	----
31 Dec '66	464.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10.523,328	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	122
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,240,744	488,568	—	49
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	-------	-------	-------	4,390,000	5,600,000	-------	-------	224.0	-------	-------	-------	—	10
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,744	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	81
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec, '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	-------	315,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	86½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,730	410,921	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	76.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	656,965	5,429,208	156.5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok,. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	-------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	66.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	54,278	1,109,594	294,519	7,430	1,586,923	66.1				6	----
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	463,051	12,764,346	334 0	959,947	3,143,189	1,592,955	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	-------	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,062,691	*	—	1,283,015	248,989	108.434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	$2,950,000	4,250,000	-------	9,008,369	188.6	-------	340,398	-------	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	108
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,195	1,609,387	—	81¼
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Soutner'n Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	-------	-------	-------	-------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456.949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	88.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	-------	-------	206.8	579,324	1,047,567	420,026	—	57½
31 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,489,540	4,400,000	106,235	8,026,361	182.0	-------	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
31 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	8,581,599	9,200,000	1,150,743	15,028,186	283.0	851,433	1,794,356	400,826	—	----
31 Feb. '67	90 0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	-------	-------	-------	—	----
31 Feb '64	86.5	3.0	8 2	—	15	15	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 668	6,352,109	90.1	288,189	399,291	329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,171,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	250,825	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,639,906	16,151,962	9,420,530	1,022,969	39,633,113	236.8	3,493,376	8,577,692	5,301,183	10	122
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	268,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	325.0	1,738,704	4,042,126	1,167,973	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,660	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	141½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,365	61,983	721,926	—	11,050	1,093,608	47.1	86,510	204,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,158	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	606,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.6	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,969	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Oper. by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,830	773,226	41.5	215,731	441,804	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,066	7,347,300	141.0	669,552	1,332,807	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.9	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,366	226,900	660	471,171	(Oper. by B. & L. Co.)		17,600	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,926	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	436,966	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	141
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,285,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	451,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,900,000	*	171,775	1,500,000	—	—	1,671.775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.7	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,078,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034 776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964.600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	123½
31 Dec. '66	58.0	—	—	45.5	24	48	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	58.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000 000	855.000	—	6,612.449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	.....	—	65
31 Dec. '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,647,650	511.400	—	2,659,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	—	47.	—	—	—	West Jersey	1,219,504	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	612,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	6,825	Erie	19,122,686	*	5,165,188	25,101,121	21,429,927	5,085,864	54,287,874	784.0	7,109,139	14,396,413	2,238,704	4	65½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,518	4,545,526	1,795,099	9	128
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,716	932,000	—	2,994,474	120.0	366,430	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	109½
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,755,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	112
30 Sep. '66	115.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,606	—	65
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,876	1,057,737	36.3	90,230	252,175	59,372	8	.....
30 Sept. '66	25.2	—	5.5	—	29	60	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,760	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.		53,959	—	—	.....
30 Sep. '66	141.1	48.5	20.7	—	38	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	8.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	490,000	—	990,207	"		"	"	7	.....
30 Sep. '66	13.0	—	3.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	253,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53.182	2,957 620	81.0	299,025	510,917	174,458	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811 000	—	—	936,581	34.9	83,549	141 888	78,882	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,677	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400.000	276,372	2,419,401	94.9	.....	103,968	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,960,755	*	399,579	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206.917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,918	1,201,000	671.924	3,778.539	171.9	.....	432.069	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,068,895	*	501 333	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	455	Cinc., Hamilton and Dayton	3,930,423	991,195	1,276,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	81.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	232,888	6,771,246	191.2	1 055,592	1,933 700	521,906	8	99½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,282	203.5	1,440,881	2,351,906	654,726	5	79½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,762	8,673,761	188.6	1,223,623	2,492,215	1,107,377	14	128½
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786.200	252,200	70 248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,658	3,688,385	315.434	17.429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,429	192.3	.....	829,932	119,032	—	—
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,168	1,218,972	104,313	4,372,746	205.9	346,671	694,220	134,081	—	23½
31 Dec, '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,346,000	795,301	22,118,900	250.6	———	3,717,386	906,200	—	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	318,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,660	*	83,348	29,564,405	29,9[illegible]9,000	1,156,819	60,721,124	507.0	2,041,773	1,[illegible]4-0	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	190,341	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,525	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	38.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	235,000	664,300	1,248,704	435,296	2,622,448	98.6	313,902	618,560	235,158	—	.....
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	16
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,806	53,596	—	.....
31 Oct. '66	60.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	57
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	585,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,749,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2[illegible]5	67.5	345,588	902,213	382,500	—	56½
31 Dec. '65	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0[illegible]8 2[illegible]6	—	44,251,544	565.6	7,050,026	16,583,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,439	409,956	1,491,850	159,800	—	1,817,554	24.2	174,579	605,346	247,446	9	62½
31 Dec. '65	287.5	—	68.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,[illegible]83 700	13,000,000	600	18,084,300	287.5	1,424,1[illegible]2	2,541,052	454,077	—	27½
30 Nov '66	147.0	—	255.4	—	267	71	3,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,588	22,742,867	6,719,562	—	32,577,548	474.5	4,361,336	10,9[illegible]2,819	6,016,531	10	61½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	314,754	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,0[illegible]0	—	10,469,300	197.0	880,386	2,4[illegible]0,958	1,057,687	10	63½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,125	1,600,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,819,531	10	100½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05[illegible]	348,138	130,392	4½	40
31 Oct. '66	25.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	257,510	143,160	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,361	247,245	22,301	549,400	316,000	28,292	1,096,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,523	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	—	.....	109.6	.....	288,263	151,556	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	106	North-Eastern	2,14[illegible],131	*	51,078	895,950	1,025,000	272,259	2,193,209	102.0	154,496	317,775	66,087	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	345	South Carolina	8,511,957	*	549,110	5,819,275	3,534,190	447,491	9,827,[illegible]75	242.0	.....	1,312,788	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,[illegible]07	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,990	1,462,314	11,092,591	291.0	408,061	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,01[illegible],107	99.2	.....	387,252	175,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	24.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,908	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,534	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and North western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,955	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,982	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	262,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071 687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	429,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,788	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,328	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper. by Vt.		Central	180,000	6	96
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,383,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	43,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	36,188	88,131	,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	776,500	118,789	.....	113.7	703,034	136,302	43,063	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	690,610	155,161	6 months	79.2	47,702	54,121	16,33[illegible]	—	.....
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	666,703	127,985	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923, 00	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,681	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	215,80[illegible]	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,[illegible]00 000	1,717,500	900,839	7,301,983	190.5	239,951	672,71[illegible]	284,769	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,961	279,94[illegible]	145,38[illegible]	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,788	—	.....
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,087	391,577	220,52[illegible]	—	.....
30 Sep. '66	178.2	—	21 3	7.0	30	16	176	Virginia Central	5,423,128	541,814	240,9[illegible]	3,35[illegible],679	1,799,822	60[illegible],785	6,245,888	195.0	.....	487,44[illegible]	120,15[illegible]	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,261	1,839,500	52[illegible],22	7,362,250	214.9	278,829	55[illegible],02[illegible]	93,88[illegible]	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,168	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,220,000	—	18,508,374	2 5 0	986,727	2,588,80[illegible]	934,10[illegible]	—	48½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,7[illegible]0,000	188,000	—	11,938,000	10.10	.....	236,79[illegible]	67,65[illegible]	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,46[illegible],[illegible]80	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,79[illegible]	117,84[illegible]	—	65
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],[illegible]10,345	*	—	15,123,430	54,750,51[illegible]	7,336,40[illegible]	77,210,345	1,096	.....	4,368,51[illegible]	1,154,85[illegible]	—	.....
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,983,750	*	[illegible],200,000	16,802,74[illegible]	[illegible],281,43[illegible]	—	28,084,140	357.0	.....	3,011,86[illegible]	1,649,51[illegible]	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	[illegible],909,980	768,959	5,678,939	96.1	402,670	467,266	191,13[illegible]	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	17[illegible]	European & North American	4,747,713	.....	—	4,658,70[illegible]	.....	.....	.....	108.0	.....	148,336	55,777	—	.....
July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,74[illegible]	02,[illegible]	—	1,380,000	13,10[illegible]	136,000	1,729,232	60.0	.....	134,[illegible]	36,67[illegible]	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,[illegible]	.....	.....	4,278,281	92.0	158,416	139,10[illegible]	37,18[illegible]	—	—
	8.			—	11	22	120	NEW GRANADA. Panama	1,000,00[illegible]	—	—	1,000,000	—	—	1,0[illegible],[illegible]	48.1	.....	[illegible]17,48[illegible]	[illegible]38,92[illegible]	—	310

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	128
Chicago & Northwestern (pref.)	14,789,125	7	7	67½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	3	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	91
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	66
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountain (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	-------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----------	-------	89
Boat Loan	232,807	6	----------	-------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	73½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	85
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	55
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,968,146	10	41½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	40
" (preferred)	100	1,175,000	10	90
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	16
" " (preferred)	50	2,888,988	——	27½
Susquehanna and Tide Water	50	2,048,260	——	15
Union	----	----------	----	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 42 — @ 45 —
Pig, American, No. 1	44 — @ — —
Pig, American, No. 2	40 — @ — —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	92 50 @ 105 —
	Store Prices.
Bar, Swedes, ordinary sizes	155 — @ — —
Bar, English and American, Refined	105 — @ 110 —
Bar, English and American, Common	95 — @ 100 —
Scroll	132 50 @ 180 —
Ovals and Half-round	130 — @ 140 —
Band	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, ⅜ @ 3-16 inch	110 — @ 165 —
Hoop	137 50 @ 190 —
Nail Rod	per lb. — 9 @ — 10½
Sheet, Russia, Med. No.'s	— 21½ @ — 22
Sheet, Single, D. and T. Common	— 6 @ — 7½
Rails, English (gold)	per ton. 52 50 @ 53 —
Rails, American (at works)	79 — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb. — 18 @ — 23
English Spring.(2d and 1st q'ty.)	— 10½ @ — 12½
English Blister.(2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— — @ — 14
American German do.	— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New	per lb. — 33 @ — —
Bolts	— — @ — 34
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 29
American Ingot	— 25½ @ — 26½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — — @ 9 50
Spanish	(gold) 6 50 @ 6 55
German Refined	(gold) 6 50 @ 6 55
English	(gold) 6 50 @ 6 87½
Bar	(net) 10 50 @ — —
Pipe and Sheet	(net) 12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Shee's and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — — @ — 27
Straits	(gold). — — @ — 26
English	(gold). — 23½ @ — 24

	Gold.	Currency.
Plates, I.C.Charcoal.p.box	9 — @ 9 25	12 87½ @ 13 50
Plates, I. C. Coke	7 62½ @ 8 50	10 75 @ 12 50
Plates, Coke Terne	7 — @ — —	9 75 @ 10 —
Plates, Charcoal Terne	8 75 @ 9 —	12 50 @ 12 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — — @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @ — 19
Refined, free, S. W.	— 49½ @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, in bond, Standard White	— 33 @ — —
Refined, in bond, prime White	— 34 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 24 @ — 25
Residuum	per bbl. 3 — @ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th 26	F. 27	Sat. 28.	M 30.	Tu. 1.	W. 2
Atlantic M. S. S. Co.	112	111½	111¾	112½	112	112½
California 7s	----	----	----	----	----	----
Canton Co.	44	43	----	43½	43½	43½
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " M.	----	----	102½	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	126	126½	127	126½	
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	41½	40¾	41¾	42¼	41¼	43½
" " pref.	65¾	65	66	66¼	65¼	67½
" " 1st M.	85	----	86	85½	85	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	96	----	----	----	----	----
" " Consol.	82	----	82	----	----	82
Chicago & Rock Isl.	101½	101¾	103	102¾	102	103½
" " 1st M. '70	----	102	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	90¾	99¾	90¾	91	----
Clev., Col. and Cin.	----	----	----	100	----	99⅝
Clev. and Pittsburg	82	79	81	80	78½	80¾
" " 2 M.	95	----	----	----	----	----
" " 3 M.	87	87	87	----	----	----
" " 4 M.	----	----	75	----	----	----
Clev. and Toledo	129½	129	130	128	128½	128⅝
" " S. F. 7 p.c.	----	103	----	102¼	----	102¼
Cumberland Coal, pref	----	29	----	30	----	30
Del. & Hudson Canal	149	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-8	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	63¾	61¾	62¾	65	64	67½
" pref.	----	----	----	----	----	75
" 1 M. 7 p.c. '67	----	----	107	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98½	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	88¾	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	129	127½	----	128½	128¾	127½
" 1M. 7 p.c. '69	----	----	----	----	----	101
" 2M. S. F.	----	----	105½	----	104	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	121	----	121¾	122	122	122
" bonds	120	----	----	----	----	118½
Marietta & Cin. 1st pref.	27	----	----	----	----	----
" " 2d "	15	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	9	----	----	----	----	----
" " pref.	18¾	18	17½	18	18	17½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109	108¾	109	108¾	108	
" S F 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	109	----	----	----	----	----
M. S. and N. I.	83¼	82	81¾	82½	81	82
" " guar'd	----	----	----	----	----	----
" " 1M. S. F	100	100	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	77
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	42	41½	42	42½	41¾	45¾
" " pref.	63	62¾	64½	64½	64	65
" " 1st mort.	85½	----	86	85¾	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104¾	104	104	104	104¼	104¼
" iss. to H. & St. J. R.	----	----	81½	----	----	----
" " Pacific	----	----	----	104¾	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	108¾	107¾	108	108¾	108¾	109¾
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	102¾	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	52	----	----	----	----
" new	53	51	----	53¼	----	----
Ohio & Miss. cer.	26¾	26¼	----	26¾	26¾	27
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	139¾	139	139¾	140¼	140¼	142
Panama	----	----	----	----	----	----
Phila. and Reading	102	101¼	101¼	101¾	101	101¼
Pitts. Ft. W. & Chicago	102	101¾	103	103¼	99¾	100⅝
" " 1M.	104¾	----	104¾	106	----	----
" " 2M.	----	----	----	----	----	97½
" " 3M.	----	----	80	----	----	----
Quicksilver Mining Co.	27	25¼	----	25¾	----	26¾
St. L., Alton & T. H.	----	----	----	----	----	49
" " pref.	----	----	----	----	----	----
" " 1M.	94	----	----	----	94	----
" " 2M. pref.	----	----	83	----	----	83½
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	64½	----	----	64	64½	64½
" new	64½	64	63	64	64	63¾
Tol. Wab. & Western	42½	42¾	43¼	----	----	43¾
" Pref.	----	----	----	----	----	----
" 1M. ex.	90	----	----	----	89	----
" " 2M.	----	----	----	----	----	80½
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	50	49	----	48
" new	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th.26.	F.27	Sat.28.	M.30.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	115¼	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	117
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	99⅜	99⅜	99⅝	99⅝	99⅞	99⅞
U. S 5s, 10-40s, reg.	99⅜	99⅜	99⅜	----	----	----
U. S. 6s, 1881, reg.	110⅜	----	110¼	----	110⅜	
U. S. 6s, 1881, con.	110⅛	110⅜	110⅜	110⅜	----	110⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	109⅛	109	----	----	----	----
U. S. 6s, 5-20s, c. '62	113⅛	113⅛	113¼	110⅛	113⅛	113
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S 6s, 5-20s, c. '64	109⅛	109	108⅞	109	109	109
U. S. 6s, 5-20s, reg. '65	----	----	----	108⅛	----	----
U. S. 6s, 5-20s, c. '65	109⅞	109⅛	109⅛	109⅛	109⅛	109⅛
U. S. 6s, 5-20s, c. n. '65	107⅛	107⅛	107⅛	107⅛	107⅛	107⅛
U. S. 6s, 5-20s, c. n. '67	107⅛	107⅛	107⅛	107⅛	107⅛	107⅛
7.30 Notes, 2d series	106⅛	106⅛	106⅛	106⅛	106⅛	106⅛
" " 3d series	106⅛	106⅛	106⅛	106⅛	106⅛	106⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	W.25	Th.26	F.27.	Sat.28.	M.30.	Tu.1
Catawissa	----	----	----	----	----	----
" preferred	----	----	27¼	27¼	----	----
Camden & Amboy	126	126½	126	126	126	126
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	87	----	86	86	86	----
" mort. 6s,'83	----	----	----	----	95	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	56	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	44¼	----	40	41	----	42¼
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R.	57½	57½	57½	----	----	57
" " 6s	94¾	----	94¾	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	57½	----
Morris Canal	----	----	----	----	----	----
" " pref.	90	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	88½	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	43	----	----	42½	----	----
Pennsylvania R. R.	53½	53½	53	52½	52½	52½
" 1st m.	----	----	----	----	----	----
" 2d m.	96½	----	----	----	97	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	1 2½	102	----	----
Philadelphia City, 6s	98½	98½	98½	----	98½	98½
" " new	100½	100½	101	----	101½	101½
" " muns	100½	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	50	50½	50½	50½	50½	50½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	27½	28	----	27½	----	----
" " 6s.	94½	----	----	----	----	91½
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	27½	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	15	15
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	12½	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	46½
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	28½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Baltimore City 6s, 1875	100	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	97⅛	----	----	97⅛	98	98⅛
Balt. and Ohio	122	122	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	98½	----	----	----	----	----
" " " '85	----	----	----	----	----	97½
Northern Central	----	----	----	43	43	42½
" " b'ds, 1885	84¾	84½	84½	84½	84	84
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th. 26.	F.27.	Sat 28.	M.30.	Tu.1.	W2
Boston and Lowell	----	----	123½	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	140	141½	----	----	141½
Boston and Worcest.	143½	143½	----	143	----	143½
Cheshire, pref.	61	----	61	----	----	61½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	111½	111	111½	111	111½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	120	120
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport	----	88½	88	88	88	88½
Ph., Wil. & Baltimore	53½	----	----	----	----	----
Portl'd, Saco & Porta.	----	----	----	----	----	101
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	----	----	----	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	93½
Metropolitan "	----	----	56½	----	----	56½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	27½	27½	27½	27½	27½	28
Franklin "	18	18	----	18	----	18
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	5	----	----
Pewabic "	14½	15	----	----	15	14½
Pittsburg "	25	----	----	25	----	----
Quincy "	----	----	28	27	27	26
Rockland	5½	----	6½	7	7½	7½

London Stock Exchange.

The following were the closing prices for American Securities on the 6th and 13th of Sept.:

	Closing Prices. Sept. 13.	Sept. 6.
United States, 5-20s, 6 per cent 1882	72¾@ 73	73¼@ 73¼
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¾@ 70¾	71¾@ 71¾
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Do. 5 per cent., 1874	70 @ 74	70 @ 72
Virginia State, 5 per cent	46 @ 50	45 @ 50
Do. 6 per cent	30 @ 35	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	22 @ 23
Erie shares, $100 (all paid) 8 p. c	44. @ 45	44¼@ 45¼
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c	66 @ 67	66 @ 67
Illinois Central, 6 p. c., 1875	89 @ 91	89 @ 91
Do., 7 p. c., 1875	72 @ 75	80 @ 85
Do., $100 shares (all paid)	76¼@ 77¼	77 @ 78
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	66 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	91 @ 93
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	84 @ 86	84 @ 86
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, October 5, 1867.

Stock Exchange and Money Market.

We have had a comparatively close and active Money Market, all through the week. The speculative and mercantile calls have been brisk, and accommodation has been granted, even to the most responsible borrowers, only at the full legal rate of 7 per cent. on call, and 7@7½ per cent. per annum in the best discount form. Private lenders have been most liberal of aid. The banks have been rather reserved in their advances, pending the completion of their quarterly exhibit next Monday. The remittances of currency to the West have been again on an extensive scale. The Sub-Treasury negotiations in the way of sales of gold and new Five-twenty bonds, and of purchases of Seven-thirty notes have been quite heavy. The cash reserve of the office was reduced nearly four millions, during the week. The city banks, in their last weekly return, showed an increase of $878,665 in their specie reserve, with a reduction of $4,164,529 in their deposits, and $1,717,859 in their legal tender board. The loans were cut down $2,875,316, and their circulation was augmented $90,827. The specie reserve of the banks is now $9,496,163, against $7,643,960 same time last year. The city bank deposits are now $181,439,410, against $223,336,785 week ending Sept. 29, 1866. The legal tender reserve amounts to $55,991,526, against $87,826,021 same time last year. The circulation now stands at $34,147,269, against $29,213,950 same time last year. The loans are now $251,918,751, against $269,807,383 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $100,114,785 a day, against a daily average of $98,690,393 the preceding week, and $85,681,445 the week ending with Sept. 14. The current week's exchanges average about $91,500,000 a day. At the annual meeting of the Clearing House Association on Tuesday, the following officers were elected: John Q. Jones, Chairman; Alexander Masterson, Secretary; William A. Camp, Manager. The General Committee is composed of the following gentlemen: J. D. Vermilye, Cashier Merchants' National Bank; James M. Morrison, President Manhattan Company; E. D. Brown, President Mechanics' and Traders' National Bank; S. R. Comstock, President National Citizens' Bank; C. P. Leverick, President Bank of New York. The transactions of the institution for the past year amounted to $29,520,122,921 35, and the average daily transactions to $96,818,580 91. The total transactions since the organization of the Clearing House on the 11th October, 1853, a period of fourteen years, reach the immense aggregate of $187,890,467,794 68, all of which transactions have been done without loss or error.

National Bank notes to the amount of $38,125 were issued last week, making the total issue to 1,671 banks thus far, $303,985,971, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,884,975, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,100,996. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,695,000; and for the public deposits, $38,373,950—making a total of $379,068,950. The Treasury Department last week redeemed and destroyed $407,800 of worn and mutilated fractional currency, and issued $603,110 of new.

The Croton National Bank, of this city, with a capital of $200,000, and a circulation of $180,000, together with other liabilities, chiefly in the deposit line, amounting to over $350,000, failed on Monday, and passed into the charge of the Government Bank Examiner, on Tuesday. Cause of embarrassment, of course, gross mismanagement.

The Philadelphia Bank movement the past week shows an increase in loans, of $115,068; an increase of $44,007 in specie; a decrease in legal tenders of $331,688; a decrease of $174,598 in deposits; and an increase of $1,322 in circulation. The Bank Clearings show a decrease of $2,130,400, and the balances, an increase of $416,632.

Under the official notice from Secretary McCulloch, Assistant Treasurer Van Dyck announces his readiness to issue the authorized three per cent. certificates in exchange for compounds of October and December. Interest is allowed on the notes to the 15th of October, and the certificates bear interest from that date. The certificates are payable on demand in legal tenders, and can be used by the bank as legal tender reserve, with the qualification that forty per cent. of their reserve must be held in United States notes.

The U. S. Sub-Treasury receipts, week ending with Sept. 28, were $16,552,080, including $2,858,305 from customs duties; payments, $20,259,419; balance at the close of the week, $114,989,483, against $118,696,882, at the close of the preceding week, showing a decrease of $3,707,339. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,917,147 including $354,885 from customs; and payments, $8,135,776; on Tuesday, receipts, $1,065,759 including $477,507 from customs, and payments, $508,033. The balance at the close of business on Tuesday stood at $112,318,580, against $120,656,631 a week previous. The aggregate receipts of the office in September, were $82,131,817, including $11,967,825 from customs, payments, $12,474,077.

Government revenues were rather light, during the week. The income from excises amounted to only $2,502,098 last week, and $13,183,607 last month. As above stated, the excises, last week, yielded $2,502,098, against $1,868,822 the preceding week; customs at the port of New York $2,858,305, and at the outports, about $900,000 (in coin) more, making the grand total income for the week equal about $7,951,640 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $57,000,000.

Government received $5,382,583 from customs, through the port of San Francisco, from Jan. 1, to Sept. 6, 1867.

Gold has been in more active demand, since our last, especially toward the close of the week, chiefly on speculative account, and though the Government sales have been continued to a moderate extent, the price has rallied considerably closing at 144@144⅛. The customs and export calls have not been as urgent. Washington advices state that the coin reserve of the Treasury Department is now up to $107,000,000, including private deposits. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,481,220. The customs demand for Gold last week, averaged $476,384 a day; thus far, this week, it has been equal to $419,000 a day, or equal to a weekly aggregate of $2,514,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $64,194, and from California, $819,128. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $94,639,655, against $104,696,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $23,444,598, against $31,612,256 same time last year, showing a decrease this year, of $10,167,658. The exports of specie from this port, last week, were $657,347. The total outflow of specie from the port, since Jan. 1, 1867, has been $43,151,819, against $54,300,790 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $86,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,258,765, against $31,806,589 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 7, reached $29,163,088, against $31,549,864 same time last year, showing a decrease, in 1867, of $2,386,776.

A more abundantly supplied and heavy market has been noted for foreign exchange, which has been in very moderate request, closing with a downward tendency as follows: Bankers' 60 day bills on London closed at 109⅛@109⅜, and on Paris to 5.17½; sight bills on London to 109½@109⅞; and on Paris to 5.15. The offerings of produce bills have been up to a full average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,330,163, making the total value of exports since Jan. 1, 1867, $136,902,503, against $145,328,783 same time in the preceding year.

Government securities have been more freely offered for sale, and in most instances, at a fractional reduction in prices. The investment demand has been quite moderate. The speculative inquiry has nearly ceased. Washington advices state that the next debt statement, to be published about Friday, "will show some reduction in the debt, but there is a corresponding reduction in the Treasury, and, therefore, the aggregate reduction of debt, as compared with last month, will be small. The Secretary authorizes a flat denial of the report published in some papers that there has been an over issue of fractional currency. He is certain, on the contrary, that the Government has gained something by the wearing out and destruction of currency. The Department has determined to at once issue three per cent. temporary loan certificates sufficient in amount to redeem the compound interest notes falling due in October and December. The law requires the use of this loan, and provides that no more than $50,000,000 shall be outstanding at any one time." U. S. sixes of 1881 closed here on Wednesday at 110⅞@111⅛; U. S. Five-twenties of 1862, 112⅞113; U. S. Five-twenties of 1864 at 108⅛@109; U. S. Five-twenties of 1865 at 109⅛@109⅜; U. S. Five-twenties of 1865, consolidated, 107½@107¾; U. S. Five-twenties of 1867, 107⅝@107¾; U. S. Ten-forties at 99¾@99⅞, and U. S. Seven-thirties at 106½@106⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864	119⅛	August, 1865	116⅛
December, 1864	118⅛	September, 1865	115⅝
May, 1865	117⅛	October, 1865	115⅛

A more confident speculative movement has been noted in railway and miscellaneous share property, particularly during the latter half of the week, and higher prices have been made on the general list, though the latest dealings on Wednesday showed a slight reaction from the highest figures.

General business has been more active, particularly in the domestic produce line. Prices of breadstuffs and provisions have favored sellers decidedly. Cotton continued plenty, and heavy at reduced figures closing with middling grades on Wednesday at 21½@23½ cents per lb. as extremes. The stock of cotton now here is estimated at about 36,000 bales. The receipts at the port this week, have averaged about 900 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales last year; estimated stock at close of year, 80,296 bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 25,000 bales; exports, same time, 7,200 bales; stock on hand at latest dates, 125,000 bales. On Wednesday, 20,000 tons of Pittston coal were sold at auction at from $4.45@4.75 per ton of 2,240 lbs., deliverable at Newburgh. The bidding lacked spirit. Foreign merchandise has been fairly active in the grocery line, but otherwise rather tame, at irregular prices. Dry Goods were heavy, and less sought after. The total imports of foreign dry goods, last week, were $1,534,226, and the total amount marketed $2,478,347. The value of foreign merchandise imported last week, was $2,252,212—making the grand total specie value of last week's imports of dry goods and merchandise, $4,114,806, and since Jan. 1, 1867, $190,011,111, against $226,460,263 same time in the preceding fiscal year. The ocean freight market has been fairly active, since our last, closing firmly with 485 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 5½c.@6d. per bushel; cotton at ⅛d.@$\frac{3}{16}$d. per lb.; and heavy goods at 15s.@25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 18.	Sept. 25.	Oct. 1.
Consols	94 13/16	94 7/16	94 7/16
U. S. 5-20's of 1862	72⅞	73	72½
Erie	41¼	41¼	42
Ill. Central	77½	77¼	77½

The New York exports, exclusive of specie, for the week ending Oct. 1st, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,042,566	$3,330,163
Prev. reported	143,286,217	133,572,340
Since January 1	$145,328,783	$136,902,503

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,931,364	$1,862,594
Gen. merchandise	2,644,602	2,252,212
Total for the week	$4,575,966	$4.114,806
Previously reported	221,884,297	185,896,305
Since January 1	$226,460,263	$190,011,111

The balance in the Sub-Treasury on Wednesday was $114,206,540 72.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 74; do., 7s, 84; N. Y. State Bounty Loan, reg., 107; do., coupon, 107;

6s, 1872, 100; Brooklyn 6s, W. L., 96; do., P. L., 91; Ohio and Miss., pref. cer., 74; do., 1st mort., 87; Dubuque and Sioux City pref., 70; Buff., N. Y. and Erie 1st mort., 92; Marietta and Cincinnati 2d mort., 62; Galena and Chicago 1st mort., 103; Long Dock bonds, 98; Pacific R. R. 7s, guar. by Mo., 104; N. J. Central 122½; Adams' Express, 63½; Wells-Fargo Express, 56; Am. Exp., 57; U. S. Express Co., 57¼; Merchants' Union Exp., 25; Central Coal, 42; Boston Water Power Co., 18½; Western Union Telegraph, 36½; Manhattan Gas 155; Central National Bank, 107; Fourth National Bank, 107; Am. Ex. Bank, 119; Bank of North America, 109½; St. Nicholas Bank, 104½; Bank of Commerce, 117; Importers and Traders' Bank, 117; Continental Bank, 106½; Gallatin National Bank, 112; Bank of Commonwealth, 107; Metropolitan Bank, 134; Benton Gold, Corydon, 1.05; Consol. Gregory Gold, 6.10; Combination Silver, 28.00; Columbian G. & S., 0.08; Davidson Copper, 1.90; Edgehill Mining Co., 4.95; Gunnell Gold, 1.90; Harman G. & S., 9.75; La Crosse Gold, 0.55; Montana Gold, 0.17; New York and Eldorado, 3.70; N. Y. Gold, 1.00; Quartz Hill Gold, 1.50; Rocky Mt. Gold, 0.74; Rockland Copper, 6.00; Sensenderfer, 10.05; Smith and Parmalee, 5.00; Seaver Gold, 11.80; Texas Gold, 0.06; Walkill Lead, 0.40.

Philadelphia.—Allegheny County coupon 5s, 75½; Camden City 6s, 95; Pennsylvania 6s, 1st series, 103½; do., 2d series, 104½; do., 3d series, 105½; Camden and Amboy scrip, 98; New York and Middle Coal Fields, 2.94; Ocean Oil, 3¾; Feeder Dam, 0.31; Lehigh Zinc, 42½; Philadelphia Bank, 165; Mechanics' Bank, 32; Consolidation Bank, 45; Penn. National Bank, 60; Southwark Bank, 108. The latest quotations are: City 6s, 98¼@98½; do., free of tax, 100⅜@101½; State 5s, reg., 97@98; do., coupon, 97@98; do., 6s, W. L., 102@102½; Reading, 50¾@50⅞; do., 6s, 1870, 94@94; do., bonds, 91¾@92; Camden and Amboy, 125¾@126; do., 6s, 1889, 96@96½; do., 1883, 87@89; Penn. R. R., 52¼@51⅜; do., 1st mort., 99¾@100; do., 2d mort., —@95; Little Schuylkill R. R., 25@30; Morris Canal, 30@39; do., pref., 75@90; do., bonds, 90@95; Wyoming Valley Canal, 40@48; do., 6s, 80@80¼; Susquehanna Canal, 15½@15½; do., 6s, 61@62; Sch. Nav., 13½@15; do., pref., 27⅛@27½; do., 6s, 1882, 72¾@73½; Union Canal bonds, 15@20; Delaware Div. Canal, —@55; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@94; do., 5s, 65@66½; Lehigh Coal and Navigation, 41@41½; do., bonds, 1884, 87½@88¼; North Pennsylvania, 33@36; do., 6s, 88@88½; Philadelphia and Erie, 27⅝@27⅞; do., 6s, 91½@91¾; Minehill, 57¾@57¾; Catawissa, 8@11; do., pref., 27½@27¾; Lehigh Valley, 55½@55¾; do., bonds, 94½@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 74@80; West Philadelphia, 66@68; Spruce and Pine, 28@29; Green and Coates, 30@33; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 19@20; Girard College, 27@29; Tenth and Eleventh, 63@94½; Union, 36@37½; Hestonville, 12@12⅞.

Boston.—Cheshire R. R. 6s, 92; Boston, Hartford and Erie R. R., 13⅞; do., 7s, 54; Vermont Central 1st mort., Consol., 65½; Indianapolis and Cin., 38¼; Ogdensburg and Lake Champlain R. R., 64½; do., pref., 100; Union Railway, 90; Central Pacific 7s, 1888, gold, 100; Connecticut and Passumpsic Rivers R. R., 80½; Vermont and Mass. 6s, 1883, 92¾; Rutland 1st mort., 140; Cary Land Co., 6¾; Waverly Land, 1¾; Boston Water Power Co., 18¾; Ophir (N. S.) gold, 1.65; Massachusetts 5s, 1894, gold, 105½; do., 6s, 5-20s, currency, 101; New Hampshire 6s, 1872, 97¼; Cook Co., Ills. 7s, 94¾; St. Louis 6s, 1887, 82½; do., 1877, W. L., gold, 94; do., 1874-'75, 84½; Salem 6s, 1877, 99¼; do., 10-50s, 98; Roxbury 6s, 1885, 105⅝; Cambridge 5s, 1882, 86½; Portland 6s, 1882, 94¼; do., 1870, 96¾; Boston 5s, 1878, gold, 104¾; Lynn 6s, 1877, 98; Old Boston National Bank, 63½; Tremont National Bank, 115¼; City National Bank, 105¾; Eliot National Bank, 108; National Bank of Commerce, 117¼; Globe National Bank, 125; Broadway National Bank, 110½; North National Bank, 112¾; Merchants' National Bank, 109¾; Second National Bank, Granite, 137¼; State National Bank, 100; Boston National Bank, 116; Howard National Bank, 105¼; National Bank of North America, 105¼; Washington National Bank, 123¾; Massachusetts National Bank, 120½; Webster National Bank, 107; Monument National Bank, 128¼; Bunker Hill National Bank, 121; Pawners' National Bank, 101½; National Exchange Bank, 142; National Bank of Republic, 130; Suffolk National Bank, 114¾; Allouez Mining Co., 3¾; Bay State, 2; Calumet, 36; Concord, 8; Hancock, 10½; Hanover, 62½c.; Hecla, 87; Superior, 1⅝; Star, 90c.

Baltimore.—Central Ohio R. R., 31½; Marietta and Cincinnati 1st mort., 83; N. W. Va. 3d mort. guar., 92; Virginia 6s, reg., old, 41; Gardner Hill, 1.65; George's Creek, 61; Lake Chrome, 0.11; Merchants' National bank, 108½; Third National Bank, 104; Mechanics'Bank, 10; Franklin Bank, 14. The latest quotations are: Balt. and Ohio, 121@122; do., 6s, 1875, 98½@99; do., 1880, 98½@98½; do., 1885, 97@97½; Northern Central, 42⅝@43; do., bonds, 1885, 84@85; do., 1900, 90@—; N. W. Va., 17@18; do., 1st mort., 94½@95; do., 2d mort., 91½@92; do., 3d mort., 1873, 92@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83@83½; do., 2d mort., —@68¾; Central Ohio, 31¼@31½; do., 1st mort., 82 85@; Western Md. 6s, 1890, 76@77; do., guar., 94@95; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 100@100; do., 1886, 97¾@98½; do., 1890, 97⅝@98; do., coupon, 100@100; do., Park, 98¼@99; do., 1892, 93½@95; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18⅞@19; Canton Co., 45@—; Gardner, 1.65@1.75; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@61; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.50; Atlantic Coal, 0.65@1.00; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

☞ The Rockford, Rock Island, Warsaw and St. Louis Railroad Company have entered into a contract with responsible persons for the construction of that road through its entire length. The road will be built and operated in sections, beginning at Sterling, possibly at Rockford also, and working toward Rock Island; then at Warsaw, thence north.

Baltimore and Ohio Railroad.

This company have recently issued a complete map of their road, showing all its branches and immediate connections. The road has now one thousand miles of completed track, and sixty-six miles (included in the Metropolitan Branch, the Washington County Branch, and the Winans' Cut off,) in progress of construction. The map is especially interesting for showing the line of the new branches from the Point of Rocks to Washington, and Sandy Point to Hagerstown, and the connections at Cumberland with the Connellsville Railroad, and at Harper's Ferry with the Winchester and Potomac Railroad, the extension of which will give to us the preferred route through Southwestern Virginia to East Tennessee, and thence with the whole interior South. By the completion of the Metropolitan Branch and of the Connellsville road, the distance from Washington to Pittsburg will be reduced to three hundred miles, and from Baltimore to Pittsburg to three hundred and twenty-seven miles.

Albany and Susquehanna Railroad.

This road is completed, and in operation, to Bainbridge, in Chenango Co., a distance of 108 miles. The grading and ties are ready between that point and Afton, a distance of 6 miles, and workmen are busily engaged laying the track. It is thought the road will be opened to Afton, 114 miles from Albany, about the 20th inst. The grading is being pushed vigorously between Afton and Ninevah, 5 miles, and between Ninevah and Harpersville, 2 miles; the last 7 miles will not, however, be completed before the 1st of January next. The Tunnel, distant from Harpersville 4 miles, is completed. Between that and Binghamton, a distance of about 15 miles, very little work has been done.

Atlantic and Gulf Railroad.

We learn from the Bainbridge *Argus* that the track has been laid and the cars are now running on the Bainbridge Extension of this road to the Oclockonee river, 14 miles beyond Thomasville, or 214 miles south west from Savannah. Thence to Bainbridge is 21 miles, on which the cross-ties and iron are being rapidly laid. Major A. J. Maxwell is Chief Engineer. The track is smoothly and substantially laid, and the trestle and bridge thoroughly repaired. Much difficulty and delay have been caused at the Oclockonee by the continuous rains and high water, but the river is now passed, and the utmost energy is displayed in laying down the track thitherward.

☞ A special meeting of the stockholders of the Cleveland, Painesville and Ashtabula Railroad, will be held in Cleveland on the 8th inst., to vote upon the question of leasing the railroad of the Cleveland and Toledo Railroad Company; also, to vote upon an increase of the capital stock of this company.

☞ We learn that the work is progressing well on the road now in course of construction from Montgomery to Selma, and that Mr. Pollard, the President, engages to have engines running to Selma by the first of April next.

☞ Ground was broken at Plattsburg, N. Y., on the 1st inst., for the Whitehall and Plattsburg Railroad. A large concourse of citizens were present, and spirited addresses were made by Hon. John A. Griswold, of Troy; Hons. T. Hoyle and N. Lapham, Senator Platt and others.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Sept., 1867, were . $111,379 08
Corresponding week of previous year.. 99,987 09

Increase $11,391 99

The earnings of the Atlantic and Great Western Railway for the third week in Sept., 1867, were $133,530 00
Corresponding week previous year... 116,804 00

Increase..... .... $26,726 00

The earnings of the Western Union Railroad for the 3d week in Sept., 1867 .... .. $31,456 39
Corresponding week previous year.... 21,535 15

Increase $9,921 24

The earnings of the Marietta and Cincinnati Railroad the 3d week in Sept., 1867 .. $30,042 00
Corresponding week previous year.... 24,041 00

Increase $6,001 00

The earnings of the Detroit and Milwaukee Railroad for the week ending September 26, 1867, were $44,973 00
Corresponding week of 1866..... ..... 41,356 00

Increase..... .... $3,617 00

The earnings of the Chicago and Alton Railroad for the week ending Sept. 23, 1867, were $112,505 06
Corresponding period previous year.. 71,122 77

Increase..... .... $41,382 29

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 3d week in September, 1867, were $50,057 77
Corresponding week of previous year. 42,635 84

Increase $7,421 93

The earnings of the Chicago and Rock Island Railroad for the 4th week in Sept., 1867, were.... .... $136,300 00
Corresponding week of previous year.. 104,730 00

Increase..... .... $31,520 00

The earnings of the Virginia and Tennessee Railroad for the third week of Sept., were $26,983, an increase of $7,002 on the same week last year. Total for the fiscal year commencing 1st of July, $212,470, an increase of $53,991 on same time in 1866.

Kansas Pacific Railroad.

Gen. Palmer, Treasurer of the Kansas Pacific Railroad, and Capt. Colton, arrived at Santa Fe on the 16th ult., and were received by the Territorial authorities. The surveying parties were examining three routes from Fort Union to the Rio Grande. At Albergurque and Fort Craig the country was favorable for the construction of a railroad. Gen. Palmer found extensive deposits of anthracite coal, large beds of iron ore, and an abundance of timber for cross-ties, near the proposed line of the road.

☞ The Central Pacific Railroad Company of California are preparing for winter, by roofing in the most exposed portions of their track. Large quantities of freight are now crossing the mountains.

☞ An Oregon and California Stage Company has been organized at San Francisco, with a capital of $170,000. They will transport mails and passengers from Sacramento to Portland—a distance of 700 miles.

Journal of Railroad Law.

RIDING ON PLATFORM NOT NECESSARILY PROOF OF NEGLIGENCE—OVERCROWDING CARS.

We present this week the case of Sheridan *vs.* The Brooklyn and Newtown R.R. Co., just decided by the Court of Appeals, in which the court were of opinion that it was negligence on the part of the company to so overcrowd their car as to compel a passenger to stand on the front platform, from which he was thrown and injured.

The action was brought by the administrator of a boy nine years of age against the defendants, a company running a horse railroad in Brooklyn, for causing the death of the boy by the negligence and misconduct of the defendants. On the 15th of September, 1864, the deceased having paid his fare was seated with a companion of his own age in the interior of a car of the defendants. The car began to fill up with passengers, and the conductor ordered the boys to get up and make room for adult passengers. They went forward in the car and took other seats, and were again ordered up, and objecting to give up their seats were "put out" of their places by the conductor. The car had by this time become very full "very crowded." The deceased was crowded and pushed by the passengers in the car, out on the front platform, which as well as the inside of the car was full of people. While there, the car being in motion, there was a rush of another passenger to get off, and the deceased was thrown off the car, was run over, and received injuries from which he died. At the close of the evidence the defendants moved for a nonsuit. The court denied the motion, and the defendants excepted.

HUNT, J.—Upon the facts, there was a conflict of evidence, and the jury by their verdict, adopted the view claimed by the plaintiff on the trial, and we are to take the same view on this appeal. It is this view which I have given above. The defendants insist that the motion for a nonsuit should have been granted, urging that there was negligence on the part of the deceased, in occupying a position on the platform, and that the defendants were no more responsible, than if the boy had been shot with a revolver or struck with a club by a fellow passenger. The question of the negligence of the deceased, in remaining upon the platform was submitted to the jury, under the instructions hereafter to be considered.

For the present we are to assume that the deceased was upon the platform, by the express requirements of the defendants, and against his own remonstrances, properly so far as the defendants are concerned. If, by a motion of the car he had been thrown from this dangerous position, or by the continued pressure of the large crowd which the defendants had permitted upon their cars, he had been pushed from his standing place, the defendants would have been liable. It does not alter this liability that the wrong of a third party concurred with their own in producing the injury. It may well be, that the young man was not justified in rushing through the crowd, and in aiding in throwing the deceased from the cars, but this does not relieve the defendant's wrong. If they had not removed the deceased from his seat, and compelled him to stand upon the platform, he would have been unaffected by this illegal act of the young man. It was his violence, concurring with the defendant's illegal conduct in overcrowding their car, and in placing the deceased upon the platform, that produced the disastrous result. It is no justification for the defendants that another party, a stranger, was also in the wrong. Upon the evidence, the jury would also have been justified in finding the defendants guilty of negligence, in that the car was not stopped when the strap was pulled for that purpose On this branch of the case or on the other, there was no conflicting evidence. There was testimony on which the jury might have found that the bell was rung twice, before the young man reached the platform, and that the driver should have stopped the car. It was quite clear that if the car had been stopped, the accident could not have happened to the deceased in its full extent, as it appears that he was run over by the rear trucks, and there received the injury which resulted in his death. On both branches of the case it was the duty of the court to leave the question of negligence to the jury, and there was no error in denying the motion for a nonsuit. At the close of the evidence, the defendants' counsel requested the court to charge the following:

First. That the fact that the deceased was a child, makes no difference in the application in the rule of law as to the question of negligence. If not of years of discretion he should have a protector.

Second. The evidence showing that the deceased was knocked off the car while the car was in motion, and that none of the defendants' servants contributed to the act the plaintiff cannot recover in this action.

Third. That the deceased was in fault in going on the front platform, and that although the defendants may have been guilty of negligence, yet when each party is guilty there can be no recovery.

The court declined to charge otherwise, than is set forth to which the defendants excepted. The second and third of their requests do not require much consideration. Each of them is open to the objection of assuming as matter of fact, what is not such, and what the jury found to be otherwise.

Thus the second proposition, assumes that none of the defendants' servants contributed to the deceased being knocked from the car, and the third assumes that the deceased was in fault in going upon the platform.

The jury having found that it was the very act of the conductor, in placing him upon the platform, that produced the result, and that he was not in fault at being there. If the second proposition was intended to be limited to the immediate act of throwing the deceased from the car, it was not sound in any respect. The defendants cannot claim more seriously that there was error in refusing to charge the proposition first requested, to wit: "That the fact that the deceased was a child makes no difference in the application of the rule of law, as to the question of negligence, if not of years of discretion he should have a protector." The question of negligence, as here set forth, arises upon the conduct of the deceased in taking care of himself, and also upon the conduct of the defendants in regard to the deceased. In the latter view the rule asked for would not have been correct. A sick or aged person, a delicate woman or lame man, or a child, is entitled to

more attention and care from a railroad company, than one in good health and under no disability. They are entitled to more time in which to get on or off the cars, they are entitled to more consideration when crossing a street to the end that the cars shall not run over them. All of these classes are entitled to use the streets and to ride in the cars, and such haste in starting up or such speed in driving as would be reasonable care toward others, might well be carelessness and neglect towards them. The proposition in question also embraces the degree of care necessary to be used by the deceased in taking care of himself. It embraces too much in any aspect, when it requested a charge as matter of law that "if not of years of discretion he should have had a protector." This would be a rule quite too rigid. There was no pretense that this boy was so young as to require a protector. The court did charge, that if the jury were of opinion that the lad was negligent in any way, and his negligence contributed to the injury, the plaintiff could not recover, but if there was no negligence on the part of the boy, and there was on the company, then he could recover. The rule of law was laid down generally, and the deceased, although a lad only, was required to conform to the standard—no exception of discrimination was made in favor of the youth. It was not the province of the court to say, whether what the boy actually did, or omitted, constituted negligence; that was for the jury exclusively. The court could only submit the general question of negligence to the jury, with instructions as to the law applicable to it. No one, whether sick, lame, imbecile, or vigorous and youthful, is bound to exercise all the skill and all the care that the most capable and ready-witted person could command. Ordinary capacity and ordinary care and attention in protecting themselves, is all that the law requires. This each is bound to give whatever his age or condition, and if he fails, he cannot call upon others to supply his dificiencies, or to compensate him for losses arising from its absence. For the general principles that I have laid down, see Ernst against The Hudson River Railroad Company, 35, N. Y. Willis in L. I. R. R. Co., 32 Barb. 398 affirmed in court of Appeals 34, N. Y. Rep. 670. Benigst against New York Central Railroad Company. I think the case was correctly tried, and that the judgment below should be affirmed.

All concur.

Minnesota Lands.

The Commissioner of the General Land Office has received through the local officer at St. Peter two lists of lands selected by the agent of the Minnesota Valley Railroad Company as enuring to the State of Minnesota under the act of Congress approved May 12, 1864, to aid in the construction of said road. The aggregate selections embrace 195,753 acres.

☞ The survey of the railroad from Schenectady to Ogdensburg is completed. It was authorized by the Legislature of 1866, and $15,000 was appropriated to pay the expense. The route selected is said to be much shorter than any heretofore selected from the Hudson to the St. Lawrence. The route commences at Schenectady, runs through Fulton, Hamilton and St. Lawrence Counties.

Huntingdon and Broad Top Mt. Railroad.

The committee appointed by the several classes of bondholders to examine the affairs of this company, have made a report recommending the funding of two coupons of the first mortgage bonds, three coupons of the second mortgage bonds, four coupons of the consolidated mortgage bonds, and four coupons on the mining loan—the certificates covering the amount of detached coupons to be free of tax and to mature as follows: Those arising out of the 1st mortgage bonds, on October 1st, 1870, and those issued to the other loanholders on the 1st of November, 1872. The detached coupons are to be placed in the hands of Trustees, and will be held unimpaired in right until the certificates covering them mature; and, as additional security for the prompt payment of the coupon scrip, thirteen hundred shares of the common and preferred stock of the company are to be in like manner placed in the hands of Trustees, who may at any time exchange the stock on par for the certificates—Judge Ellis Lewis and S. Morris Waln being named as the Trustees. A resolution was passed recommending the adoption of the report. The Investigating Committee report the road in good condition and the trains running with great regularity. A statement was submitted by the Treasurer, showing the number of consolidated bonds deposited by the Trustee in the Fidelity Insurance Company, for the redemption of the 1st and 2d mortgage bonds and coupon scrip, and the disposition made of the remainder, of which the following is a brief synopsis:

Total amount of consolidated mortgage		$1,500,000
Deposited by the Trustee in the Fidelity Insurance Co.'s safe for the redemption of first and second mortgage bonds	$551,000	
Exchanged for 1st and 2d b'ds	216,500	
Exchanged for coupon scrip	92,500	
Out as collateral	217,000	
Stolen	1,000	
		1,078,000
		$422,000

The balance, $422,000, were sold at an average of about 70 per cent., and the proceeds used in the payment for the Bedford Railroad and new road on Six Mile Run, in purchase of machinery for machine shop and road, erection of new engine house, increase of sidings, reduction of floating debt, &c.

☞ The Camden and Burlington County Railroad, between Camden and Mt. Holly, N. J., was opened on the 1st inst. The road between the points named is about 20 miles long, and is intended as a connecting link in a through line between Philadelphia and New York.

☞ The Albany *Journal* says that the contract for grading the Whitehall and Plattsburgh Railroad, from Plattsburgh to the Ausable River, has been made, and the work will commence in a few days. It must be completed by the first of October, 1868.

☞ We learn from Austin that the track layers of the Iowa and Minnesota Division of the Milwaukee and St. Paul Railway, are only seventeen miles apart. It is confidently expected that the connection will be made on the 20th of this month.

New York, Providence and Boston R. R.

At the annual meeting of the stockholders of this company, held at Providence, R. I., on the 24th ult., the following gentlemen were elected directors for the ensuing year:—S. D. Babcock, Henry Morgan, Paul Spofford, Wm. F. Cary, S. Sloan, James B. Johnston, Charles Morgan, of New York; N. F. Dixon, of Waverly, R. I.; John A. Burnham, of Boston. At a subsequent meeting of the directors, Mr. S. D. Babcock was elected President, and Mr. Henry Morgan, Treasurer.

The receipts for the year ending August 31, 1867, were $484,125 88; expenditures, $374,305 24; net earnings, 1867, $109,820 59. Paid dividends, interest on bonds, and expenses extraordinary, $99,462 05; surplus, $10,358 54. The directors have made satisfactory arrangements for the opening of steamboat connection with New York, under the authority granted them by the stockholders and the Legislatures of Rhode Island and Connecticut, they have increased the capital of the company to $2,000,000, and have subscribed for $255,000 of the stock of the Stonington Steamboat Company, which has organized with a capital of $500,000, and which company has purchased two new boats of great strength and sufficient capacity and power to cover the line in such a manner as will command the confidence of the public throughout the year. They are now being fitted up and will probably be ready by the first of December.

Central Pacific Railroad.

The earnings of this road during the month of September were $200,400; and the operating expenses $38,762—leaving as net earnings, in gold, the sum of $161,638. This is upon 94 miles of road only—freight and passengers still being transferred to stages at Cisco. It is expected that the track will be carried to the foot of the mountains, 35 miles further, during the present month, which will bring it fairly into the Salt Lake Basin, and thus add materially to its local traffic.

☞ The Nashville *Banner* says that a gentleman who has just been among the mountains on the line of the proposed Tennessee and Pacific Railway, to connect Nashville and Knoxville, brought back with him iron ore containing ninety per cent. of pure metal, a piece of pure alum, and several particles of black oxide of manganese, which exists in abundance. He declares the entire region of Cumberland County to be rich in coal, iron, lead and alum.

☞ The special correspondent of the Mobile *Times*, writing from Selma, Ala., says: Judge Helfin and others of the Board of Directors of the Selma, Rome and Dalton Railroad, have just returned from the North, where they completed negotiations to finish at once the gap between Blue Mountain and Rome, a distance of sixty miles. The road is well managed, is in excellent condition, and promises to do an immense business.

☞ A meeting, to take place in Leesburg, October 23d, has been called of those favorable to the construction of a branch of the Alexandria, Loudoun and Hampshire Railroad to Georgetown and Washington, and a branch of the same railroad to the southern and southwestern part of Loudoun County.

☞ Messrs. Bowen & Fox, 13 Merchants' Exchange, Philadelphia, issue monthly a Circular giving the fluctuations in the Philadelphia Stock Market during the month. This comprises United States, State and City bonds, Railroad and Canal bonds and stocks, Bank stock, Passenger Railroad stocks, etc., showing the highest and lowest prices, with the date of each and the amount sold.

☞ Engineers are now engaged in running the line for the extension of the Catasauqua and Fogelsville Railroad to Topton, on the East Pennsylvania road. The work, we understand, is to be put under way this fall.

☞ The St. John *Telegraph* says that contracts have been concluded for the construction of the whole of the eighty-eight miles of the International Railway between St. John and the Maine boundary.

NOTICE TO CONTRACTORS,

PROPOSALS will be received until Nov. 1st, for the Grading, Masonry, Bridging and Iron of the Wallkill Valley Railroad, from Montgomery to Newpaltz, about 20 miles, or so much thereof as may be deemed expedient. Maps, plans and specifications will be ready for inpection on the 15th of Oct., at the office of the Chief Engineer, Levi Bruyn, Shawangunk Village, Ulster Co., N. Y.

All other information needed will be furnished at my office.

Dated Bruynswick, N. Y., Oct. 2d, 1867.

4t40 F. S. McKINSTRY, Pres't.

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3 LOCOMOTIVES,

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At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1 Engine and Tender complete. Cylinders 15x20. Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1800 gallons.

No. 2. Engine and Tender complete. Cylinders 15x20, Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

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These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern.

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September 18th, 1867. 4t38

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NEW YORK, July 25, 1867.

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W BLACKFORD,
Chief Engineer

6t38

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Its line extends from Sacramento, on the tidal waters of the Pacific, eastward across the richest and most populous parts of California, Nevada and Utah, contiguous to all the great Mining Regions of the Far West, and will meet and connect with the roads now building east of the Rocky Mountains. About **100** miles are now built, equipped and in running operation to the summit of the Sierra Nevada. Within a few days **35** miles, now graded, will be added, and the track carried entirely across the mountains to a point in the Great Salt Lake Valley, whence further progress will be easy and rapid. Iron, materials and equipment are ready at hand for **300** miles of road, and **10,000** men are employed in the construction.

The local business upon the completed portion surpasses all previous estimate. The figures for the quarter ending August 31 are as follows in GOLD:

GROSS EARNINGS,	OPERATING EXPENSES,	NET EARNINGS,
$487,579 64	**$86,543 47**	**$401,031 17**

or at the rate of two millions per annum, of which more than three-fourths are net profit on less than 100 miles worked This is upon the actual, legitimate traffic of the road, with its terminus in the mountains, and with only the normal ratio of government transportation, and is exclusive of the materials carried for the further extension of the road.

The Company's interest liabilities during the same period were less than $125,000.

Add to this an ever-expanding through traffic and the proportions of the future business become immense.

The Company are authorized to continue their line eastward until it shall meet and connect with the roads now building east of the Rocky Mountain ranges. Assuming that they will build and control half the entire distance between San Francisco and the Missouri River, as now seems probable, the United States will have invested in the completion of **865** miles **$28,592,000**, or at the average rate of **$35,000** per mile—not including an absolute grant of **10,000,000** acres of the Public lands. By becoming a joint investor in the magnificent enterprise, and by waiving its first lien in favor of the First Mortgage Bondholders, THE GENERAL GOVERNMENT, IN EFFECT, INVITES THE CO-OPERATION OF PRIVATE CAPITALISTS, and has carefully guarded their interests against all ordinary contingencies.

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Principal and Interest Payable in Gold Coin,

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These Bonds, authorized by act of Congress, are issued only as the work progresses, and to the same amount only as the Bonds granted by the Government; and represent in all cases the *first lien* upon a completed, equipped and productive railroad, in which have been invested Government subsidies, Stock subscriptions, donations, surplus earnings, etc., and which is worth more than three times the amount of First Mortgage Bonds which can be issued upon it.

The Central Pacific First Mortgage Bonds have all the assurances, sanctions and guaranties of the Pacific Railroad Act of Congress, and have in addition several noticeable advantages over all other classes of railroad bonds.

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Second—Beside the fullest benefit of the government subsidy, (which is a subordinate lien,) the road receives the benefit of large donations from California.

Third—Fully half the whole cost of grading 800 miles eastward of San Francisco is concentrated upon the 150 miles now about completed.

Fourth—A local business already yielding three-fold the annual interest liabilities, with advantageous rates payable in coin.

Fifth—The principal as well as the interest of its Bonds being payable in coin, upon a legally binding agreement.

Having carefully investigated the resources and prospects of the Road, and the management of the Company's affairs, we cordially recommend these Bonds to Trustees, Executors, Institutions and others as an eminently *sound, reliable and remunerative form of permanent investment.*

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U. S. Five-Twenties, 1862, coupon, do. 180.49	U. S. Ten-Forties, coupon, and pay difference 38.49
U. S. Five-Twenties, 1864, coupon, do. 135.99	U. S. Seven-thirties, (2d series), do. do. 128.19
U. S. Five-Twenties, 1865, coupon, do. 148.49	U. S. Seven-thirties, (3d series), do. do. 122.18
U. S. Five-Twenties, 1865, (new), coupon do, ... 120.99	

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This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

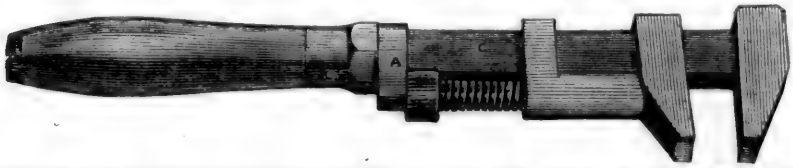
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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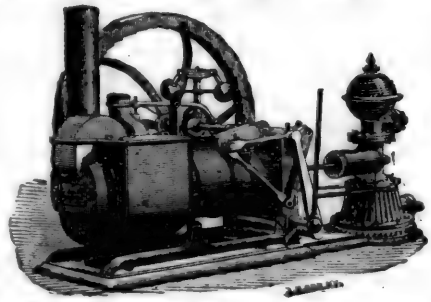
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SECOND QUARTO SERIES, VOL. XXIII., No. 41.] SATURDAY, OCTOBER 12, 1867. [WHOLE No. 1,643, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 12, 1867.

Renewals of Permanent Way.

A series of tabular statements, founded on an analysis of the half-yearly accounts of some of our principal railways, has just been prepared by Mr. Price Williams, and printed in *Engineering*. They show in a concise form the cost per mile of each particular item usually included under the head of permanent way, works, stations, &c., and complete a long series of calculations to the same effect which formed the subject of an able paper read by Mr. Williams at a meeting of the Institution of Civil Engineers a short time since. We have not space to give the whole of the data upon which the conclusions of the writer are based; but it appears to be tolerably clear that railway proprietors must be prepared to meet in future a very considerable increase of expenditure under these heads, especially so, as the closing of capital account must render it more difficult to place to capital account that proportion of charges for maintenance which it has hitherto borne on every railway in the country.

We learn from the tables to which we have referred that the total separate and collective expenditure in renewals of way, in the short space of twenty years, has been no less a sum than six and a half millions. This sum has been swallowed up in reconstructing at least 4,693 single miles of the worn-out portions of nine railways, a length equivalent to fully one-third of the existing double mileage maintained by these railways, and requiring in its reconstruction something like 560,000 tons of iron rails and 280,000 tons of chairs. Towards this large amount the London and North Western alone contributes a third, and the 2,152,000 it has expended represents about 1,500 miles of single line entirely renewed.

The North-Eastern, with an almost equal mileage and a considerably larger annual tonnage than the London and North-Western, follows next with its 950,000; the Midland, with a much smaller mileage, next contributing the same amount very nearly; while the Lancashire and Yorkshire, with only a third of the mileage of the North-Eastern, with its quota of £900,740 exactly, makes a good fourth. The Great Northern and South Eastern appear next for nearly half a million each, followed, at a great distance in point of amount, by the London and South Western, with its long mileage of 554¼ miles, and the mysterious-looking figures, £333.111, or very nearly a third of a million. The balance is accounted for by the amounts for renewals on the London and Brighton and Manchester and Sheffield railways.

If (says Mr. Williams) we suppose the cost of renewals in future years to amount at least to the average of the last twenty years (and we think we could readily show that not only it will do so, but most certainly very considerably exceed this average), it follows that the London and North Western will annually have to provide for renewing something like 79 miles of single line, at an average expenditure of £110,000, which expenditure, if it could be in any way dispensed with, would be quite sufficient to pay a dividend of nearly a half per cent. per annum on its immense ordinary share capital of £29,820,604. The North Eastern, unparalleled as it is among our railways for the economical administration of its permanent way, would have to provide an annual amount of £61,292, which, if applied in the same way, would enrich the ordinary share dividends to the extent of between ¼ to ½ per cent. per annum. The Midland, to renew its 35 miles annually, will have to provide an annual sum of £48,885, just sufficient to pay ½ per cent. per annum on its ordinary £10,24 ,012 consolidated stock. While the Great Northern ordinary shareholders ought to be very contented indeed if, during the next eight years, they are not called upon to contribute more than is just sufficient to relay the average 32.21 miles of single line, which figures in the table at the estimated expenditure of £45,088 annually, which, modest as the amount is, just represents ¾ per cent. annually on the whole amount of its ordinary A and B stock of £6,517,265. Altogether, the aggregate renewals on these nine principal railways will, looking merely to the experience of the past, require an expenditure of nearly £400,000 per annum in renewing about 300 miles of railway, a length of line which would reach continuously from London to Newcastle, entirely broken up, removed, and reconstructed in the course of a single year.

The mileage annually renewed on the 12,600 miles we now have in this country may be safely estimated at twice what we have here given for the nine railways; taking it therefore at 600 miles (which would make the average life of a rail a little over 30 years), this would necessitate an annual expenditure of £840,000 in laying down about 72,000 tons of new rails and 36,000 tons of chairs. These facts are of grave significance, and ought not to be lost sight of in estimating the future of the railways of this country.—*London Railway News, Sept. 7.*

Frederick & Pennsylvania State Line R. R.

We are indebted to JOSEPH S. GITT, Esq., Civil Engineer, Baltimore, for a copy of his report on the surveys of this proposed road. From this we learn that the entire length of the road from Frederick city, Md., to Littlestown, Pa., is about 30 miles—the aggregate cost of which, independent of right of way, will be $604,752, or something over $20,000 per mile. This road will connect with the Littlestown Railroad at Littlestown, and thence to Hanover, 7 miles, and over the Hanover Branch Railroad, 13 miles, to its junction with the Northern Central Railway, 46 miles north of Baltimore and 11 miles south of York.

It is stated that the ultimate design of the roads interested in the construction of the Frederick and Pennsylvania Line Railroad is to build a road from a point on the Hanover Branch road, some 8 miles west of its present junction with the Northern Central Railway, direct to York, and thus shorten the distance some 7 or 8 miles. At York it will connect with and cross the Northern Central Railway, and take the York and Wrightsville Railroad to the latter place, where it will cross the Susquehanna, either on the bridge about being erected by the Pennsylvania Railroad Company or higher up the river by a seperate bridge. At Columbia it will connect with the Columbia and Reading Railroad, and with all roads North, East and West. The distance from Frederick city to Reading, Pa., by these connections is 113 miles.

The great advantages claimed by the engineer for this road are the facilities it will afford for the conveyance of the anthracite coal and lumber of

Pennsylvania to Western Maryland and the South at a much less distance than *via* the present routes. The distance from Hanover Junction to Frederick, by the Frederick and Pennsylvania Line Railroad, is 59 miles less than from the junction *via* Baltimore to Frederick. The bituminous coal from the Cumberland mines in Maryland, which is known to be superior to the Broad Top coal for generating steam, would be transported over this road, thus affording mutual advantages to those sections of country. The iron ore along the line traversed by the road is abundant, of the most superior quality for the manufacture of iron without the agency of other ores to neutralize it. This fact the engineer thinks is important to the iron manufacturers of Pennsylvania and elsewhere. The report is elaborate, and contains much valuable information. The grades at no point on the road will exceed sixty feet to the mile.

Terre Haute and Indianapolis Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	$563,800 87	$462,865 09
" U. S. troops	80,578 34	21,707 45
" freight	502,613 08	854,672 39
" coal	62,061 12	61,078 91
" mail, exps. etc.	39,672 57	49,396 44
	$1,248,725 88	$1,049,720 28
Expenses, viz:		
Running road	$146,046 64	$162,927 05
Road repairs	197,904 36	166,908 53
Machine shops	149,057 37	149,083 35
General expenses	122,648 59	137,196 73
U. S. taxes	34,398 13	22,893 76
	$650,055 09	$639,099 42
Net earnings	$598,670 79	$410,620 86
Additional expendit'res	260,977 14	113,494 28
Balance	$337,693 65	$297,126 58

Compared with 1865 the gross earnings of 1866 show a decrease of $199,005 60; with a decrease in expenses of $10,955 67—making a decrease in net earnings of $188,049 93. The report says:

The gross receipts for the year were $1,083,-694 80; and the total expenditures for working the road, and improvements were $752,593 70. The gross income has been less by $190,899 25 than it was the previous year; yet we are gratified in the fact that the decrease is very much less than was estimated one year ago. This decrease is in part owing to the almost entire failure of the wheat crop for the past two years in our section of the country, and the termination of military transportation since the closing of the war.

The general business of the road has been satisfactory, while the local business as a whole, is developing and increasing constantly, particularly the traffic in coal. New shafts, and mines are continually being opened on the line of the road, and a large trade in the article of coal may be relied on. It is found to be of superior quality to any in the country for all iron furnace purposes.

The coal is sought after and transported to distant cities for such uses.

The road bed and track are in good condition.

A new heavy Iron Bridge of Fink's Patent has been erected over White River 428 feet long, to take the place of a Howe wooden structure erected at first, at a cost of about forty thousand dollars. This makes seven iron bridges in place of the same number of wooden bridges, and leaves only three wooden structures on the road, which have all recently been rebuilt. Besides we have six Iron Plate Girder Bridges, spanning smaller streams and road crossings.

There has also been added to the Union Passenger Depot at Indianapolis an addition, 420 feet long, by near 40 in width, for the accommodation of passengers, and the different offices, at a cost of about seventy thousand dollars. This has been done by the five railroads, equal owners in the tracks and property.

The gross receipts from transportation were		$1,049,720 28
From other sources		33,974 52
Total		$1,083,694 80
Operating expenses	$616,115 66	
U. S. taxes	22,983 76	
New buildings	2,814 05	
New baggage and freight cars	9,891 60	
Rebuilding bridges	55,527 22	
" telegraph line	2,300 00	
" carpenter shop	6,303 06	
Extension Union depot Indianapolis	13,000 00	
Real estate for depot grounds	14,000 00	
Donation to State fair grounds	204 60	
State and County taxes	7,435 75	
Interest and exchange	2,018 00	
		752,593 70
Net revenue		$331,101 10
Two semi-annual dividends of six per cent. each		247,345 23
Surplus		$83,755 87
U. S. tax on surplus		4,187 80
Net surplus		$79,568 07

The capital stock was increased during the year $55,000 by the surrender of bonds to that amount, due March 1, 1866, which were paid and converted into stock in the name of the company, making the capital stock November 30, 1866, $1,-983,150. This, together with the bonds then outstanding, $5,000 is represented by the cost of the road, ($1,988,150,) as shown in the annexed balance sheet.

The road is 73 miles in length, extending from Terre Haute to Indianapolis. The following statement will show the cost, capital, gross and net earnings, and dividends since commencement of operations in the spring of 1852.

	Capital stock.	Cost of road.	Gross earn'gs.	Net earn'gs.	Divi-d'ds.
	$	$	$	$	p. c.
1852.	632,387	1,324,898	105,944	71,446	4
1853.	738,650	1,435,526	177,976	111,645	8
1854.	924,100	1,465,322	239,993	159,324	10
1855.	974,800	1,502,166	287,512	189,702	10
1856.	1,294,450	1,611,450	531,335	371,497	10
1857.	1,361,450	1,611,450	481,271	206,078	12
1858.	1,376,450	1,611,450	380,274	186,448	10
1859.	1,381,450	1,611,450	357,297	182,154	10
1860.	1,381,450	1,611,450	404,599	217,381	10
1861.	1,381,450	1,611,450	377,692	216,184	10
1862.	1,440,450	1,611,450	563,314	361,272	12
1863.	1,517,450	1,611,450	774,618	307,527	13
1864.	1,900,150	1,988,150	1,007,979	346,483	18
1865.	1,928,150	1,988,150	1,248,725	337,694	12
1866.	1,983,150	1,988,150	1,049,720	297,126	12

The equipment of the road consists of 26 locomotives, 23 passenger, 11 mail, express and baggage 69 compromise, 132 coal, 62 platform, 51 stock, 168 freight, 24 work-train, 4 lime, 10 gravel, 9 caboose and 23 hand cars.

The number of miles run by engines with passenger trains, was 187,390; with freight trains, 210,-558; with wood trains, 14,803; with gravel trains, 36,133—total miles run 448,884. Cost of repairs, $53,894 09 or $12.03 per 100 miles run. The average cost of running an engine 100 miles was $37.79.

The number of through passengers carried was 116,226; way do., 163,487—total 279,713—a decrease from the previous year of 50,542.

Balance of Ledger.

Construction account	$1,962,509 22
Union depot and track, Indianapolis	25,640 78
Evansville and Crawfordsville R. R. stock	24,429 89
Evansville and Crawfordsville R. R. extension bonds	94,950 00
Cincinnati and Indiana R.R. bonds	50,000 00
United States 5-2 0bonds	100,000 00
" military transportation	461 44
" mail	11,558 33
Bills receivable	9,777 54
Farmers' Loan and Trust Co.	2,783 85
Highland and St. Louis R. R.	3,273 62
Terre Haute and Indianapolis R. R. stock	50,000 00
Union Star Line stock	5,000 00
Indianapolis City bonds	3,000 00
Real estate for depot grounds	10,886 10
Real estate for wood purposes	8,965 00
Material in shops	60,579 91
Wood on hand	48,530 41
Cross ties on hand	7,614 00
Due from agents	15,062 80
Treasurer	484,258 39
	$2,979,281 28
Capital stock	$1,983,150 00
Seven per cent. bonds	5,000 00
Coupons unpaid	5,008 85
Dividends unpaid	1,827 43
Due on account of new rolling stock	18,434 52
Due foreign roads, current account	7,575 43
December dividend and U. S. tax	125,251 55
United States tax account	4,187 80
Surplus account	828,845 70
	$2,979,281 28

President.—E. J. Peck.

Directors.—Chauncey Rose, James Farrington, Demas Deming, W. K. Edwards, M. W. Williams, W. R. McKeen and E. J. Peck.

Secretary.—R. A. Morris.

Treasurer.—M. W. Williams.

Superintendent.—J. D. Herkimer.

The Port Royal Railroad.

A meeting of the stockholders of the Port Royal Railroad was to have been held at Augusta, Ga., on the 7th inst. This road forms a junction with the Charleston and Savannah Railroad at a point two miles south of the Saltkahatchie River, about 53 miles from Charleston. By an air line, it gradually leaves the Saltkahatchie and inclines towards the Coosawhatchie, the head waters of which stream it crosses at Allendale in Barnwell district. It then deflects towards the Savannah River, reaching its north bank at a point where one of the streams which form the Lower Three Runs enters the river. From this point to Augusta is less than 40 miles. From the Runs, in Barnwell, to the junction near Saltkahatchie, is about 43 miles. The whole of this is graded with the exception of a few miles near the junction, and a comparatively small amount of money would suffice to put it in operation between those points. From the Lower Three Runs in Barnwell to Millen, on the Central Railroad of Georgia, is about 32 miles. From Pocotaligo to Millen is estimated at 60 miles. By the route proposed the same points may be reached at 70 miles, with the advantage on the side of the longer route of passing through a country much more fertile, and having nearly 40 miles of road bed already graded. The distance from Charleston to Savannah would be 102 miles, to Millen 130 miles, and

to Augusta 135 miles. The late Wm. Gregg thought this enterprise so important to both Charleston and Augusta, that he was of the opinion that the whole amount necessary to construct the road could be raised in those cities.

North Eastern (S. C.) Railroad.

This road is 102 miles in length, extending from Charleston to Florence. At Charleston it connects with the South Carolina and Charleston and Savannah Railroads; and at Florence with the Wilmington and Manchester and Cheraw and Darlington Railroads. The gross earnings of this road for the year ending February 28, 1867, were as follows:

From passengers	$120,018 40
" freight	177,629 28
" express	12,355 75
" mails	7,771 92
	$317,775 35

And the expenses were:

Maintenance of road	$83,861 57	
" motive power	66,012 72	
" cars	45,379 50	
Conducting transportation	39,069 65	
General expenses	16,764 60	
		251,088 04
Earnings less expenses		$66,687 31
Interest		10,780 59
Balance		$55,906 72
Add net proceeds of transportation in 1865–'66 (8 months)		63,989 75
Sales of iron, material, etc.		94,278 56
Total		$214,175 03
Expended in reconstruction in 1865–'66	$119,166 12	
Do. in 1866–'67	86,548 64	
		205,714 64
Leaving a balance of		$8,460 27

—which balance will be further diminished by work in progress and approaching completion at the end of the year. The President, in his report, says:

The current expenses have been swelled by many items which, had it been practicable to have separated them with accuracy, would properly have been chargeable to reconstruction; and also by the unavoidable expense attending the transaction of our business under circumstances, through much of the year, which were adverse to its economical management. We are confident, however, that they can be materially reduced the coming year.

At your last meeting, you were advised that the Board of Directors were considering some process for settling the interest of the company, then due and unpaid. It was finally determined to issue certificates of indebtedness for the same, and also that to accrue, during the year 1866, to an extent not exceeding $250,000 payable 1st January, 1875, bearing 7 per cent. interest, payable semi-annually. No other alternative remained to them, and it is, substantially, the same, as has been adopted by other roads and corporations, under similar circumstances. While the strongest monied institutions of the country had been swept away by the war, these had survived, though in a wrecked and crippled condition, and time was absolutely essential to their recuperation from its calamitous results. The equity, and necessity of the above mode of settlement, or compromise, have been so generally admitted, that we trust, it will, eventually, prove sufficient for the purpose in view. The whole amount to be funded was $233,249 50, of which $5,163 27 was retired in settlement of freights, $52,818 50, closed by certificates of indebtedness, leaving $175,267 73 still to be funded. In the readjustment of the company's accounts on the 1st of June, 1865, in order to show its actual condition at the close of the war, so much of this interest as had then accrued ($125,118 85) was represented as among our liabilities, and therefore considered as forming a part of the cost of the road on that date $2,040,000. That which has since become due ($108,130 65,) was charged to the same account, making this cost $2,148,130 65. All interest maturing since 1867, has been paid as applied for.

The amount of interest for which the company will be annually responsible, assuming that which is outstanding to be funded is, $87,500. Now, if the road can be operated for about $175,000, making its total expenditures $262,500, and its receipts can be maintained even at their present level of $317,500, a surplus of $55,000 will appear, which can be appropriated to the extinguishment of the company's certificates of indebtedness, or to such purposes, as those then in the direction of your affairs shall submit to you. As soon as the circumstances of the company will permit, some provision should be made for the payment of these certificates at their maturity.

The road, generally, is in excellent condition. During the last year, large amounts of timber and cross ties have been placed in the track, all defective rails removed—two permanent bridges put up at Black River and Lynch's Creek, and all depots, tanks, etc., thoroughly repaired. Our new freight and passenger depots in the city have been completed, and jointly with the Wilmington and Manchester Railroad, a commodious passenger shed has been put up at Florence.

The machinery of the road consists of twelve locomotives, eight of which are in good order, three under or requiring repair, and one to be rebuilt. No additions have been made to this stock since the close of the war. By a judicious system of repair, it has fulfilled the demands of the past season, and we believe can be made to answer those of the next. Our rolling stock consists of sixty-four box and thirty-one platform cars, eight passenger cars, four second class, three baggage, and three mail express cars. It should be remarked, that the whole of this equipment is on a smaller scale than is desirable, especially, as much of it, from its advanced age, is liable to frequent repair, but no additions to it are proposed, until such are warranted by our actual, or prospective necessities.

There have been transported over the road during the year 1866–'67, 21,589 bales cotton, 22,080 bbls. Naval stores, and 1,996,000 feet lumber, against 58,401 bales cotton, and 59,150 bbls. Naval stores in 1859–'60, and 40,281 bales cotton and 59,800 bbls. Naval stores in 1860–'61. In 1865–'66, 14,341 bales cotton and 6,966 bbls. Naval stores were transported.

At the commencement of the fiscal year 1856–'57, 29½ miles of road were in operation, and at its close 48¼—making the average mileage operated within that year about 38¾. The whole road was opened August 5, 1857. The receipts and expenses from commencement to the close of the past fiscal year have been as follows:

	Total Receipts.	Current Expenses.	Net Earnings.
Feb. 28, 1857	$32,344 45	$.....	$.....
" 1858	99,403 55	61,132 01	38,271 54
" 1859	220,013 74	123,868 93	96,144 81
" 1860	277,113 94	154,850 72	122,263 22
" 1861	263,707 85	159,411 46	104,296 39
" 1862	251,550 15	134,347 72	117,202 43
" 1863	439,514 81	141,992 18	297,522 63
" 1864	859,264 61	337,320 92	521,943 69
" 1865	No Report this year.		
" 1866	202,285 54	131,591 49	70,694 05
" 1867	317,775 35	251,088 04	66,687 31

The number of through passengers carried during the past year was 13,739; local do., 39,084. Total number of miles run by locomotives, 154,496. Average cost per mile run, 26.2 cents.

The Assets and Liabilities of the Company, February 28, 1867, were as follows:

ASSETS.

The road with its equipment, property, &c.		$2,148,130 65
Bills receivable	$8,787 50	
Stock in Cheraw and Coal fields R. R., (par value, $25,400)	4,064 00	
Post Office dues	1,295 18	
Cash	14,571 95	
Property	22,359 96	
		51,078 59
Total assets		$2,199,209 24

LIABILITIES.

Capital stock	$898,950 00
First mortgage 7 per cent. bonds	700,000 00
Second mortgage 7 per cent. bonds	145,000 00
Preferred 8 per cent. stock secured by second mortgage 7 per cent. bonds, in the same amount	155,000 00
Bonds given in part payment for real estate	28,000 00
Certificates of indebtedness for interest past due and funded	52,818 50
Bills payable, notes, &c.	27,380 79
Interest outstanding	175,267 73
Open accounts due by company	8,331 95
Balance of earnings	8,460 27
Total liabilities	$2,199,209 24

President.—A. F. Ravenel.

Directors.—Hon. C. Macbeth, Daniel Ravenel, A. MacFarland, L. D. Mowry, J. R. Dukes, D. B. McLaurin.

Superintendent.—S. S. Solomons.

Treasurer.—C. Williman.

Portland and Ogdensburg Railroad.

A Portland correspondent of the Boston *Journal* writing under date of October 5, says that this project is progressing. Although the company has not been formally organized, yet the committee of corporators have not been idle. Several meetings have been held, and several propositions for the building, equipment, and general management of the road have been considered. The Committee desire to have everything in connection with a successful opening and raising of stock to be done before organizing. Responsible parties have offered to build the whole road from the Portland and Rochester road (either from Sacarappa, or Saco River,) to the Connecticut River, (either to Littleton or Dalton, N. H.,) agreeably to Mr. D. C. Lindsley's first estimates last spring, from $25,000 to $30,000 per mile, White Mountain Notch included. The engineers appointed by the corporators, John F. Anderson and C. J. Noyes have submitted their first report, and are now consulting with Mr. Lindsley as to certain points which will be decided upon in a few days. The grade through the notch will be fixed to the satisfaction of all who are disposed to doubt its feasibility, and the success of the enterprise is confidently asserted by those who have it in charge. The public meeting will take place in about three weeks.

☞ The Middleburg *Post* says that the contractors, McGovern and McMinnis, have commenced and are vigorously pushing forward the work on the Middle Creek Railroad about one-fourth of a mile above Beavertown. Work has also commenced between Middleburg and Selinsgrove at several points, and will soon be in progress along the whole line.

Toledo, Wabash and Western Railway.

At the annual meeting of the stockholders of this company held at Toledo on the 2d inst., the following gentlemen were unanimously elected directors for the ensuing year: Azariah Boody, Le Roy M. Wiley, Wm. A. White, Isaac H. Knox, Abraham B. Bayles, William Kidd, James R. Jesup, Wm. J. Schenck, Theron R. Butler, New York; George Cecil, Logansport; James Spears, Lafayette; James Dunlap, Jacksonville; Warren Colburn, J. N. Drummond, Toledo; E. A. Chapin, Springfield. The Toledo *Commercial* says:

The reports and exhibits of accounts presented to the meeting, showing the condition of the finances of the company, and also a history of the operations of the road in its several departments for the past year, were regarded by the stockholders as being highly favorable and indicative of marked success and prosperity. From these exhibits it appears that the company have not only promptly discharged all its current monthly operating expenses as they have matured, but with like promptness, have met large and important outlays for extraordinary renewals and construction work; also the entire interest upon each and every class of its funded obligations, and still continues in a strong financial condition, and without any floating debt or outstanding liability whatever.

Notwithstanding the fact that the country immediately tributary to the line of the road has suffered very severely throughout the past year from failure of crops and other unusually depressing causes; yet, despite these untoward circumstances, the stockholders have the gratification of finding that the business and revenues of the road have been constantly and steadily increasing over that of any preceding year, from which fact they feel fully assured that with an ordinary harvest and the removal of those embarrassments which cannot operate otherwise than temporarily, the prosperity and remunerative success of the road will be established beyond peradventure.

After the adjournment of the meeting the new board met and elected the following officers: Azariah Boody, President; Warren Colburn, Vice President; J. N. Drummond, Secretary and Treasurer; E. A. Chapin, General Superintendent.

New Railroad in Georgia.

A meeting is to be held in Dublin, Laurens Co., Ga., on the 15th inst., to see if a road can be run through Emanuel and Laurens Counties, to some other point beyond, say Fort Valley, in Houston Co., or Americus, in Sumter Co., as may best suit the convenience of the parties interested. The following synopsis of the programme is from a communication in the Savannah *Republican:*

"We are taking stock in timber at one dollar per acre, also allowing parties to subscribe small amounts of stock payable in work or material. We find no difficulty in getting the citizens to subscribe one-half the timber on his land (and in many cases more,) one dollar per acre. This timber, as soon as the road starts, will increase in value as the road progresses, on the enhanced value of which we hope to be able to build the road, the assets arising from one-half the timber on four miles each side of the road will give us the control of millions of feet that by judicious management can be thrown on the European market at an early day; and will certainly have a net margin of value."

Tomah and St. Croix Railroad.

The Jackson County *Banner* says that the work on this road is rapidly progressing, with a large force of men, and that the main part of the grading between Black River Falls and Tomah will be completed this fall.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$2,952,134	$2,287,098
" cotton	770,189	676,186
" silk	1,170,067	1,702,845
" flax	804,847	729,001
Miscellaneous dry goods	650,944	513,360
Total entered for consump.	$6,348,181	$5,908,490

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$1,828,397	$1,874,133
" cotton	351,378	274,207
" silk	999,581	564,351
" flax	402,791	408,083
Miscellaneous dry goods	126,268	122,647
Total withdrawn from warehouse	$3,708,415	$3,243,421
Add entered for consump.	6,348,181	5,908,490
Tot. thrown on the market.	$10,056,596	$9,151,911

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$1,234,756	$745,863
" cotton	354,717	120,965
" silk	508,417	219,125
" flax	569,312	255,576
Miscellaneous dry goods	160,292	101,204
Total entered for wareh'g.	$2,827,494	$1,442,733
Total entered for consump.	6,348,181	5,908,490
Total entered at the port.	$9,175,675	$7,351,223

The imports of foreign dry goods at New York for nine months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$26,257,881	$14,687,684
" cotton	12,861,398	9,108,200
" silk	14,337,894	10,371,566
" flax	10,628,775	6,816,014
Miscellaneous dry goods.	6,178,775	4,886,330
Tot. entered for consump.	$70,264,723	$45,869,794

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$14,497,656	$14,817,891
" cotton	5,187,922	5,776,343
" silk	6,461,309	6,018,942
" flax	4,335,280	5,554,246
Miscellaneous dry goods.	952,533	1,322,537
Total withdrawn from warehouse	$31,434,700	$33,489,959
Add entered for consump.	40,264,723	45,869,794
Total thrown on the market	$101,699,423	$79,359,753

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$16,005,910	$13,095,746
" cotton	5,018,631	4,873,951
" silk	6,947,604	4,572,382
" flax	5,037,666	3,656,614
Miscellaneous dry goods.	1,213,804	1,322,615
Total entered warehouse.	$34,223,615	$27,521,308
Add entered for consump.	70,264,723	45,869,794
Total entered at the port.	$104,488,338	$73,391,102

Wicomico and Pocomoke Railroad.

The Worcester *Shield* says that work is progressing rapidly upon this road between Salisbury and Berlin, and that the whole 26 miles will be completed by Christmas. Five or six miles of the road are already laid with the rails, and the whole is perfectly graded. Mr. Sewall, the road engineer, has located all the depots, and nothing remains now but to push right on with the laying down of the track and the building of the bridges, which are of no great magnitude. Dr. H. R. Pitts is president of the company.

Dubuque and Sioux City Railroad.

The negotiations which have been for some time pending between this company and the Illinois Central Railroad Company have been concluded by a lease of the Dubuque and Sioux City to the Illinois Central for a period of twenty years. The company entered into possession on the 1st inst., and in future will control and operate it. The Illinois Central Company take the line agreeing to maintain it, provide the rolling stock, and pay over monthly to the D. & S. C. Railroad Company, 35 per cent. of the gross earnings for the first ten years, and 36 per cent. for the second ten years, free from all taxes or assessments. The Illinois Central also assumes the lease made by the D. and S. C. Railroad Company, of the Cedar Falls and Minnesota Railroad, running north from Waterloo. The Dubuque *Herald* says:

The causes which have led to this change may all be combined in one, and summed up in want of capital. The stockholders and officers, for the most part, were exceedingly anxious to extend the road to provide better facilities for the carrying of freight, and effect the quicker transit of passengers. They had built and put in operation one hundred and fifty-nine miles of road under many disadvantages. Their capital as well as their credit was employed to such an extent that a rapid extension was impossible. The traffic which was rapidly springing up on either side and beyond was in danger of being diverted. The Illinois Central, with its vast machinery and unlimited capital, proffered assistance. It has been accepted, and in such a spirit that the public are justified in expecting to derive advantages from the change. The capital of the Dubuque and Sioux City, thus released from operating and repairing a long line of road, is pledged to an immediate and active construction of the road west and north until the objective point of each line shall be reached. As fast as constructed, the Illinois Central will equip and include in their lease.

At the date of the contract, the Dubuque and Sioux City Company had funds to pay its floating debt and make a five per cent dividend to the preferred shareholders.

Portland and Rochester Railroad.

The annual meeting of this company was held in Portland on the 2d inst. The President, M. L. Woodbury, Esq., submitted the annual report, which shows a large increase in the business over last year and the prospects for the ensuing year to be highly favorable. The grading to Alfred from Saco River, a distance of 14 miles, is proceeding rapidly and cars are expected to be running to Alfred, a distance of 32 miles from Portland, by December. The old Board of Directors was unanimously re-elected. The project for an union of this road with the Portland and Kennebec Railroad, either by a purchase of its shares, lease or consolidation, is now under consideration by the directors of both roads, a majority of whom are said to be in favor of the idea. The extension of the Portland and Rochester road to Rochester, and the building of the road from Alton Bay, N. H., to Lake Village, on the Boston, Concord and Montreal Railroad, are regarded as sure, and the Portland and Kennebec Company are desirous of securing through these a New York and Western connection; hence the proposed union.

Corrugated Sheet Iron.

The Commissioner of Internal Revenue has decided that corrugated sheet-iron is not taxable as a manufacture, under section ninety-six, if the value is not increased by corrugation more than five per cent.; neither can corrugated domestic sheet iron be taxed on its increased value, under section ninety-five, for there is no excise tax upon sheet iron, and it is only upon the increased value of manufactured articles, goods, wares or merchandise, on which an excise or impost duty has been paid, and which are not specially provided for, that the tax is imposed. Furnaces finished and ready to be put up, are taxable under the general provisions of section ninety-six, at the rate of five per cent. upon their entire value, but the actual expense in setting them up for use forms no part of their real value.

Union Pacific Railway.

The following gentlemen have been elected directors of this company for the ensuing year: T. C. Durant, New York; C. S. Bushnell, Connecticut; John J. Cisco, New York; H. S. McComb, Delaware; Oliver Ames, Massachusetts; John Duff, Massachusetts; Josiah Bardwell, Massachusetts; Sidney Dillon, New York; William H. Macy, New York; John F. Tracy, Illinois; E. Cook, Iowa; John B. Alley, Massachusetts; Wm. F. Gliddon, Massachusetts; F. Gordon Dexter, Massachusetts; Benjamin E. Bates, Massachusetts. The remaining five directors on the part of the Government, are appointed by the President of the United States.

Northumberland and Mufflinburg R. R.

We understand that a project is now on foot in Union Co., Penn., for the construction of a railroad from Northumberland to Mifflinburg, a distance of sixteen miles. The citizens of Bellefonte, Penns Valley, and all between Mifflinburg and Bellefonte, are interested in this enterprise. The people of Mifflinburg, New Berlin and Winfield—three enterprising villages on the line of the road—have undertaken to construct the road themselves, under the present free railroad law, if no better one is enacted next winter.

Lehigh and Susquehanna Railroad.

The early completion of this road to Easton is a foregone conclusion, and the opening of the year, if not before, will give us parallel lines of railroad to the mouth of the Lehigh. At different points on the line the track has been laid for some distance, and as fast as the rails arrive from England they are shipped to different points and laid down. The difficulty heretofore has been the want of rails, the contractor not being able to furnish them as early and rapidly as the advanced condition of the road demanded. A large number have been reshipped from canal boats to cars for use at this end of the line. When completed, we venture to say, there is not a single track railroad in the country which can boast of more compact and complete construction, than can the Lehigh and Susquehanna; no pains, labor or expense have been spared to bring about this important result.—*Carbon Democrat.*

☞ Since the middle of August an important improvement has been effected on the Fredericksburg route (*via* Washington and Aquia Creek). A tunnel has been made through the hill at Richmond, and in place of the former transfer through the city to the depot of the Richmond and Petersburg Railroad, the cars now run through without change, from Aquia Creek to Weldon.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th Sept., inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866	120,100	2,261,300	20,180,900	342,600
1867	115,000	1,720,800	11,362,800	150,300
Dec.	5,100	540,300	8,876,600	189,800

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 113,200 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Sept., in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.	37,600	120,100	115,000
Wheat, bushels	230,700	2,261,300	1,720,000
Corn, bushels	1,166,000	20,180,000	11,301,300
Barley, bushels	238,000	342,300	153,300
Oats, bushels	519,500	6,043,800	3,586,700
Rye, bushels	28,000	670,800	255,900
Malt, bushels	11,400	333,100	269,200
Beef, bbls.	7,190	100	.....
Pork, bbls.	14,850	11	782
Bacon, lbs.	1,273,100	.....	34,400
Butter, lbs	107,700	47,300	49,500
Lard, lbs.	1,934,100	58,900	627,000
Cheese, lbs	6,557,100	1,482,900	462,600
Wool, lbs.	426,400	403,200	260,000

Boston, Hartford and Erie Railroad.

The newly elected board of directors of the Erie Railway Co. have already voted to guarantee the construction bonds of the Boston, Hartford and Erie Company to the extent of $4,000,000, which secures to the latter company a loan from the State of Massachusetts to the extent of $3,000,000. The State of Massachusetts gets as collateral for its loan $3,750,000 of the bonds of the Boston, Hartford and Erie Co., and the Erie Railway Company is, we are informed, as thoroughly protected as the State of Massachusetts for what it does. The Boston, Hartford and Erie Co., has now to build a little over 100 miles of road, between Hartford and Fishkill on the Hudson, when a broad gauge will be in operation from Boston to St. Louis.

The Connecting Railroad.

The Pennsylvania Railroad Company, in connection with the Camden and Amboy Railroad Co., have completed their new road around the city of Philadelphia, commencing at the present terminus of the Pennsylvania road in West Philadelphia. In future, through trains will run direct between Jersey City and Pittsburgh, making only a temporary halt in West Philadelphia. By this arrangement Philadelphia is pretty effectually left out, as no through trains, either from New York city to Pittsburgh, or between New York and Baltimore, now touch at Philadelphia.

Richmond and York River Railroad.

This road has been reconstructed to the White House. At present a boat for Baltimore connects with the train to that place twice a week. The road is being completed to West Point, with a view to its extension to the Rappahannock, where it will be forty miles distant across the bay from the terminus of the Delaware Railroad line, or Annamessic route, as it is called.

Illinois Central Railroad.

The statement of this Company for the month ending September 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	10,496.73 for	$108,075 22
Acres Int. Fund Lands sold	816.43 for	10,227 88
Acres Free Lands sold	4,239.66 for	56,123 65
Total sales during month of September, 1867	15,552.82 for	$174,426 75
To which add Town Lot Sales		665 00
Total of all	15,552.82 for	$175,091 75
Cash collected in September		$430,275 25

TRAFFIC DEPARTMENT.

Receipts from Freight		$459,535 00
do. Passengers		160,358 96
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		75,000 00
Total Receipts in September, 1867		$705,252 29
Total Receipts in September, 1866		$551,021 31

Personal.

Messrs. Leland Brothers & Co., (successors to Messrs. Limbert & Leland,) Bankers, 22 Nassau street, N. Y., are dealers in Government Securities, Gold, Exchange, Notes, etc. The firm is composed of F. L. Leland, Member Government Security Board; C. H. Leland, Member Gold Exchange; and Wm. Carpender, Member New York Stock Exchange. They buy and sell stocks and bonds on commission, and allow interest on deposits subject to draft at sight.

The firm of Oddie & Co., the former late of the firm of Oddie, St. George & Co., still continue business at their old stand No. 3 Broad street, this city, as Stock, Bond and Gold Brokers. These gentlemen have been long and favorably known on the street, as prompt, energetic and well-posted business men, with much capital, large experience and an extensive acquaintance.

Union Pacific Railroad.

The acting Secretary of the Interior, on the 1st instant, submitted to the President of the United States, the report of the Government Commissioners on the thirteenth section of thirty miles of the road and the telegraph lines of the Union Pacific Railroad Company, with the recommendation that the section be adopted. On the same day the President approved of the recommendation, and directed the issue to the said company of bonds and patents for lands due on account of the section, agreeably to law. This section completes the road four hundred and fifty miles west from Omaha, Nebraska.

☞ At a meeting of the Cleveland, Painesville and Ashtabula, and the Cleveland and Toledo Railroad Companies, held at Cleveland on the 8th inst., to vote on the question of lease and consolidation, a large vote was polled unanimously in favor of the same by both companies.

☞ Mr. Robert F. Taylor has been appointed Receiver and Manager of the Vermont Central and Vermont and Canada Railroads.

☞ Mr. Joseph H. Dulles has been elected president of the Wyoming Valley Canal Company, vice Robert F. Taylor resigned. Mr. Taylor was elected vice president.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	-------	-------
Allegheny Valley ------ 50	1,468,400	-------	-------
Alton and St. Louis ----100	125,000	J. A. J&O	Oct.'67 1½
Atlanta and West Point. 100	1,282,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ..100	5,345,225	-------	-------
Atlantic & Gt. Western ... 50	11,522,150	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,404,900	J. & J.	Jul. '67 3
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apr.'67 4
Do. Washington Br. 100	2,980,000	A. & O.	Apr.'67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea ------100	110,000	A. & O.	Oct. '67 4
Bellefontaine Line ------100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware------100	997,112	-------	-------
Berkshire*-------------100	600,000	J. A. J&O	Oct.'67 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont.-100	459,500	-------	-------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.-------100	1,800,000	J. & D.	Jun. '67 4
Boston and Maine--------100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence---100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ---100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) ------150	325,000	-------	-------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	A. '67 2½
Brooklyn City & Newt'n..100	294,800	-------	-------
Buff., New York & Erie*.100	860,000	J. & J.	Jul '67 3½
Budalo and State Line ...100	2,200,000	F. & A.	Aug.'67 3
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	O. '67 4½
Camden and Amboy.------100	6,842,200	F. & A.	Aug. '67 3
Camden and Atlantic, pref. 50	600,000	-------	-------
Cape Cod Branch -------- 60	721,926	J. & J.	Jul. '67 3½
Catawissa. ------------- 50	1,150,000	-------	-------
Catawissa, pref.-------- 50	2,200,000	A. & O.	Ap.'67 3½
Cayuga & Susquehanna.* 50	589,110	-------	Jul.'67 4½
Central of Georgia------100	4,666,300	J & J	Jul. '67 5
Central of New Jersey---100	13,000,000	J. A. J&O	Jul.'67 2½
Central Ohio, pref.------100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000	-------	Ap.'67 2½
Charlotte & S Carolina...100	1,201,000	-------	-------
Chemung*.--------------100	380 000	J. A. J&O	Oct. '67 2
Cheshire, preferred ------100	2,017,825	Annual.	J'n'67 2½
Chicago and Alton.------100	3,886,643	M. & S.	Sep.'67 3
" " pref.---100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy - 50	19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern..100	4,339,000	-------	-------
Chicago, Iowa & Nebras*.100	1,000,000	-------	Jul. '67 5
Chicago and Milwaukee*.100	2,257,000	-------	-------
Chicago & N. Western....100	13,160,927	-------	-------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R I & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago.100	350,000	-------	-------
Cin. & Indianap. Junction.100	1,600,000	-------	-------
Cincinnati and Zanesville. 50	1,600,250	-------	-------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*--- 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911	-------	Sep. '67 5
Cleveland and Toledo 50	4,841,600	A & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord ---------------- 10	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000	-------	-------
Conn. & Passump. Rivers.100	-------	-------	-------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.------100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. ------ 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk 100	306,900	-------	-------
Dayton and Michigan*....100	2,384,941	-------	-------
Delaware.--------------- 50	406,152	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,500	J. & J.	Jan. '67 5
Des Moines Valley------100	1,500,000	-------	-------
Detroit & Milwaukee.....100	454,358	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat.100	1,200,000	-------	-------
Dubuque and Sioux City.100	1,673,641	-------	-------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7*
Eastern (Mass.) ---------100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) ---------100	492,500	J. & J.	Jul. '67 4
East Pennsylvania -------100	604,400	-------	-------
East Tenn. and Georgia ...100	-------	-------	-------
East Tenn. and Virginia...100	-------	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au.'67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway ----------100	18,570,100	F. & A.	Feb.'66 4
Do. pref.-------100	8,536,700	Annual.	Jan. '67 7
Erie & North East*------100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834	-------	-------
Fitchburg --------------100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly ----------	-------	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	-------	-------
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ----------------100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) -- 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.) -------	15,121,430	-------	-------
Granite. ---------------100	-------	F. & A.	Aug.'67 3
Great Western (Ca.). ----	16,802,745	-------	------14
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J&O	Oct. '67 5
Hannibal and St. Joseph.100	2,900,000	-------	-------
Do. do pref.100	5,253,830	-------	-------
Hanover Branch---------- 50	116,850	M. & N.	M'y '67 5
Housatonic-------------100	520,000	-------	-------
" pref ----------100	1,180,000	M. & N.	M'y '67 4
Hudson River ----------100	13,937,100	" & O.	Oct. '67 4
Hazleton ---------------- 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top. .. 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central ---------100	23,586,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,089,900	M. & N.	Sep. '67 4
Jeffersonv., Mad. & Ind.---100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*.------100	1,000,000	J. A. J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1,335,000	-------	-------
Lehigh and Mahanoy.----- 50	2,158,595	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ----------- 50	10,734,100	J. A. J&O	Oct. 67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.------------ 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*------- 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,030	-------	-------
Long Island.------------100	3,000,000	F. M. A. N.	Aug.'67 2
Louisv., Cin and Lex. pr.100	48,635	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 5
Louisville and Nashville .100	5,500,000	F. & A.	Aug'67 4
Lousv., N. Alb. & Chicago.100	2,800,000	-------	-------
Lowell and Lawrence ----100	200 000	A. & O.	Oct. '67 3
Macon and Western------100	1,500,000	M. & N.	M'y '67 4
Mahanoy & Bd Mount n* 10	921,615	-------	-------
Maine Central ----------100	1,600,860	-------	-------
Manchester & Lawrence.-100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.---- 50	2,029,778	-------	-------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio ------100	570,000	-------	-------
Metropolitan (Boston).---100	1,250,000	J. & J.	Jul. '67 5
Michigan Central -------100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston)-------100	400,000	-------	-------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 3
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.---------100	3,627,000	J. & J.	-------
" " pref.------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,200	J. & J.	Jul. '67 4
Mississippi Central ------100	2,020,261	-------	-------
Mobile and Ohio ---------100	3,588,300	-------	-------
Montgomery & W. Point.100	1,419,769	-------	-------
Morris and Essex -------- 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.-------100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga.100	2,056,544	-------	-------
Naugatuck ---------------100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton.100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538	-------	-------
N Haven & Northampton.100	1,224,160	J & J.	Jul. '67 3
New Jersey -------------100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457	-------	-------
N. O., Opel. & Gt. West'n.100	4,093,425	-------	-------
New York Central--------100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.---- 50	5,225,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Neg. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue------------100	797,400	-------	-------
North Carolina ----------100	4,000,000	-------	-------
North Eastern (S. C.) pref.*	4,513,900	F. M. A. N	Aug.'67 2
Northern Central -------- 50	4,155,000	-------	May '67 4
Northern of N. Hampsh.--100	3,06 .400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800	-------	-------
North Missouri ----------100	2,369,307	-------	-------
North Pennsylvania------ 50	3,150,150	F'b.'67 5*	
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champ'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi ----100	20,222,645	-------	-------
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark -----100	281,550	-------	-------
Oswego and Syracuse----- 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri-------100	3,581,000	-------	-------
Panama.-----------------100	7,000,000	J. A. J&O	Oct. '67 6
Paterson and Ramapo.----100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania ------------ 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,000	-------	-------
Philadelphia and Erie*--- 50	5,069,450	-------	Jan. '67 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,400	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*------1 0	999,200	F. & A.	Aug.'67 6
Phila., Wil. & Balt------ 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City -------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,794,623	-------	-------
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J&O	Oct. 67 2½
Pittsfield and N. Adams...100	459,000	J. @ J.	Jul. '67 3
Portland and Kennebec....100	1,000,000	-------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019	-------	-------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Petersb g..100	847,000	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport ---------------100	48,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,876	-------	-------
St. L., Alt. and T. Haute.100	2,800 000	-------	-------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000	-------	-------
Saratoga and Hudson R...100	1 620,000	-------	-------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 10	1,289,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* ------ 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke...100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) ---100	750,000	-------	M'y '67 5
South Carolina ----------100	2,819,275	-------	-------
South Shore ------------100	259,685	-------	-------
South Western, Georgia...100	3,40 ,400	F. & A.	Aug.'67 4
Southern Mississippi.----100	1,000,000	-------	-------
Staten Island.----------100	600,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 1.0	-------	-------
Taunton Branch ---------100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,924	-------	-------
Terre Haute and Indiana. 50	1,883,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.)- 50	-------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	-------	-------
" " " 1st pref.100	1,700,000	-------	-------
" " " 2d pref.100	908,176	-------	-------
Tol., Wabash and West... 50	5,400 000	-------	-------
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston ---------100	607,111	-------	-------
Troy and Greenbush*.----100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	-------	-------
Union Pacific ----------100	-------	-------	-------
Union Pacific (E. D.).----100	-------	-------	-------
Union Pacific (Cent. Br.).100	-------	-------	-------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.----100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*------100	2,250,000	J. & D.	Jun.'67 4
Vermont Central ---------100	8,000,000	-------	-------
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'67 1½
Vermont Valley ----------100	510,164	-------	-------
Virginia Central --------100	3,253,679	-------	-------
Virginia and Tennessee...100	3,45 ,815	-------	-------
Western (Mass.)----------100	6,710 800	J. & J.	Jul. '67 5
Western Union ----------100	2,687,257	-------	-------
West Jersey ------------100	731,050	M. & N.	M'y '67 4
West Philadelphia.-------- 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Ma chester...100	1,130,470	-------	-------
Wilm. and Weldon--------100	1,340,293	-------	-------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 84
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun'67 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division------- 50	1,635,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania.----- 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated 10	1,05,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,08,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,052,983	-------	-------
Union ------------------ 50	2,907,800	-------	-------
" preferred ------------ 50	-------	-------	-------
W. Branch and Susq------ 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley.---------- 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	M. J. S&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	M. J. S&D.	Sep. '67 5
Union Navigation ---------100	4,000 000	M. J. S&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal.----------- 25	1,000,000	M. & S.	M. '67 3½
Ashburton ---------------- 50	2,400,000	J. & D.	Dec.'66 4
Butler Coal.------------- 25	800 000	J. & J.	Jul. '67 4
Central Coal ------------ 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.--------	200,000	J. A. J.O.	Oct.'67 2½
Pennsylvania Coal ------- 50	3,200,000	F. M. A & N	Feb.'67 6
Roaring Brook Coal.------	200,000	J. A. J O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal.--------- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.-------100	3,400,000	A. & O.	-------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble ---------- 25	1,000 000	M. & N.	Nov.'66
Adams Express-----------100	10,000,000	F. M. A & N	Nov.'66 6
American Express -------100	9,000,000	F. M. A & N	Nov.'66 3
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	M. J. S&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

Steel vs. Iron Rails.

Mr. Price Williams, in his estimates of the working expenses of the different lines of the kingdom, calculates the annual mileage relaid on the whole of our railways at 600 miles. This estimate is a very moderate one, for according to one authority it is to be taken at 2,000 miles, and others vary from 1,000 to 1,500 miles.

The late Mr. Robert Stephenson, in his address as President of the Institution of Civil Engineers some years since, estimated the actual *waste* of iron rails from wear and tear, oxidation, and loss in remanufacture, at *half a pound per yard*. This, he proceeds to show, amounted on the then existing mileage to about 20,000 tons of rails annually, equivalent to a length of about 166 miles of single line; while the mileage of single line required to be renewed consequent on this waste of material he estimates, in addition, at ten times this amount, viz., 1,666 miles, or about 200,000 tons of rails.

According to the recently published Board of Trade returns, there were altogether in the United Kingdom on the 31st December, 1865, 7,503 miles of double and 5,786 miles of single line, making a total of 13,289 miles of railway, which, taken altogether as single mileage, amounts to 20,792 miles of line and 41,584 lineal miles of iron rails; half a pound per yard on this (without taking into account the mileage of sidings at stations and termini included by Mr. R. Stephenson, and estimated at fully one third of the whole mileage) just amounts to 16,336 tons of rails, or in other words, to about 136 miles of single line entirely wasted or worn away in the course of a year. Multiplying this by 10, the equivalent renewals consequent on the wasted mileage, and adding the results together, we get in all 1,496 miles or just 1-14th of the whole mileage of single line in the kingdom) as the extent of our annual renewals of way; and giving an average of fourteen years only as the general average life of a rail throughout the railway system of this country—a period which it requires a very little reflection to show to be much too short, even if we take into consideration the large increase which has taken place in the weight and amount of traffic since the time when Mr. Stephenson made his estimate.

We will assume, in the first place, that the wear and tear of the rails laid down on the 13,292 miles of railway in the United Kingdom (including as it does about 2,614 miles of single and lightly worked lines both in Scotland and Ireland) to be proportionate to that on the nine principal English railways; in this way we should get something like 692 miles as the proportionate total annual mileage renewed, and giving about *thirty years* as the average life of a rail throughout the kingdom; this, although—as we shall presently show from a comparison of the average cost of maintenance throughout the system—largely in excess of the actual amount, is still much nearer the mark than the result arrived at by Mr. Stephenson's mode of estimating it. The Board of Trade returns show the total amount of the permanent way charges for the year ending 31st of December, 1865, on the whole of the 13,289 miles of railway, to be exactly £3,140,718, giving only £244 as the average cost per mile per annum; while, on the nine principal railways referred to, it has averaged as much as £280 per mile per annum during a period of twenty years, showing most conclusively, if any evidence indeed were needed to show it, that the traffic, and consequently the wear and tear, on these nine railways, was much larger than on the entire railway mileage in this country.

If, however, omitting the Scottish and Irish railways, we compare the relative cost of maintenance of way, &c., on the railways in England and Wales only, with the average cost given in the tables for these nine railways, we find, as a result, that on a total of 9,251 miles it amounted to £2,564,046, or just to £277 per mile per annum, which very closely tallies with the £280, the average given in Mr. William's tables; and we may therefore safely infer that the relative conditions of traffic, and of wear and tear consequent on it, are very similar, and that, consequently, the extent of the annual renewals are proportionate in both cases, giving as a result somewhere about 482 miles of line, equivalent to 1-30th of the whole mileage, or, in other words, giving this the average life and the average extent of the annual renewals on railways in England and Wales; our estimate therefore of 600 miles per annum as the present average mileage renewed throughout the three kingdoms, will, it is believed, within very narrow limits of error, be found correct.

As a concurrent proof of the accuracy of these deductions, it may be mentioned that the average life of iron rails, found by dividing the original cost of constructing a mile of double line (£2,800) by the average annual cost per mile per annum during a period of years, gives nearly the same result—viz., twenty-seven years.

The average life of iron rails on the most severely worked portions of the Great Northern railway are, we believe, as follows:

Three to five years	5 per cent.
Eight years	50 "
Eight to forty years	45 "

the latter including the comparatively light traffic lines of the Loop, East Lincolnshire, and branch lines. Very much the same proportions obtain, we understand, on the London and North Western Railway system, and we therefore feel we are not far wrong in assuming that at least 5,198 miles of single line (or 25 per cent. of the whole mileage in the kingdom) partakes of this short-lived character of eight years.

The large and varied experience we now possess of the extraordinary enduring powers of the Bessemer steel rail, when subject to the excessive wear and tear which characterise our heavy main line traffic, and at such exceptional situations, such as Camden Town station, Crewe, or the Woodhead Tunnel, where the measure of iron-rail life has hitherto been counted by days instead of years, is such as to fully justify the opinion that where ordinary iron rails now only last eight years, steel rails are certainly calculated to last at least three times that period. Their employment, therefore, on so large a portion of our main lines, becomes a question of no ordinary moment, for while the difference in first cost undoubtedly involves a considerably larger outlay up to a certain period (estimated by Mr. R. Johnson at eight years), still that gentleman's calculations convincingly show that, notwithstanding the relaying of 61 miles of steel annually mounts up a debt of £253,000 in that short time, the saving effected in the following twelve years (the life of a steel rail being estimated at twenty years) is such as not only to wipe off this debt, but actually at the end of that period to leave a balance on the credit side of the account of considerably larger amount, equivalent, in fact, to a saving in the entire period of twenty years of fully 50 per cent.

The great improvement to be effected in the value of railway property generally, by the instrumentality of such a large annual saving in expenditure as will undoubtedly be effected by the more general employment of steel rails (amounting, as we have seen in the case of the nine railways, on an average to at least ½ per cent. on the ordinary share dividend), is well worthy of serious consideration, more especially at a time like the present, when railway interests are suffering from such lamentable depreciation.

We feel certain, however, that the benefit arising from the substitution of steel rails for iron will be found not merely to extend to the direct saving effected in the cost of renewals, but that *the annual cost of maintenance* will be proportionately lessened to the extent of full-one half, as has already been proved to be the case on several railways where steel rails have been extensively laid down; while the improved and more durable condition of the road will indirectly, but with equal certainty, operate in the same way in diminishing the enormous amount of wear and tear to which the engines and rolling stock are at present subject solely through the defective condition of the road.

The scheme proposed by Mr. Williams as the readiest and most practicable means of tiding over the financial difficulties which beset the question at the outset is the establishment of a system of annual payments on the terminable annuity principle, of so slight an amount, however, as scarcely to operate at all to the prejudice of the interests of present shareholders. The plan has certainly the great recommendation of being exceedingly simple in its operation, and seems calculated to answer the purpose very effectively.

The table which we publish below shows the amount of annuity required on each of the different railways to repay the difference of cost between iron and steel rails, in a period of eight years, "recouping" the principal outlay, with interest at 5 per cent., at the end of that time. It is well to remember that this period of eight years represents at once the life of the iron rail, and the period during which, on the Great Northern, for instance, the whole of the excessively worked portions of the main line will have to undergo renewal; £8 also represents about the average cost per ton of iron rails; consequently it follows that from year to year there is practically now actually being paid, on railways where this period of eight years rail-life prevails, a constant annuity of £1 per ton, which, so long as iron rails with that duration continue to be used, will remain a constant annual fixed charge. This £1 per ton on the Great Northern is, on the 61 miles of iron rails, shown by Mr. Johnson to be relaid annually, equivalent to an annuity of £7,200 per annum, sufficient of itself to pay interest at the rate of 15 per cent. for twenty years on the principal outlay required to renew 61 miles of line on that railway, besides recouping the principal at the end of that period. It would also suffice to pay interest at the rate of 5 per cent. per annum, for a period of eight years, on the principal outlay required to relay the same mileage of single line, recouping the principal besides at the end of that period.

SUMMARY, showing annuities (recouping the principal with interest at 5 per cent.) required on the undermentioned railways to repay in eight years the additional outlay caused by the substitution of 75 lb. steel in place of the present iron rails.

	Mileage to be annually renewed.	Difference in cost of renewals with 75 lb. steel rails (£6 10s. per ton). £	Annuity to repay difference in cost between iron & steel rails, recouping principal with interest at 5 per cent. in 8 years. £ dec.
London and N. Western	79	60,593	9,375.070146
North Eastern	44	33,748	5,221.558056
Midland	35	26,845	4,153.512090
London and S. Western	19	14,573	2,254.763706
Great Northern	61	46,800	7,240.989680
Lancashire & Yorkshire	35¼	27,417	4,242.013074
South Eastern	20¼	15,528	2,402.600576
London and Brighton	11¼	8,820	1,364.725400
Manchester & Sheffield	7	6,402	990.607605

—*London Railway News Sept.* 21.

Knox and Lincoln Railroad.

At the meeting of the Knox and Lincoln Railroad Company at Waldoboro', Me., on the 27th ult., it was reported that the subscriptions thus far amount to $375,600. The following gentlemen were chosen Directors: Oliver Moses, Edward Sewall, Bath; Francis Cobb, N. A. Farwell, Rockland; Sam'l Watts, Thomaston; B. B. Haskell, Waldoboro'; Edwin Flye, Newcastle. Oliver Moses, Esq., was subsequently chosen President.

☞ Colonel R. E. Becker, late Superintendent of the locomotive department on the Pennsylvania Railroad, has been elected Superintendent of the Central Railroad of New Jersey, vice Josiah O. Stearns, deceased.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Oct. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,707,942	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered		6	" " "	1868	----
" " " ..... coupon		6	" " "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	262,000	---	presentation.	Dec.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	109½
" " " ..... coupon		5	" " "	1874	112
Loan of June 22, 1860 ..... registered	7,022,000	5	" " "	1871	116
" " " ..... coupon		5	" " "	1871	117
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" " "	1881	110½
" " " ..... coupon		6	" " "	1881	110⅝
Oregon War Bonds of March 3, 1861	1,016,000	6	" " "	1881	----
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,345,100	6	Jan & July.	1881	110⅛
" " " ..... coupon		6	" " "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,235,880,7 0	6	May & Nov.	1882	104⅜
" " " (5-20s) ... coupon		6	" " "	1882	112⅝
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	104⅜
" " " (5-20s) ... coupon		6	" " "	1884	108½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	108½
" " " (5-20s) ... coupon		6	" " "	1885	109½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5-20s) ... coupon		6	" " "	1886	107
" " 3d series (5-20s) ... registered		6	" " "	1887	----
" " " (5-20s) ... coupon		6	" " "	1887	107½
Loan of March 3, 1864, (10-40s) ... registered	171,499,350	5	Mar. & Sept.	1904	100⅜
" " " (10-40s) ... coupon		5	" " "	1904	100⅝
Pacific R. R. Bonds ..... (currency)	16,748,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	335,489,100	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	106
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105⅜
Matured Debt not presented	17,959,257	---	presentation.	----	----
Gold Certificates of Deposit	14,687,329	---	presentation.	----	----
Coupon Interest Notes 1864 '65	75,839,580	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	361,164,844	---	----	----	----
Fractional currency	29,864,713	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" " "	1883	----
" — " " (funded coup.) "	437,850	5	" " "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ... "	688,000	6	" " "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 ..... "	198,500	7	" " "	1880	----
" —Soldiers Relief Bonds	1,548,500	7		'83-'84	98⅜
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	102
" — " " Oct. 1861 ...	2,000,000	6	" " "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" " "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 65 (free) ...	2,000,000	6	" " "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" " "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	84
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	78
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,657	6	" " "	1870	----
" —State Bonds ..... coupon	945,910	6	" " "	'60-'70	----
" — " " ..... "	4 357,253	6	" " "	'77-'79	----
" —War Loan Bonds ..... "	945,200	6	" " "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" " "	1866	96
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" " "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" " "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads)... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	865,030	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6		'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174 000	6	Mar. & Sept.	'67-'74	----
" — " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6		1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	4 5,000	6	Feb. & Aug.	1880	98⅞
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	----
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" " "	1865	----
" — " " (Balt. and Ohio R.R.)	24,000	5	" " "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" " "	1889	----
" — " " (Is. R. various) "	120,000	5	" " "	1889	----
" — " " (") currey.	159,974	5	" " "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" " "	1890	----
" — " " (C. and O. Can.) "	3,259,616	6	" " "	1840	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	"	1870	104½
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100⅜
" — " " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" " "	'70-'72	112
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" " "	1883	----
" —Bounty Fund Loan	200,000	5	" " "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'86	100
" —Western R.R. Loan (ster.lug)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	986,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	465,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	104⅝
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	104⅜
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866...	609,500	6	April & Oct.	'67-'74	94
" — " " July 1, 1866...	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ... coupon	2,559,000	7	Jan. & July.	1877	107
" — " " " ..registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,182,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " "	6,000,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	100
" — " "	1,400,000	6	" "	'75-'77	99
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	93
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	52½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,020	6	" "	1875	00
" — " "	4,995,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	84
" — " " ..... registered	5,083,052	5		'68-'70	91
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2 1 series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,809,520	6	" "	1882	105½
" — " " 3d series	9,230,017	6	" "	1892	105
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	263,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " (new)	1,210,803	7	" "	1887	----
Tennessee—State Bonds	1,949,450	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,606,000	6	Jan. & July	30 yrs.	66
" — endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63
Vermont—State War Bonds ..... coupon	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,'69 398	6	" "	long.	40½
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	"	1876	48
" — " (") ..... coupon	489,300	6	"	1886	39
" — " " (")	39,600	6	"	1890	35
Wisconsin—State Bond	406 100	6	Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	160,713	164,438	166,493	194,992	200,807	265,026	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	239,445	347,211	432,340	355,045	472,495	410,800	493,882	596,584	541,481	675,446	694,243	573,365	6 525 365
1866	475,641	433 279	385,991	412 521	464,567	493,243	466,898	588 569	563.150	599,670	474,056	383,573	5,696,119
1867	377,852	380,150	489,555	407,018	465,102	383,395	400,550	461,879	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,863	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	296,824	3,840,093
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	392,698	360,223	323,050	271,247	3,695,168
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	120,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,885	336,617	321,937	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,483	367,523	270,073	291,779	3,313,514
1866	241 395	183,285	257,230	209,099	277,506	306,693	248,026	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,947	224,621	272,454	280,253	251,916	261,483	271,600	404,600	517,702	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	368,100	281,334	296,169	473,186	551,122	425,945	407 668	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	489,710	519,306	669,605	729,759	716 378	568,400	6,111,596
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,598	946.707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,038,824	1,451,284	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,568	38,058	30,208	50,198	51,485	61,757	51,386	60,895	528 364
1864	47,393	56.665	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,476	94.545	78,111	850,495
1865	77,878	77.242	83,450	75,514	76,674	91,947	91,075	97.145	106,889	118,610	116.293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,597	123,785	1,317.102
1867	95,223	80,923	93,872	103,154	90,583	87,784	81,500	94,367	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	586 271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,409,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,428.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,460	1,416,101	1,476,244	1,416.001	1,041,116	14,696,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,591	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,905	569,250	567,679	480,026	578,256	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	634,577	705,259	------	------	------	------
Marietta and Cincinnati:													
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,089	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,168
1865	96,672	87,791	98,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	106,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,711	121,217	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	156,417	205,055	138,242	112,913	1,247.258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	179,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	292,172	170,795	116,224	159,989	249,791	244,554	93,757	1,966,990
1867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241.236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	368,862	402,219	407,107	445,994	411,805	4,120.152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	419,575	486.808	524,760	495.072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,884	338,858	384,401	423,177	496,855	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,752	497,868	------	------	------	------
Michigan Central:													
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,419	308.163	375,488	339,794	306,186	3.163.065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,731	406 445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,591	475,691	490,694	447,670	328,870	4.520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,191	493,640	414,694	308,669	4.270,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	393,936	461,773	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	123,970	99,632	86,482	164,710	221,638	198,135	129,227	1.402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	390.841	395,579	349,717	171,125	2,535,091
1866	131,707	123,401	123,957	121,533	245,622	241,376	205,755	188,815	276,416	469,359	324,589	129,287	2,536,309
1867	146,800	130,000	134,900	192,548	230,497	221,600	193 938	295,426	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,117	749,571	752,841	892,744	1,018,375	938,223	1,092,768	9,690,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,044,622	1,045,401	1,157,918	11,989,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,529	13,357.709
1865	957 869	613,331	955,659	1,246,734	1,255.521	1,132,701	1,162,024	1,495,752	1,521,434	1,526,839	1,486,326	1,117,858	14,575,128
1866	1,056,360	895,857	1,136,745	1 190,491	1,170,415	1,054,533	1,135,461	1,225,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,251	269,445	224,957	228,242	268,176	302,596	352,400	278,908	246,243	275,850	3.311,070
1865	259,223	239,139	313,914	271,527	299,916	304,463	349,285	344,700	350,348	572,618	412,553	284,319	3,793,095
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	274,700	310,762	302,426	281,613	3,370,531
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	311,165	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	383,725	414 707	448,994	463,873	463,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	461,809	451,884	574,436	714,902	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,285	416.341	566,979	957,194	1121,295	1,551,579	1,419,282	1,196,955	702,885	10,933,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	883,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	384,334	370,983	3,745,310
1863	337,350	366,593	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,514	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 935	564,523	712,495	795,988	858,501	712 383	580,964	8,489 062
1866	559,952	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	655,242	7,467,217
1837	560,115	522,823	678,349	575,287	578,292	506,586	534,783	602,069	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,049	118,077	150,378	153,470	144,736	143,748	162,921	1,554,913
1864	190,872	147,485	169,497	157,786	149,855	155,730	144,942	218,256	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207,301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	138,854	244,934	212,227	177,364	2,250,142
1867	149,655	149,242	174,152	188,162	171,736	156,066	172,932	220,788	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	102,111	134,272	152,585	105,554	116 379	150,595	151,062	134,563	111,339	1,439,798
1864	79,755	95,843	132,896	123,987	127,010	156,238	139,626	244,114	243,840	221,570	220,209	265,154	2,060,322
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374,021	377,981	375,534	361,910	247,023	2,924.543
1866	226,059	194,167	256,307	270,300	316,433	325,691	304,617	396,248	349,117	436,065	354,830	264,741	3,894,975
1867	237,674	200,793	270,630	317,092	329,075	304,810	309,591	384,724	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	65,562	82,147	68,189	59,862	75,677	92,715	61,770	27,580	689,383
1866	48,102	35,006	39,201	43,382	86,913	102,918	85,276	60,698	84,462	160,213	75,248	44,488	814,036
1867	39,078	37,667	36,893	40,710	57 942	65,458	58,962	75,845	126,499	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1851	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1892	
1st Mortgage, Franklin Branch	349,000	7	June & Dec		1882	
1st Mortgage, Ohio Division	3,784,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	8,000,000	5	Ja Ap. Ju.Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834	915,280	6	Ja. Ap. Ju.Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300 000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	330,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,700,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £680,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage prof. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	92

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	51½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	90
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1860	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Dividend bonds	13,314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	243,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,322,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When paya'ble.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1892	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98¼
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb & Aug	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,600,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'75	81½
Land Security	3,344.60	7	April & Oct	" "	1881	87½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1896	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2.000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	117½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	86
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	91
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						62
Scioto & Hocking Val. R. mort.	800,000	7	May & Nov	New York.	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,284,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage S'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,251,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	98½
Detroit and Toledo	924,000	7	" "	" "	1870	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	523,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1881	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	
Extension Bonds	72,800	6	March & Sept.	"	1885	100
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650.000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94¾
Debts of former Cos outstanding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	
Exchanged Stks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " [ ]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						93½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	920,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,575,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		103
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						97½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	90
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York.	'78-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	100⅞
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1895	85
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	53
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	96
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99⅞
2d Mortgage	2,921,000	6	April & Oct.	"	1875	93⅝
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	691,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	152,400	5	Jan. & July.	Philadelphia.	1830	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94
" 1861, "	106,000	6	Jan. & July	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1-90	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144½
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	74½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	6	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	487,000			Macon.	'75-'85	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (I. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80⅜
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,920,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110⅜
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	66⅞
West Jersey:						
1st Mortgage	239,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	95
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1901	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
" "	197,777	7		"	1883	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "built. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 8	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	355,010	109,500	21,632	518,965	30.3	.....	55,791	31,362	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	—	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,096	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,083,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	303,900	100,000	—	.....	23.8	52,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	595,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,988	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '66	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	.....
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1,370,785	100.0	228,845	232,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,985	149,711	666,663	2,363,600	556,000	6,112	3,350,367	66.4	366,149	750,678	269,528	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,555	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	8.9	10.0	168 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,349,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	202,714	110,516	8	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,151	414,195	53,395	3,202,900	437,000	146,067	3,855 7.1	228.8	303,325	1,003,553	332,551	9	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365,542	18,957,024	400.0	2,421,556	6,146,862	2,793,463	20	150½
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28 021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,228,987	—	48
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	102¾
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	122½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	661,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	10
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	168,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	76½
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,852	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,254	1,015,907	621,000	—	2,175,229	108.0	312,859	527,863	268,166	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	871,40	—	86½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	418,584	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	653,958	5,429,203	156 5	319,880	805,277	237,861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,676	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,376	29.0	248,321	510,319	153,217	7	.....
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,349	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,604,766	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184.172	1,386,874	—	4,637,457	3,551,000	281,157	12,088,633	206.0	.....	1,583,042	386,208	—	.....
31 Aug '60	58.7	—	.....	185.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,965	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	67.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	.....	340,898	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,685	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,886,163	4,673,193	1,609,387	—	83½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,099	—	.....
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,251,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,423	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	50
31 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
31 Feb. '66	288.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,356	400,826	—	—
31 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
31 Feb. '64	86.5	3.6	8 2		16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,000	40 563	6,352,104	90.1	230,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jan. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,878	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	15	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1.0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,845	6	101½
								MARYLAND.													
30 Sep. '64	379.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	30,683,113	286.8	3,493,376	8,577,602	5,307,183	10	121½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '6	138.0	4.0	25.0	—	92	54	3,722	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,753,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	16
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,464	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	46.0	—	30	58	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,180,784	384,644	10	142½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	143½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,156	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	38.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3.578,300	1,818,400	271,200	5,426,700	94.5	805,800	1,422,187	477,714	8	119½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	360,149	456,729	3,540,000	—	—	4,006,729	78.6	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell.)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,804	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	131,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	6.1	Old Colony and Newport	6-666,671	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	88½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	202,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,250,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,920	—	17,100,603	156.1	1,660,062	3,932,017	1,406,791	10	143
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	110,000	124,386	1,141,000	—	13,196	1,255,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671.775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.6	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327					8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	563,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	2,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,510	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,187	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	—
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,050	1,961,600	5 250.728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,581,244	1,617,268	10	122
31 Dec. '66	53.0	—	.....	45.5	24	45	274	Morris and Essex	6,973,931	2,181 121	208,699	3,500,000	5,516,950	124,822	9,626,429	58.0	.....	1,020,078	304,869	7	70
31 Dec. '66	32.9	—	.....	—	35	98	180	New Jersey	3,890,328	827,568	1,580,141	5,000,000	855.000	—	6,512,449	33.8	638,632	1,770,852	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec. '66	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,092	—	1,675,138	2,114,000	19.643	4,628,891	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	238,100	13½	108½	
30 Sep. '66	88.3	—	20.0	—	38	28	735	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3.0	—	271	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,927	5,095,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	69
30 Sep. '65	144.6	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	128
30 Sep. '65	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,716	932,000	—	2,994,474	120.0	366,469	590,125	352,650	6	61½
30 Sep. '65	297.3	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	28,530,000	12,366,894	815,170	44,119,904	892.2	6,607,261	14,396,786	3,201,112	6	114½
30 Sep. '66	130.8	2.1	45.5	—	42	132	615	New York and Harlem	9,946,064	1,492,431	—	6,755,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	65
30 Sept. '66	18.0	—	0.5	10.8	.....	.....	—	Oswego and Rome	586,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,200	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	176.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in		Erie.	53,959	—	.....
30 Sep. '66	141.3	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	2,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	included in		Central.		—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Included in		Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	1,907,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842.759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,767	8	.....
								NORTH CAROLINA.													
31 May, '66	94.2	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	3 9,579	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206.917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,336	1 463,775	674,664	823,488	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
1 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,420,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523.741	976,881	279,068	—	.....
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
1 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,900	8	98½
31 Oct '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	588,062	2,568,884	962,041	10	150½
30 Nov. '66	101.0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,468,952	3,872,864	169,197	9,566,282	208.5	1,440,681	2,351,906	854,726	5	52
31 May '67	199.	79.4	.....	—	40	39	880	Cleveland and Toledo	6,961,816	974,601	797,946	5,000,000	2,872,185	133,692	8,073,761	188.6	1,223,523	2,492,215	1,107,377	14	130½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,368	—	691,451	1,786,200	252,200	70 248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 513	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,612	—	.....
30 Nov. '66	85.5	—	4 .6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	6,225,433	163.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.3	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,668	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	45	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,248,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,034	—	.....
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,818	4,372,746	205.9	346,671	694,220	184,081	—	33½
1 Dec, '66	18.6	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,238	2,041,660	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
1 Dec, '66	412.0	45.2	—	—	102	47	1,092	Toledo Wabash & Western	19,850,000	*	2,283,900	6,700,000	14,346,000	795,301	22,118,900	250.6	———	3,717,386	909,200	—	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics.*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,722	230,046	292,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,357,530	*	83,348	29,564,495	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,883,490	1,476,060	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	5,634,000	67.5	227,845	447,051	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,222	204.5	1,009,775	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	19	8	96	East Pennsylvania	1,342,081	227,650	—	654,400	574,900	—	1,564,740	36.0	199,412	449,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	437,296	2,622,648	98.6	318,802	618,566	235,138	—	—
31 Oct. '66	36.0	13.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,182,550	*	—	1,182,550	700,000	—	1,882,550	—	(oper. by	Penn. R.R.Co.		7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,016,459	41,240	101,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	655,120	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,326,000	2,401,644	68,830	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,240	1,477,000	—	12,904,222	178.5	1,078,411	3,718,680	2,260,027	20	55
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,285	*	1,598,965	2,666,100	885,000	73,555	3,664,655	(oper. by Reading			R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,255	67.5	345,588	902,213	282,500	—	36½
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,068,216	—	41,251,644	365.5	7,080,026	16,583,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	409,950	1,491,850	159,800	—	1,817,554	24.2	274,879	605,346	247,446	9	62½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,732	—	—	5,083,760	13,000,000	600	18,084,300	287.0	1,424,110	2,541,052	454,077	—	28
30 Nov. '66	147.0	—	256.4	—	267	71	8,043	Philadelphia and Reading	19,898,408	3,765,774	2,299,368	22,742,867	6,719,562	—	32,577,548	474.8	4,261,636	10,9 2,819	6,016,681	10	51½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	124½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	63
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73.108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,819,531	10	109½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,026	962,600	113,865	1,760,501	55.4	144,492	257,590	145,250	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	28,292	1,095,013	36.6	120,004	264,122	128,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	240,600	625,641	169,823	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,965	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	288,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
23 Feb. '67	102.0	—	.....	—	17	8	105	North Eastern	2,148,131	*	51,078	898,950	1,021,700	272,259	2,199,209	102.0	154,496	317,775	66,687	—	.....
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,504,798	447,491	9,527,075	242.0	.....	1,812,738	587,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,221,247	139.8	139,332	381,871	161,014	—	.....
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,980	1,462,314	11,092,891	291.0	405,051	1,274,307	624,142	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,009,660	262,049	3,015,107	99.2	.....	337,252	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,066	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,652,882	*	—	2,056,544	1,731,000	—	.....	152.0	.....	734.118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	294,541	.....	45.8	57,950	127,963	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	405,477	.....	30.0	.....	1,243	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	153.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	22,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	465,000	975,000	389,000	.....	70.0	102,200	282,848	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,500	521,102	3,171,811	110.3	171,490	493,706	194,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,235,376	2,257,471	885,219	6,386,166	119.6	449,551	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	384,326	—	1
31 May, '65	47.0	18.5	5.3	—	.....	.....	.....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	96
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	510,164	793,200	.....	.....	23.6	.....	90,277	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	n b. Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,004	136,302	43,062	—	.....
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	months	79.2	47,702	54,121	16,350	—	.....
30 Sep '66	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,160	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,026	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	*	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	366,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	260	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	980,859	7,301,983	180.5	230,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	—	52,800	1,041,880	643,980	96,828	.....	48.6	159,981	279,945	145,385	7
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	—	19,676	847,100	319,000	41,534	1,240,624	48.5	67,004	167,881	60,784	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	150	Seaboard and Roanoke	1,811,863	*	221,084	469,200	469,893	112,206	2,032,947	80.0	168,037	391,577	220,526	—	.....
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,824	804,785	6,245,868	195.0	.....	487,445	120,136	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,241	1,839,500	52[illegible]	7,362,200	214.9	278,856	556,022	93,852	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	9,229,030	—	18,508,874	215.2	986,727	2,583,800	934,100	—	46½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	380,500	—	.....	236.0	.....	.....	.....	—	30
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	286,798	67,652	—	15
31 Dec. '67	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,934	2,565,376	49.0	.....	242,798	117,842	—	63
30 Jun. '63	1,098	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,098	.....	4,368,516	1,184,865	—	.....
31 July '63	229.0	115.5	63.0	—	92	126	1,680	Great Western	28,933,750	*	1,250,000	16,802,715	9,281,035	—	26,084,180	357.0	.....	5,011,861	1,649,510	1	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,156,615	.....	.....	.....	1,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,668,706	—	—	—	108.0	—	148,639	45,777	—	—
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	62,[illegible]	—	1,300,000	13,100	136,000	1,709,232	60[illegible]	.....	134[illegible]	[illegible]	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,101	37,18[illegible]	—	—
	8			—	11	22	120	NEW GRANADA. Panama	3,900,000	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	305

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N.Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	23
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,325	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	127
Chicago & Northwestern (pref.)	14,789,125	7	7	6 ⅝
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,938 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	7
Hannibal & St. Joseph (preferred)	5,253,856	7	---	61
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	67½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	8	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,500,000	8	8	102½
Warren (guarantied)	1,408,360	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	86
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	73½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	146½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	89½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	85
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	16
" " (preferred)	50	2,888,988	---	27½
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	42	@ 44 —
Pig, American, No. 1		44	@ — —
Pig, American, No. 2		40	@ — —
Bar, Refined, English and American		85	@ 90 —
Bar, Swedes, assorted sizes	(gold).	92 50	@105 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		155	— @ — —
Bar, English and American, Refined		105	— @110 —
Bar, English and American, Common		95	— @100 —
Scroll		132 50	@180 —
Ovals and Half-round		130	— @140 —
Band		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, ⅜ @ 3-16 inch		110	— @165 —
Hoop		137 50	@190 —
Nail Rod	per lb.	—	9 @ — 10½
Shee'r, Russia, Med. No.'s		—	21½@ — 22
Sheet, Single, D. and T. Common		—	6 @ — 7½
Rails, English	(gold) per ton.	52 50	@ 53 —
Rails, American (at works)		79	— @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10½	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 23
American, Spring, do.		— 12	@ — 15
American Machinery, do.		— —	@ — 14
American German do.		— 11	@ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— 33	@ — —
Bolts		— —	@ — 34
Braziers'		— 33	@ — —
Sheathing, &c., Old		— 22	@ — 23
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 29
American Ingot		— 26	@ — —

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 9 50
Spanish	(gold)	6 50	@ 6 55
German Refined	(gold)	6 50	@ 6 55
English	(gold)	6 50	@ 6 87½
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Shee's and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 27
Straits	(gold).	— —	@ — 26
English	(gold).	— 23½	@ — 24
		—Gold.—	—Currency.—
Plates, I.C.Charcoal.p.box		9 — @ 9 25	13 — @ 13 75
Plates, I. C. Coke		7 62½@ 8 50	11 — @ 12 50
Plates, Coke Terne		7 — @ — —	10 — @ 10 25
Plates, Charcoal Terne		8 75 @ 9 —	12 70 @ 13 12½

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 20	@ — —
Refined, free, S. W.		— 50	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 31
Refined, in bond, Standard White		— —	@ — 36
Refined, in bond, prime White		— 35	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 24	@ — 25
Residuum	per bbl.	3 —	@ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th 3.	F 4	Sat. 5.	M 7.	Tu. 8	W. 9
Atlantic M. S. S. Co.	112½	112½	113½	113¼	114½	
California 7s	----	----	----	----	----	----
Canton Co.	43½	----	44½	45½	44½	
Chicago & Alton	----	----	----	----	125	
" " pref.	----	----	----	128	127	
" " 1 M.	----	----	----	102½	----	
" " S. F.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	92	----	
Chicago, Burl. & Q.	----	----	130½	----	----	
" " " 8 p.c.	111	----	----	----	----	
Ohio. & Northwest'n	43	43½	45	44⅝	44⅝	
" " pref.	67½	67	67½	68½	68½	68½
" " 1st M.	----	----	85	85½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	82	82	----	82	----	----
Chicago & Rock Isl.	102½	102⅝	102½	104	104	103½
" " 1st M. '70	102½	----	----	----	101½	----
Chi., R. I. & Pa. 7s, 1896	91	----	91	----	91½	91½
Clev., Col. and Cin.	98	----	----	----	----	98½
Clev. and Pittsburg	79½	79	78½	81	82	84
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	75	----	----	----	----	----
Clev. and Toledo	128½	128	127⅞	130½	130	131½
" " S. F. 7 p.c. '83	----	----	----	----	----	----
Cumberland Coal, pref	29½	29	----	----	31	----
Del. & Hudson Canal	147	----	146½	146	146½	
Del., Lack. & West.	112	----	112½	----	----	
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	65½	65½	65⅝	68	69½	70
" pref.	----	----	----	----	76½	78
" 1 M. 7 p.c. '67	----	----	----	----	107	107
" 2 M. 7 p.c. '79	----	----	----	----	101½	----
" 3 M. 7 p.c. '88	----	----	98½	----	----	99
" 4 M. 7 p.c. '80	----	----	----	90	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	128	129	128½	130½	133	128
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	105	----	----	----	----	105
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	121½	121½	122	123	122½	----
" bonds	11 ⅝	11 ⅝	----	117½	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	----	----	----	9
" " pref.	17½	17	----	17½	----	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109½	----	109	109½	110	
" S. F. 8 p.c. '82	110	109	----	----	----	
" conv. 8 p.c. '69	110	----	----	----	----	
M. S. and N. I.	81½	81½	81	84	84½	83⅝
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	95	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	43½	43	----	44½	46	
" " pref.	65½	65½	65½	66½	66½	67⅝
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104½	104	----	104½	104	104½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	104½	104⅝	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	98	98½	----	----	----	----
" " 2d mort	----	----	----	----	----	85½
New York Central	109⅝	109½	110½	115	115	114⅝
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	52	50	----	52	52	----
" new	52	----	----	----	----	53
Ohio & Miss. cer.	27½	----	26½	27½	26⅞	26⅝
" " pref.	74	----	72½	----	----	74
Pacific Mail S.S. Co.	141½	140½	----	143	143½	143
Panama	311	----	----	----	----	305
Phila. and Reading	101½	101½	102½	102½	102½	102⅛
Pitts. Ft. W. & Chicago	100½	100	100⅛	101½	101	100⅞
" " 1M.	----	105	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25½	23	----	25½	25½	----
St. L., Alton & T. H.	----	----	----	49½	49½	50
" " pref.	----	----	----	----	----	----
" " 1M.	94	94	----	----	94	----
" " 2M. pref.	----	----	----	----	----	83½
" " Inc. b'ds.	80	----	----	----	80	80
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	64	64	63½	63½	62⅝	63½
" new	63½	63	62	62	62½	63
Tol. Wab. & Western	----	----	44	----	----	43½
" Pref.	----	----	64	----	68	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	48½	48	----	----	----	----
new	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th.3.	F.4	Sat.5.	M.7.	Tu 8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	116	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup..	99⅞	99⅞	100¼	100⅜	101¼	100⅜
U. S. 5s, 10-40s, reg.	----	----	----	----	----	100⅛
U. S. 6s, 1881, reg.	110⅜	110½	----	----	----	----
U. S. 6s, 1881, cou.	110⅜	110½	110⅝	111¼	111¼	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	104⅜	104	----	----	104⅜	104⅛
U. S. 6s, 5-20s, c. '62	112⅜	112	112	112⅞	112⅜	112⅛
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	104⅝	----
U. S. 6s, 5-20s, c. '64	105⅜	103½	105⅜	109¼	109⅜	109⅛
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108⅜	108⅛	108¼	109⅜	109½	109⅛
U. S. 6s, 5-20s, c. n. '65	107⅜	107	107	107⅛	107⅜	107⅛
U. S. 6s, 5-20s, c. n. '67	107⅜	----	107¼	107⅜	107¼	107⅜
7.30 Notes, 2d series	106⅜	106⅜	106	106⅛	106⅛	106
" " 3d series	106⅜	----	105⅛	106⅛	106⅛	105⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2	Th.3	F.4.	Sat.5	M.7.	Tu.8
Catawissa	----	----	----	----	----	----
" preferred	----	----	----	----	23	28
Camden & Amboy	126	126	126	----	123½	126½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	88
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	96½	----	----	96½	96½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	55	----	----	55	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	42	41½	41	41	40¾	40¾
" " 6s,'84	----	87½	----	----	----	86
Lehigh Valley R. R.	----	56½	55½	55	55	55
" " 6s	----	----	----	----	95½	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	85	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" 6s	----	----	----	----	87	----
" 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	52⅜	52	52½	52½	52⅛	52⅜
" 1st m.	100	----	----	----	99⅜	99⅜
" 2d m.	94½	----	----	----	93⅝	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	94	----
" " 6s, W. L.	102½	----	----	----	103	----
Philadelphia City, 6s	98⅜	98½	----	----	98⅛	98⅛
" " new	101⅜	101⅛	101⅜	101⅜	102	102⅛
" " munc	101½	101¼	----	101½	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	51½	51	50⅜	50¾	51⅛	51⅛
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	94	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	28	----
" " 6s	----	----	----	92	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	27¼	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	12½
Chestnut & Wal. "	----	----	----	----	----	46
Green & Coates, "	----	----	----	----	81½	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	28½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2	Th.3	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	----	----	100	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98½	98½	98½	----	98½	98½
Balt. and Ohio	122	----	----	----	121½	----
" " b'ds,'62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	100
" " " '80	----	----	----	----	----	99½
" " " '85	97	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	84½	84½	----	----	84½	84½
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th. 3.	F.4.	Sat.5.	M.7.	Tu.8.	W9
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	136½	----	----	----	----	----
Boston and Providence	142½	----	----	----	142½	----
Boston and Worcest.	143⅜	143½	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	111½	110½	----	110½	110½
Eastern, N. H.	----	----	----	----	----	109
Fitchburg	----	----	119½	----	120	120
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony & Newport	----	----	88½	----	88	88⅛
Ph., Wil. & Baltimore	53	53	----	----	----	53
Portl'd, Saco & Ports.	101½	101½	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	57	----	----	----	----	----
Western	143	----	----	----	----	143
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	56½	----	56½	----	56	----
Middlesex "	----	----	----	----	----	40
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	28½	28½	29½	----	29½	----
Franklin "	----	----	17	----	17½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	11	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	14½	14⅜	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	7½	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 13th and 20th of Sept.:

	Closing Prices. Sept. 13.	Sept. 20.
United States, 5-20s, 6 per cent 1882	72⅛@ 73	72⅝@ 73⅛
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70⅜@ 70⅝	70⅛@ 71⅛
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Do. 5 per cent., 1874	70 @ 74	71 @ 73
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	30 @ 35	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	21 @ 22	22 @ 23
Erie shares, $100 (all paid) 8 p. c	41⅜ @ 45	41⅛@ 41⅝
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	89 @ 91	89 @ 91
Do., 7 p. c., 1875	72 @ 75	85 @ 88
Do., $100 shares (all paid)	76⅛@ 77⅛	77⅛@ 77
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	92 @ 94
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	84 @ 86	84 @ 86
Do. with option to be paid in Phil.	82 @ 84	84 @ 86

American Railroad Journal.

Saturday, October 13, 1867.

Stock Exchange and Money Market.

The Money Market was unusually brisk and stringent up to Saturday last, when the banks finally wound up the quarterly squeezing process, to enable them to make a strong quarterly exhibit of their business standing to the National Currency Bureau. Street borrowers, in several instances, were obliged to pay as much as 7 per cent. in gold, and a fractional commission, for temporary aid. In a few cases, even an ⅛@¼ per cent. a day was exacted of needy parties. Discount applications ceased to meet with any favor. On Monday, however, the City banks made an unexpectedly favorable weekly return, showing an increase of $862,059 in their legal tender reserve, with a decrease of only $2,961,988 in their deposits, $127,560 in their specie hoard, $121,688 in their circulation, and $3,984 382 in their loan and discount averages. Since this statement appeared, the banks have been more liberal of accommodation, and there has been a partial easing up in the open market, though seven per cent. is still the rule of the street on call loans, and 7@9 per cent. per annum on the best discounts, which are becoming more attractive to lenders. The October debt statement of the Treasury Department favorably influenced the market, as it was regarded as an eminently conservative one. The Western drain of currency has been on a less extensive scale for some days past. There has been some call from the South, for funds to be used chiefly in moving the Cotton crop. The U. S. Sub-Treasury reduced its cash balances materially last week. The balances yesterday were full five millions less than a week ago. The Treasury Department, on the 1st inst., held a cash reserve of $135,112,009, including $103,298,659 in coin, and $31,813,346 in currency. Some two millions of coin were added to the reserve of the Department during the month of September; while the currency reserve was diminished nearly sixteen millions. The specie reserve of the banks is now $9,368,603, against $6,263,698 same time last year. The city bank deposits are now $178,477,422, against $224,484,370 week ending Oct. 6, 1866. The legal tender reserve amounts to $56,853,585, against $85,339,679 same time last year. The circulation now stands at $34,025,581, against $29,302,358 same time last year. The loans are now $247,934,369, against $274,210,161 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $95,031,270 a day, against a daily average of $100,114,785 the preceding week, and $98,690,393 the week ending with Sept. 14. The current week's exchanges average about $105,000,000 a day.

National Bank notes to the amount of $43,340 were issued last week, making the total issue to 1,671 banks thus far, $304,029,311, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,934,645, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,094,666. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,641,900; and for the public deposits, $38,373,950—making a total of $379,015,850. The Treasury Department last week redeemed and destroyed $337,000 of worn and mutilated fractional currency, and issued $578,924 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $614,459 a decrease of $14,232 in specie; an increase in legal tenders of $43,610; a decrease of $295,138 in deposits; and a decrease of $2,055 in circulation. The Bank Clearings show an increase of $4,829,472, and the balances, an increase of $1,343,186.

The U. S. Sub-Treasury receipts, week ending with Oct. 5, were $18,197,967, including $2,106,283 from customs duties; payments, $27,433,240; balance at the close of the week, $105,754,210, against $114,989,483, at the close of the preceding week, showing a decrease of $11,235,273. The business of the Office during the first two days of the current week, was as follows: Receipts on

Monday, $3,057,090 including $309,926 from customs; and payments, $3,314,317; on Tuesday, receipts, $4,877,042 including $501,591 from customs, and payments, $2,876,074. The balance at the close of business on Tuesday stood at $107,497,591, against $112,318,000 a week previous.

Government revenues have been on a much more liberal scale, since our last, in the lines of both excise and customs. The excises, last week, yielded $6,571,397, against $2,502,098 the preceding week; customs at the port of New York $2,106,282, and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal about $10,432,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $65,000,000.

Government received $5,544,035 from customs, through the port of San Francisco, from Jan. 1, to Sept. 16, 1867.

The Gold Market was quite strong and buoyant up to the forenoon of Wednesday, when there was an unusual pressure, to put out *short* contracts, in view of the election news from Ohio and Pennsylvania, which was interpreted as a practical extinguishing of all impeachment and confiscation projects. The lowest figures of the week were made on Wednesday afternoon, when the price declined to 143¼@143⅜. Government has sold gold to a moderate extent during the week, in all some three millions of dollars, as reported in the street. The export call has been limited. The customs demand has been fair for the season. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,599,726. The customs demand for Gold last week, averaged $351,047 a day; thus far, this week, it has been equal to $405,000 a day, or equal to a weekly aggregate of $2,430,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $118,506, and from California, $431,006. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $96,842,480, against $106,949,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $23,875,604, against $32,749,405 same time last year, showing a decrease this year, of $9,873,801. The exports of specie from this port, last week, were $297,393. The total outflow of specie from the port, since Jan. 1, 1867, has been $43,449,212, against $54,270,790 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $58,200, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,333,924, against $31,852,589 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 16, reached $30,139,284, against $32,473,036 same time last year, showing a decrease, in 1867, of $2,333,792.

Foreign exchange has been less freely pressed on the market, and prices have shown rather more firmness, though the demand has not been remarkably active. Bankers' 60 day bills on London closed at 109⅛@109½, and on Paris to 5.17½@5.16¼; sight bills on London to 109⅝@110; and on Paris to 5.15@5.13¾. The offerings of produce bills have been up to a fair average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,872,657, making the total value of exports since Jan. 1, 1867, $139,775,160, against $148,258,934 same time in the preceding year.

Government securities have been subject to speculative influences more or less potent, during the week. The stringency in money helped the *bear* interest in the market, and operators for a lower currency pressed their advantage to the utmost. The demand was generally restricted, though on Monday it became momentarily active, under the easing up in money. The later dealings on Wednesday indicated some irregularity, but with pretty general depression in values. The sharp decline in gold temporarily operated adversely to the coin bearing bonds, especially the Five-Twenties of 1862 and 1865, May and November coupons, which were in less request for export. During September, $35,296,925 of Seven-thirties, and $5,189,630 of compound notes were retired by the Treasury Department, while $29,670,250 of Five-twenties were issued. The legal tender circulation was reduced full four millions, and the gold certificate issue, $594,920. The temporary loan was diminished $266,982. The net aggregate indebtedness was increased $2,294,081. A semi-official account says: "This increase is in consequence of the heavy payments on account of the War and Interior Departments (the latter on account of pensions,) and the small receipts from internal revenue during the past month. It is anticipated, however, that the receipts for the present month will be considerably in excess of the payments, and that the statement on the 1st of November will show a reduction of several millions." U. S. sixes of 1881 closed here on Wednesday at 111½@111¾; U. S. Five-twenties of 1862, 112112⅛; U. S. Five-twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 109@109¼; U. S. Five-twenties of 1865, consolidated, 107¼@107⅜; U. S. Five-twenties of 1867, 107⅛@107⅜; U. S. Ten-forties at 100⅝@100¾, and U. S. Seven-thirties at 105⅞@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

October, 1864....1193/8	August, 1865....1161/8
December, 1864..1183/8	September, 1865..1155/8
May, 1865 117	October, 1865....1151/8

Secretary McCulloch repeats the affirmation that Government holds itself bound to redeem all its funded obligations, including the Five twenty bonds, in coin, as follows:

TREASURY DEPARTMENT, Oct. 7, 1867.

DEAR SIR:—Your favor of the 4th inst., is received. Too much importance is attached to the utterance to which you refer. The people of the United States are all sound upon the question of the preservation of the national faith, as they were upon the question of the preservation of the Union. I consider *the faith of the Government pledged to pay the Five-twenty bonds*, when they are paid, *in coin*.

There need be, I think, no apprehension that they will be called in at the expiration of five years from their respective dates, and paid in United States notes.

The United States notes were issued under the pressure of a great necessity, and are, by authority of Congress, being rapidly withdrawn from circulation. No more can be issued under the existing laws, nor can I believe that any considerable number of the members of Congress would favor an additional issue for any purpose whatever, much less for the purpose of paying bonds in violation of the express understanding under which they were negotiated.

The policy of contracting the circulation of United States notes adopted by Congress, and being steadily pursued by the Secretary, should of itself, even if the honor of the nation were not involved in the question, satisfy holders that Five-twenty bonds will not be called and paid before maturity in a depreciated currency.

Very truly yours,

H. McCULLOCH, Secretary.

Railway and miscellaneous stocks have been unusually brisk, through the week, and despite the extraordinary activity in money, prices have been, on the whole, decidedly stronger, closing quite buoyantly. The election of a nearly new Board of Directors for the Erie road on Tuesday tended to foster the *bull* speculation, as it was construed favorably for existing values.

General business has shown decidedly more animation, particularly in the line of breadstuffs, which have been in brisk request, largely on speculative and foreign account, at much higher prices. The sudden and sharp rise in freight toward the close tended to check the export movements. Cotton has been in more demand, opening and closing, however, at lower prices with middling grades on Wednesday at 19@21 cents per lb. as extremes. The stock of cotton now here is estimated at about 35,000 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales last year; estimated stock at close of year, 80,296 bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 41,500 bales, against 35,000 bales same time last year; exports, same time, 9,700 bales, against 46,000 bales same time last year; stock on hand at latest dates, 80,000 bales, against 210,500 bales same date last year. At the live stock market this week beeves have been in better supply and less demand, at reduced prices, closing at from 8c.@17c., as extremes; veal calves, salable and steady, at from 8c.@12½c.; sheep and lambs, dull and heavy at 4½c.@6c., and 6c.@7½c., respectively. Swine, plenty and lower, closing at 5¾c.@7⅝c. per lb., all live weight. The week's receipts include 8,256 beeves, 1,621 calves, 24,416 sheep and lambs, and 28,602 swine. Foreign merchandise has been less freely purchased at irregular, and in instance of Dry Goods, generally lower prices. The total imports of foreign dry goods, last week, were $1,547,195, and the total amount marketed $1,767,872. The value of foreign merchandise imported last week, was $2,479,207—making the grand total specie value of last week's imports of dry goods and merchandise, $4,025,402, and since Jan. 1, 1867, $194,036,513, against $230,867,268 same time in the preceding fiscal year. The ocean freight market has been more active, since our last, closing much more

firmly with 510 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 8c.@8½d. per bushel; cotton at $\frac{3}{16}$c.@¼d. per lb.; and heavy goods at 17s. 6d.@27s. 6d. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 25.	Oct. 1.	Oct. 9.
Consols	94 7/16	94 5/16	94¼
U.S. 5-20's of 1862	73	72½	71 11/16
Erie	41¼	42	43⅛
Ill. Central	77¼	77½	77⅜

The New York exports, exclusive of specie, for the week ending Oct. 8th, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,930,151	$2,872,657
Prev. reported	145,328,783	136,902,503
Since January 1	$148,258,934	$139,775,160

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,867,576	$1,546,195
Gen. merchandise	2,539,429	2,479,207
Total for the week	$4,407,005	$4,025,402
Previously reported	226,460,263	190,011,111
Since January 1	$230,867,268	$194,036,513

The balance in the Sub-Treasury on Wednesday was $108,363,753 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1873@1874, 100; do., 7s, Bounty Loan, coupon, 107; Georgia 7s, 84; do., 6s, 73½; Brooklyn 6s, W. L., 95; Buff., N. Y. and Erie 1st mort., 93; New York and New Haven 6s, 93; Toledo, Peoria and Warsaw 1st mort., 82½; Marietta and Cincinnati 2d mort., 62; Boston, Hartford and Erie, 16; N. J. Central, 122; Hannibal and St. Jaseph, 50; do., pref., 61; Joliet and Chicago, 95; Central Coal, 41; Adams' Express, 62; Wells-Fargo Express, 57¼; Merchants' Union Exp., 23½; Am. Exp., 57; U. S. Express Co., 58; Boston Water Power Co., 19; Western Union Telegraph, 36½; do., 7s, 87; Am. Ex. Bank, 119; Fourth National Bank, 106; Bank State of New York, 112; Central National Bank, 107; Metropolitan Bank, 134; Ninth National Bank, 106; Bank of America, 145; Park Bank, 152½; St. Nicholas Bank, 104; Continental Bank, 106½; Alamada Silver, 0.50; American Flag, 0.75; Benton Gold, 0.79; Corydon, 0.78; Consol. Gregory Gold, 6.05; Columbian G. & S., 0.08; Davidson Copper, 1.65; Edgehill Mining Co., 4.60; Gunnell Gold, 1.50; Harman G. & S., 9.75; Hamilton G. & S. bonds, 0.86; La Crosse Gold, 0.60; Montana Gold, 0.15; Midas Silver, 1.25; N. Y. Gold, 0.75; New York and Eldorado, 3.60; Quartz Hill Gold, 1.45; Rocky Mt. Gold, 0.61; Scaver Gold, 11.85; Sensenderfer, 9.90; Smith and Parmalee, 4.55; Texas Gold, 0.06; Walkill Lead, 0.38; Bennehoff Run Oil, 4.10; Buchanan Farm, 0.41; Central petroleum, 1.00; Pit Hole Creek, 0.45; N. Y. and Allegheny, 3.25; Rynd Farm, 0.17.

Philadelphia.—Philadelphia and Reading mort. 6s, 1880, 92; Elmira and Williamsport 5s, 62; Belvidere Delaware 1st mort. 6s, 84; Warren and Franklin 7s, 78; Harrisburg and Lancaster bonds, 91; Philadelphia and Trenton, 124½; Allegheny County coupon 5s, 75⅝; Pittsburg 5s, 70¼; 13th and 15th streets R. R., 19; State 6s, 3d series, 105⅝; Hazleton Coal, 50; Dalzell Oil, ½; Ocean, 3¾; McElheny, ½; Maple Shade, ½; Commercial Bank, 58; Girard Bank, 59; Bank of North America, 245; Trenton Banking Co., 60; Mechanics' Bank, 32⅛. The latest quotations are: City 6s, 98@98½; do., free of tax, 101⅞@102; State 5s, reg., 96@98; do., coupon, 94@95; do., 6s, W. L., 102@102½; Reading, 51⅛@51¼; do., 6s, 1870, 94@94¼; do., bonds, 91¾@92; Camden and Amboy, 126¼@126½; do., 6s, 1889, 96@96½; do., 1883, 87@88; Penn. R. R., 52⅜@51½; do., 1st mort., 99½@100; do., 2d mort., 93@94; Little Schuylkill R. R., 25@28; Morris Canal, 35@39; do., pref., 85@88; do., bonds, 90@93; Wyoming Valley Canal, 40@47; do., 6s, 80@80½; Susquehanna Canal, 15@16½; do., 6s, 61½@62; Sch. Nav., 14½@16; do., pref., 27¼@27⅜; do., 6s, 1882, 72½@73; Union Canal bonds, 15@20; Delaware Div. Canal, 54¾@55¼; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@94; do., 5s, 61@63; Lehigh Coal and Navigation, 39½@39½; do., bonds, 1884, 86@87; North Pennsylvania, 32@35; do., 6s, 87@88; Philadelphia and Erie, 28@28¼; do., 6s, 91½@92; Minehill, 57½@57¾; Catawissa, 8@11; do., pref., 28@28¼; Lehigh Valley, 54¾@55; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 77@80; West Philadelphia, 66@68; Spruce and Pine, 27@28½; Green and Coates, 31@33; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 19@19; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 36½@37; Hestonville, 12½@13.

Boston.—Boston, Hartford and Erie R. R., 15¾; do., 7s, 55; Vermont Central and Vermont and Canada 8s, 100; Union Railway, 89⅜; Old Colony and Newport 6s, 1875, 93⅝; Central Pacific 7s, 1883, gold, 100; Chicago Burlington and Quincy 8s, 1883, 111¼; Ogdensburg and Lake Champlain R.R., 65; do., pref., 100; Indianapolis and Cin., 38¼; Connecticut and Passumpsic Rivers R. R., 80¼; Rutland 1st mort., 144¼; Eastern R. R. 6s, 1874, 95; Boston Water Power Co., 19½; Cary Land Co., 7¼; Waverly Land, Co., 1½; Massachusetts 6s, 5-20s, currency, 100⅞; do., 5s, 1894, gold, 105¼; Chicago 7s, 1892, municipal, 95; do., sewerage, 97; do., W. L., 96¼; Portland 6s, 1887, 92; do., 1877, 99¾; Salem 6s, 1877, 99¼; St. Louis 6s, 1875, 84¼; Bangor 6s, 1874, 91½; Lynn 6s, 1877, 98; City National Bank, 105⅞; North National Bank, 112½; National Bank of Commerce, 116; National Bank of North America, 104¾; Maverick National Bank, 104; Mechanics' National Bank, 113¼; Merchants' National Bank, 109; Eagle National Bank, 111¼; State National Bank, 100⅛; Globe National Bank, 125; New England National Bank, 126; Tremont National Bank, 126; Massachusetts National Bank, 120¼; Mt. Vernon National Bank, 107¾; Boston National Bank, 117; Union National Bank, 122; Traders' National Bank, 100; Exchange National Bank, 143; Allouez Mining Co., 3¼; Calumet, 37; Concord, 2¾; Hecla, 37; Hancock, 11½; St. Clair, 2¼.

Baltimore.—Maryland 6s, 1870, 100½; Virginia 6s, reg., old, 40¼; Marietta and Cincinnati 1st mort., 83½; Central Ohio R. R., 31½; do., 1st mort., 82; Phila., Wil. and Balt. R. R., 53; Parkersburg R. R., 17½; Bare Hill, 0.85; Gardner Hill, 1.65; Balt. and Cuba S. & M. Co., 46; Baltimore Gas Co., 206; Union Bank, 68¼; Farmers' and Planters' Bank, 31½; Howard Bank, 107⅛; People's Bank, 15; Bank of Baltimore, 106; Merchants' bank, 108½; Third National Bank, 104; Farmers and Merchants' Bank, 43½. The latest quotations are: Balt. and Ohio, 121½@121⅝; do., 6s, 1875, 99@100; do., 1880, 99@99½; do., 1885, 97½@97½; Northern Central, 42⅞@43; do., bonds, 1885, 84½@85¾; do., 1900, 78¼@—; N. W. Va., 17@18; do., 1st mort., 94@95; do., 2d mort., 91½@93½; do., 3d mort., 1873,89@91½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83½@83¾; do., 2d mort., —@68¾; Central Ohio, 31⅞@32; do., 1st mort., S285@; Western Md. 6s, 1890, 76@77; do., guar., 94@95; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 100@100; do., 1886, 97¾@98; do., 1890, 97@98; do., coupon, 98@98½; do., Park, 98¼@99; do., 1893, 94@95¼; do., 5s, 1838-'70, 80@81; City Passenger R. R., 19@19; Canton Co., 43½@—; Gardner, 1.65@1.75; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 65@—; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.35@0.40; Atlantic Coal, 0.60@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

TO CONTRACTORS,

The Walkill Valley R. R. Co. will receive proposals, until November 1, for the grading, masonry, bridging and iron for about 20 miles of their road extending from Montgomery to Newpaltz. Levi Bruyn, Esq., Shawangunk Village, Ulster Co., N. Y., is Chief Engineer.

The Lynchburg and Danville R. R. Co. will receive proposals, until the 1st of November, for the construction of 25 miles of the road extending from Lynchburg to the Staunton River, including Staunton River Bridge. Address Col. Wm. W. Blackford, Chief Engineer, Lynchburg, Va.

The Wilmington and Reading R. R. Co. will receive proposals until the 30th of October, for the graduation and masonry of about 50 miles of road extending from Birdsboro', Penn., to Wilmington, Del. Address N. P. Hobart, Engineer in Charge, Coatesville, Pa.

Union Pacific Railroad.—South Branch.

We learn from the Junction City *Union* that the directors of this company have closed a contract for the construction of the road from Junction City, *via* Council Grove, Emporia, Burlington, etc., to the north line of the Osage lands, a distance of one hundred and thirty miles. The contracting parties have bound themselves to commence the construction at Junction City on or before the 15th of October, 1867, and to complete and equip the road to the Osage lands by the 1st of January, 1872, and, under a certain state of circumstances, which it is believed will exist, to finish it by the 1st of January, 1870.

☞ The Cleveland and Toledo R. R. Co. has decided to increase its capital stock 25 per cent., preparatory to its consolidation with the Cleveland, Painesville and Ashtabula R. R. Co.

☞ The Albany *Argus* says that a connection is soon to be made of the Albany and Susquehanna with the Erie Railway.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the week ending Sept. 30, 1867, were $102,210 00
Corresponding period previous year.. 82,527 00

Increase..... $19,683 00

The earnings of the Western Union Railroad for the 4th week in Sept., 1867..... $37,533 58
Corresponding week previous year.... 24,401 07

Increase $13,132 51

The earnings of the Atlantic and Great Western Railway for the fourth week in Sept., 1867, were..... $124,211 00
Corresponding week previous year... 120,160 00

Increase..... $4,051 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Sept., 1867 .$477,646 00
Corresponding week previous year .. 315,850 00

Increase $161,796 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Sept., 1867..$34,581 00
Corresponding week previous year.... 33,577 00

Increase $1,004 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Sept., were $17,217, a decrease of $2,764 on the same week last year. Total for the fiscal year commencing 1st of July, $229,677, an increase of $51,227 on same time in 1866.

New Railroad Car.

A novel style of rail car, carrying its own track, and designed for use on common roads or the streets of a city, was recently exhibited in Philadelphia. In this vehicle, the car moves the wheels instead of the wheels moving the car, and the wheels do not touch the ground at all. There are six pairs of wheels, and each pair has a broad flat foot attached. These "feet" rest on the ground and bear up the wheels, while two rails under the body of the car are made to roll along the upper surface of the tire as if it were passing over so many pullies or friction rollers. The feet and wheels are all connected by an endless chain, and as fast as the body of the car passes beyond one of these feet it is lifted from the ground and made to travel along to the front of the car, where it drops on the road again, and the whole is thus kept in continuous motion. The wheel truck in fact "walks" along the road while the car itself rolls along over the wheels.

Railway Locomotives in Germany.

An official return gives some curious particulars relative to the manufacture of railway locomotives in Germany. In 1864 the number of locomotives on the German railways was 4,768, of which 574 were manufactured abroad; while Germany now not only builds her own locomotives, but sent one thousand last year to other countries, such as Switzerland, Italy, France, and Russia. The number of engines now used on the railways of Germany is 5,350, of which 340 have to be replaced every year. The largest of the German factories is that of Borsig, of Berlin, which has built two thousand railway engines since it was first established in 1841. Of the others, the principal are that of Maffei in Bavaria, that of the Austrian railway companies at Vienna, Egerstorff's at Hanover, and Henschl's at Cassel.

Working Expenses.

The series of tables prepared by Mr. Price Williams, and referred to by us last week, showing the cost per mile of each item usually included under the head of maintenance of way, works, stations, &c., during the half years ending June and December, 1866, will be found exceedingly interesting to all persons interested in railway property. The whole question of permanent way, expenditure, and cost of renewals, has become increasingly important now that attention is being so generally directed to the closing of capital accounts, and thus compelling railway boards to charge against revenue solely the whole of the annual expenditure necessary for keeping the railways in working order.

Comparing these tables with those of the nineteen preceding years, it will be observed that the cost per mile is higher in nearly all the various items of permanent way charges. That this is in some measure attributable to the general advance which has recently taken place in the rate of wages is extremely probable. We are disposed, however, to attribute the chief cause of this to the more destructive effects upon the rails due to the increased amount and speed of the traffic.

Taking the London and North Western tables first, it will be noticed that the cost per mile of the aggregate permanent way charges for the December half year stands at a higher figure than has ever previously been attained in a period of twenty years. Notwithstanding the items of maintenance and renewal of way are no longer shown separately in the published half yearly returns of the company (which, we think, is much to be regretted, inasmuch as the absence of these details makes a comparison with similar charges on the other railways more difficult,) it is easy to see from the fact of the cost per mile of maintenance alone so largely exceeding the cost of maintenance and renewal combined during the preceding years, and from its still more largely exceeding the average cost of these two items during a period of fourteen years, that a very considerable expenditure has occurred in renewals during the year, while its gross tonnage is increasing at the rate of a million tons a year. We fear that its expenditure in renewals, instead of having arrived at its average, as is supposed, is destined to increase even in a still more rapid ratio, unless, indeed, recourse is had to a more durable material, such as steel, for its rails. The renewal debt, we notice, is sensibly decreasing by means of the amount annually set aside for the purpose of wiping it off, £12,000 having been specially appropriated last year for this purpose. We also observe charges upon capital to the amount of £8,834 for improvement of permanent way, which makes the total charge upon capital for that purpose up to the end of the year £971,013.

The South Eastern Railway still maintains its pre-eminence as the least expensively maintained of our principal railways. More than usual, however, appears to have been spent during the last year in "maintenance and renewals," the average for a previous period of thirteen years being £172 per mile per annum, while for each of the half years they amount to £161 and £178 per mile respectively, with an almost equal mileage maintained, and a considerably larger annual tonnage than the London and North Western. Its total permanent way charges, including renewals, &c., for the last year, are fully two-thirds less than those of the latter railway, while, during a period of eighteen and a half years, the average comparative cost per mile for these charges is still more disproportionate in the ratio of £211 to £370 per mile. Possibly the fact of a considerable portion of the North Eastern mileage being composed of purely mineral lines may in some measure explain this great disparity; and possibly the curious fact mentioned by its consulting engineer, Mr. T. E. Harrison, that the plate layers in the northern districts do a great deal more work than those in the south, may also have something to do with it. There can be no question, however, as to the fact of its being the much more economically maintained line of the two, and we should be glad to have some explanation of the reason.

On the Midland, where, as on the London and South Western, "Maintenance of Way" and "Works" appear under one head, the cost per mile for the June and December half years figures at £139 and £154 respectively, the average during a period of twenty years being only £115 per mile; similarly, "renewals of way," which during a previous period of eighteen and a half years have averaged only £85 per mile, we observe cost this year £117 and £104 per mile, and bear significant testimony both to increased cost of "maintenance" and the extent to which renewals of way have been going on; the actual length renewed, according to the engineer Mr. Crossley's report, being upwards of 65 miles, or nearly double the average mileage renewed during the last eighteen years.

The cost per mile of the permanent way charges on the London and South Western Railway in both half years is also, we find, proportionately high when compared with the average of previous years, "Maintenance of Way and Works" figuring in the tables for £209 and £187 per mile respectively, as against £170, the average cost during a period of seventeen years. Renewals of way appear during the December half year at about the average of the last twelve and a half years—viz., £71 per mile, and somewhat below this in the first half year. The total cost of permanent way charges, including "station works," &c., amounts, however, to £318 and £315 per mile respectively, which is considerably in excess of the twenty years' average for those charges.

The Great Northern.—The permanent way tables for this line bear unmistakable evidence that no efforts are wanting and no means denied to keep up this severely-worked line in its proverbially first-rate condition. In the report of the chief engineer, Mr. Johnson, M. Inst. C. E., to the directors of that railway, it is stated that "renewals of way" to the extent of 42¾ single miles (including 5 miles of steel rails) have been relaid during the year. This, although largely in excess of the average annual mileage relaid in the eleven previous years, is still somewhat below what Mr. Johnson, during a discussion at the Institution of Civil Engineers, estimated would be required. He there stated eight years to be the average life of a rail on the main portion of that line; this would give 61 single miles (⅛ of the 243 double miles maintained) to be replaced annually, which is nearly double the 32.21 miles given in the tables as the average annual mileage renewed in the eleven previous years. The conviction, we believe, is gradually forcing itself upon the minds of the directors that nothing short of the entire substitution of steel rails on the present overtasked portion of their main line will have any appreciable effect in reducing the present large annual expenditure in renewals of way, which roundly represents a dividend of just 1¼ per cent. on the 6½ millions of original and A B share capital of the company. It is a noticeable fact that the cost of "maintenance of way" on this railway is considerably below that of all the other railways, with the single exception of the Manchester, Sheffield and Lincolnshire, and that it has preserved this uniformly moderate character from 1862 down to the present time—a period, it should be mentioned, from which the energetic and thorough administration of its present chief engineer dates. The cost of maintenance of way had then reached £154 per mile; it has since steadily and rapidly decreased to £115 per mile, and with the more extensive adoption of steel rails on the most severely-worked portions of the line, we are satisfied the average cost of maintenance is destined to fall yet lower.

Lancashire and Yorkshire.—Among our railways there is, considering its mileage, probably no more severely-worked line than the Lancashire and Yorkshire. With a very heavy goods and and mineral traffic, increasing latterly at the rate of a million tons in three years, with an equally large and important passenger traffic, plying among the great industrial centres of Lancashire

and Yorkshire, and partaking more than perhaps any other line out of London of the characteristics of the omnibus traffic of our metropolitan railways, with its frequent trains, constant stoppages, and excessive use of brake power, the wear and tear of the permanent way, as might naturally be anticipated, is proportionately high, and we are accordingly prepared to find, during the last year, that the cost of renewal averaged £309 and £212 per mile in the respective half years, and that the large sum of £99,758 has been devoted to the renewal of probably about 75 miles of single line; the cost of renewals during a previous period of eighteen years averaged only £162 per mile. The cost of maintenance alone, as on the Great Northern, is exceedingly low as compared with some of the metropolitan lines.

The cost of maintenance of way both on the South Eastern and London and Brighton appears to be exceptionally high this year when compared with the Great Northern, North Eastern and Lancashire and Yorkshire lines, the London and Brighton, more particularly, heading the list with its £192 per mile. The cost of renewals is, however, proportionately low, and may in some way serve to account for the difference. The cost of renewals in both half years were very uniform on the South Eastern, although rather above the average of a period of seventeen years. The total permanent way charges are also in both cases very much in excess of the average of the last twenty years.

Manchester, Sheffield and Lincolnshire.—The cost per mile per annum of the aggregate permanent way charges on this railway is much below that of any year since 1862, and yet considerably above the average of the last twenty years; and the same remark applies to "renewals," which are still more in excess of the average of the last eleven years. Considering the extent of its mileage, its large and increasing traffic, and the admirable running order in which this railway is always maintained, the only remarkable feature connected with it is how it can all be done at so comparatively small a cost.

The second table gives, in a condensed form, the average annual cost per mile, during a period of years, of the two all-important items in every permanent way account, viz., "maintenance of way" and "renewals of way," the addition of "work of line," in combination with maintenance of way, had been rendered necessary as a means of comparison with these charges in the Midland and London and Southwestern accounts, where they appear in that form; statements showing the combined cost of maintenance and renewal of way, and the average cost of maintenance of way and works and renewals of way, are added with a view to affording the means of comparison with the North Eastern permanent way accounts, where the materials used in "renewals" are included in "maintenance of way," and also as affording a means of comparison with those of the London and North Western, where, as we have before stated, they have recently ceased to make any distinction between "maintenance of way" and "renewals," the reason assigned for this change being, we believe, that a period of general average has been arrived at, which renders such a distinction no longer necessary.

It is to be much regretted that a little more uniformity in the mode of keeping the permanent way accounts does not exist; it could, we feel certain, be easily arrived at by a very little concerted action among the different railway engineers, to whom, as affording a more ready and simple means of comparing the relative expenditure on their respective lines, it would, after all, be of the chief advantage; at the same time supplying the much-wanted materials for a valuable and reliable record of the progressive growth and development of one of the most interesting and important branches of our railway economy.

The question naturally suggests itself whether this enormous expenditure, now annually required to make good the effects of the wear and tear of our permanent way, and notably to the rail itself, cannot in some way be mitigated, and to a great extent done away with, by the substitution of a more durable material for the present iron rail, such, in fact, as steel rails have proved themselves to be. The great difference between the price of the iron and steel rail is, we are aware, the one chief obstacle which at present prevents their more general adoption on all our main lines of railway. We are disposed to think, however, that a very little consideration of the subject will show that on all the railways referred to the entire renewals of the main lines, at least, with steel rails, might be so financially arranged and provided for as not to operate against the interest of the existing shareholders, while it will certainly act to the great advantage, both to the future shareholders and to the safe and more economical working of the traffic.—*London Railway News, Sept.* 14.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States September 1, and October 1, 1867:

	Sept. 1, 1867.	Oct. 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,431,350.00
Six per cent. bonds of 1867 and 1868	14,869,791.80	14,707,941.80
Six per cent. bonds of 1881	283,676,100.00	283,676,100.00
Six per cent. Five-twenty bonds	1,205,710,500.00	1,235,380,750.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,715,687,741.80	$1,745,196,141.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$16,346,000.00	$16,746,000.00
Three-year compound interest notes	78,839,600.00	78,839,580.00
Three-year seven-thirty notes	400,786,025.00	365,489,100.00
Total	$495,971,625.00	$461,074,680.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$	$4,250,000.00
Compound interest notes matured June 10th, July 15th, and August 15, 1867	$12,672,730 00	7,483,100.00
Bonds of Texas indemnity	263,000.00	262,000.00
Treasury notes, acts July 17, 1861, and prior thereto	165,311.64	164,511.64
Bonds, April 15, 1942	64,768.68	54,061.64
Treasury notes, March 3, 1863	959,380.00	959,380.00
Temporary loan	5,279,185.55	5,012,203.55
Certificates of indebtedness	36,000.00	36,000.00
Total	$19,440,375.87	$18,221,256.83
DEBT BEARING NO INTEREST.		
United States notes	$365,[illegible]4,844.00	$361,164,844.00
Fractional currency	29,392,172.97	29,864,713.37
Gold certificates of deposit	15,462,700.00	14,867,820.00
Total	$410,019,716 97	$405,897,377.37
Total debt	$2 641,119,459.64	$2,630,389,456.00
AMOUNT IN THE TREASURY.		
Coin	$101,263,020.00	$103,298,659.69
Currency	47,073,074.59	31,813,349.55
Total	$148,336,094.59	$135,112,009.24
Amount of debt less cash in the Treasury	$2,492,783,365.05	$2,495,277,446.76

By comparing this with the statement of September 1, it is shown that the debt bearing coin interest has increased $29,508,400; the debt bearing currency interest has decreased $34,896,945; the matured debt not presented for payment has decreased $1,219,119 04, and the debt bearing no interest has decreased $4,122,339 60—making the decrease in the total debt since September 1, 1867, $10,730,093 64. The amount of coin in the Treasury during the same period has increased $2,035,639 69, and the amount of currency has decreased $15,259,725 04—leaving the amount of debt less cash in the Treasury on October 1, $2,494,081 71 more than on September 1st.

Erie Railway.

The annual election for directors of this company was held at their office in this city on the 8th inst. The following gentlemen were chosen: John S. Eldridge, Boston; Josiah Bardwell, Boston; J. C. Bancroft Davis, Newburg; Alexander S. Diven, New York; William Evans, England; James Fisk, Jr. New York; Eben D. Jordan, Boston; J. Gould, New York; Dudley S. Gregory, Jersey City; George M. Groves, New York; Frederick A. Lane, New York; Homer Ramsdell, Newburg; William B. Skidmore, New York; Henry Thompson, New York; James S. Whitney, Boston; Frank Work, New York; Levi Underwood, Vermont.

Mr. Levi Underwood declining to serve on the board, Mr. Daniel Drew was elected in his place.

At a subsequent election for officers, the following gentlemen were chosen: President, John S. Eldridge; Vice President, Alexander S. Diven; Treasurer, Daniel Drew.

Post Route Map of the New England States.

We have received from Geo. Wm. McLellan, Esq., Second Assistant Postmaster General, a copy of a new post route map of the New England States, exhibiting the postoffices and the mail service therein at date of December 29, 1866. This map is to be followed by a series of others, embracing, in succession, the other States, separately or in groups. Those of New York and the middle Atlantic States are in progress and will shortly appear. Besides the distribution to postmasters for the service of the department, these maps are on sale, and may be procured at the Postoffice Department, (Second Assistant Postmaster General,) or from the sale agents in Philadelphia, New York, Boston and Portland.

Albemarle and Chesapeake Canal.

The receipts at Norfolk by this canal during the years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
Lumber, feet	3,137,360	6,399,777
Cotton, bales	6,977	16,057
Fish, bbls.	16,561	21,276
Corn, bushels	220,453	268,190
Shad, fresh, No	84,917	162,280
Shingles	3,086,502	27,682,717
Staves, hogshead	1,173 237	2,162,913
do. barrels	34,000	105,300
Timber, cubic feet		63,289

This canal runs from Norfolk to North River, and furnishes water communication between that city and all points on Albemarle and Currituck Sounds and the Roanoke and Chowan Rivers.

Savannah, Skidaway and Seaboard R. R.

At a meeting of the Commissioners of this road recently held in Savannah, Wm. R. Symons was appointed Chairman, and E. J. Purse, Secretary. It was resolved that books of subscription to the capital stock of the company be opened on the 11th of November, and that 4[illegible] per cent. upon the amount of cash subscription be paid at the time of subscribing; that [illegible] preliminary survey of the road, and an approximate estimate of the cost be immediately made, and that no contracts shall be valid until sanctioned by the board. The

amount of subscriptions reported to date is $53,-500.

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Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for circulars to

PHILAD. HYDRAULIC WORKS,
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American Kitcheners
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the finest SELF-FEEDING, BASE BURNING, REVERTIBLE FLUE HEATING STOVE, ever offered the public. Send for Circulars.

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4-81-2 GAUGE,

At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1 Engine and Tender complete. Cylinders 15x20. Link Motion. 4-56 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1800 gallons.

No. 2. Engine and Tender complete. Cylinders 15x20, Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled.

Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3. Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION the highest bidder, on account of whom it may concern. For further particulars, address

KASSON & CO.,
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JOINT STOCK COMPANY.

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W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

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The process of reconstructing Slate Stone from a disintegrated state was

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It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

NOTICE TO CONTRACTORS,

PROPOSALS will be received until Nov. 1st, for the Grading, Masonry, Bridging and Iron of the Wallkill Valley Railroad, from Montgomery to Newpaltz, about 20 miles, or so much thereof as may be deemed expedient. Maps, plans and specifications will be ready for inspection on the 15th of Oct., at the office of the Chief Engineer, Levi Bruyn, Shawangunk Village, Ulster Co., N. Y.

All other information needed will be furnished at my office.

Dated Bruynswick, N. Y., Oct. 2d, 1867.
4t40 F. S. McKINSTRY, Pres't.

Carriages and Harness.

☞No Broadway Expenses nor Profits.☜

A LARGE ASSORTMENT of PHAETONS, FINE BUGGIES, ROCKAWAYS, DEPOT JAGGER, EXPRESS or SUNDOWN WAGONS, &c. Also CONCORD BUGGIES and FULL-PLATED HARNESS for **SOUTHERN TRADE**; Saddles, Bridles, Whips, Sheets, Blankets, Rugs, Mats, Halters, &c.

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Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

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June 8th, 1867.

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The earnings of the 91 miles are $600,000 a year; the net profits now are sufficient to pay the interest on the entire amount of bonds, were they all issued.

The basis of security is believed to be beyond that of any other bonds now offered.

Apply at the Office of the Company, No. 43 Wall st., to
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JOHN H. PEARSON,
1st Ass't Eng. L., C. & L. R. R.,
Bramlette, Gallatin Co., Ky.

September 18th, 1867. 4t38

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MANUFACTURERS OF

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W BLACKFORD,
Chief Engineer

6t38

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Extra-sized sheets Copper, rolled to order.	Braziers' and Bolt Copper.
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ACROSS THE SIERRA NEVADAS.

THE

CENTRAL PACIFIC RAILROAD,

THE WESTERN HALF OF THE GREAT NATIONAL TRUNK LINE

Across the Continent,

Being constructed WITH THE AID AND SUPERVISION OF THE UNITED STATES GOVERNMENT, is destined to be one of the most important lines of communication in the world; as it is the *sole link between the Pacific Coast and the Great Interior Basin*, over which the immense Overland travel must pass, and the

Principal Portion of the Main Stem Line between the two Oceans.

Its line extends from Sacramento, on the tidal waters of the Pacific, eastward across the richest and most populous parts of California, Nevada and Utah, contiguous to all the great Mining Regions of the Far West, and will meet and connect with the roads now building east of the Rocky Mountains. About **100** miles are now built, equipped and in running operation to the summit of the Sierra Nevada. Within a few days **35** miles, now graded, will be added, and the track carried entirely across the mountains to a point in the Great Salt Lake Valley, whence further progress will be easy and rapid. Iron, materials and equipment are ready at hand for **300** miles of road, and **10,000** men are employed in the construction.

The local business upon the completed portion surpasses all previous estimate. The figures for the quarter ending August 31 are as follows in GOLD:

GROSS EARNINGS,	OPERATING EXPENSES,	NET EARNINGS,
$487,579 64	**$86,543 47**	**$401,031 17**

or at the rate of two millions per annum, of which more than three-fourths are net profit on less than 100 miles worked This is upon the actual, legitimate traffic of the road, with its terminus in the mountains, and with only the normal ratio of government transportation, and is exclusive of the materials carried for the further extension of the road.

The Company's interest liabilities during the same period were less than $125,000.

Add to this an ever-expanding through traffic and the proportions of the future business become immense.

The Company are authorized to continue their line eastward until it shall meet and connect with the roads now building east of the Rocky Mountain ranges. Assuming that they will build and control half the entire distance between San Francisco and the Missouri River, as now seems probable, the United States will have invested in the completion of **865** miles **$28,592,000,** or at the average rate of **$35,000** per mile—not including an absolute grant of **10,000,000** acres of the Public lands. By becoming a joint investor in the magnificent enterprise, and by waiving its first lien in favor of the First Mortgage Bondholders, THE GENERAL GOVERNMENT, IN EFFECT, INVITES THE CO-OPERATION OF PRIVATE CAPITALISTS, and has carefully guarded their interests against all ordinary contingencies.

The Company offer for sale, through us, their

First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,

Principal and Interest Payable in Gold Coin,

in New York City. They are in sums of $1,000 each, with semi-annual gold coupons attached, and are selling for the present at **95** per cent. and accrued interest from July 1st added, in currency, at which rate they yield nearly

Nine Per Cent. upon the Investment.

These Bonds, authorized by act of Congress, are issued only as the work progresses, and to the same amount only as the Bonds granted by the Government; and represent in all cases the *first lien* upon a completed, equipped and productive railroad, in which have been invested Government subsidies, Stock subscriptions, donations, surplus earnings, etc., and which is worth more than three times the amount of First Mortgage Bonds which can be issued upon it.

The Central Pacific First Mortgage Bonds have all the assurances, sanctions and guaranties of the Pacific Railroad Act of Congress, and have in addition several noticeable advantages over all other classes of railroad bonds.

First—They are the superior claim upon altogether the most vital and valuable portion of the through line.

Second—Beside the fullest benefit of the goverument subsidy, (which is a subordinate lien,) the road receives the benefit of large donations from California.

Third—Fully half the whole cost of grading 800 miles eastward of San Francisco is concentrated upon the 150 miles now about completed.

Fourth—A local business already yielding three-fold the annual interest liabilities, with advantageous rates payable in coin.

Fifth—The principal as well as the interest of its Bonds being payable in coin, upon a legally binding agreement.

Having carefully investigated the resources and prospects of the Road, and the management of the Company's affairs, we cordially recommend these Bonds to Trustees, Executors, Institutions and others as an eminently *sound, reliable and remunerative form of permanent investment.*

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CENTRAL PACIFIC FIRST MORTGAGE BONDS,

now *realize for the holders from*

Twelve to Eighteen per Cent. Advantage,

WITH THE SAME RATE OF INTEREST.

The following are the current rates (September 9th,) subject, of course, to slight variations from day to day. We receive in exchange:

U. S. Sixes, 1861, coupon, and pay difference 158.49	U. S. Five-Twenties, 1867, (new), coupon, do. 120.99
U. S. Five-Twenties, 1862, coupon, do. 130.49	U. S. Ten-Forties, coupon, and pay difference 38.49
U. S. Five-Twenties, 1864, coupon, do. 135.99	U. S. Seven-thirties, (2d series), do. do. 128.19
U. S. Five-Twenties, 1865, coupon, do. 148.49	U. S. Seven-thirties, (3d series), do. do. 122.18
U. S. Five-Twenties, 1865, (new), coupon do, ... 120.99	

For sale by Banks and Bankers generally, of whom descriptive Pamphlets and Maps can be obtained, and by

FISK & HATCH,

Bankers & Dealers in Gov't Securities, and
Financial Agents of the C. P. R. R. Co.,
No. 5 Nassau St., N. Y.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

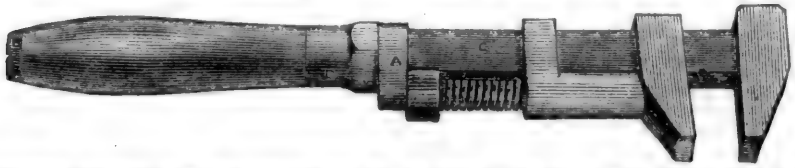
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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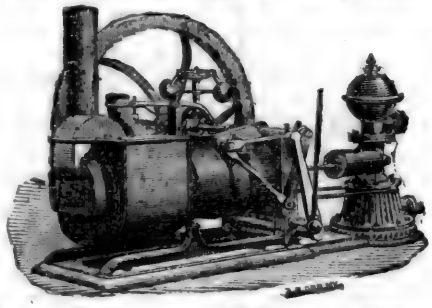
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All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as *the best* by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

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ERICSSON
Caloric Pumping Engines.



FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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BY USING THE WASTE HEAT FROM A CUpola Furnace, connected with a Harrison Boiler, a saving of the entire cost of fuel for the blast can be guaranteed.

As thus applied, it may be seen daily in operation from 2 to 5 o'clock, p. m., at the Harrison Boiler Works, Gray's Ferry Road, Philadelphia, Pa.

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Samples and Prices furnished on application.

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Old Rails Re-rolled or Exchanged for New.

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MADE BY

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FOR SALE BY

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From new and improved patterns. Tools from Special Patterns built to order. 6m53

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 42.] SATURDAY, OCTOBER 19, 1867. [WHOLE No. 1,644, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 19, 1867.

Newark and New York Railroad.

This road, now in process of construction, will be about 7½ miles in length, between the Newark terminus and that in Jersey City.

Two bridges are now nearly ready to cross the Hackensack and Passaic Rivers. That for the former will be 3,500 feet long. It will consist of two spans across the river, 50 feet each. The river abutment will consist of a large iron cylinder 28 feet in diameter, filled in with heavy mason work, and concrete in courses, with a top course of granite two feet thick. An iron tube will be built in the centre to receive the turn-table pivot. The draw will be set at an angle of 20 degrees from the railroad line.

The bridge across the Passaic River will have a clear span of 90 feet, with abutments on either side somewhat similar to the above. These bridges are what is known as the Mosely Iron girder pattern. Workmen are now making a cut through Bergen Hill, with an easy grade of 21 feet to the mile. The heavy, bad weather of the past Summer has greatly retarded work on this road, but the company hope to be ready to run trains upon it about next April. The estimated cost of the entire road is about one million dollars.

The directors of the road are: John McGregor, Theodore P. Howell, Philetus W. Vail, Herman Schalk, Frederick Kolb, Francis Mackin, James B. Boylan, Robt. L. Smith and Edgar B. Wakeman, of whom Mr. McGregor is the President, and Mr. Howell the Treasurer.

Uniforms for Railway Officers.

Under the new railroad law of this State, which will take effect on the 22d instant, all persons employed by the railway companies are required to wear a distinguishing uniform. The different companies have issued instructions accordingly. The uniforms are thus described by the *Herald*:

NEW YORK AND HARLEM RAILROAD.

Conductors' Uniform—A dark blue. Coat, short sack; vest, single breasted, buttoned high. Pants and navy cap of same material, with the usual badge on the cap.

Station Agents—A blue navy cap, with station agent badge on same.

Baggage Masters of Trains—A short dark blue flannel blouse, and blue navy cap, with badge on same.

Station Baggage Men—The same uniform as conductors, with station baggage badge.

Brakemen—Light blue blouse and navy cap, with badge.

Flagmen and Switchmen—With blue navy cap and badge.

HUDSON RIVER RAILROAD.

Conductors—Blue cloth sack coat, blue cloth vest, buttoned up to the throat, and blue cloth pants, plain buttons; blue navy cap, with the rank of the wearer in silver letters on the badge.

Brakemen—Brown blouse or coat, blue pants and black leather belt around the waist, with badge.

Train Baggagemen—Blue cloth jacket and cap.

Station Baggagemen—Same uniform.

Station Men, Flagmen, &c.—Blue navy cap, with white leather badge, with the position of the wearer in gilt letters.

NEW YORK CENTRAL RAILROAD.

Conductors—Blue cloth or flannel coat; coat to be cut sack pattern, single or double breasted; gilt regulation buttons on coat and vest; uniformity in color and cut will be required; blue cloth cap, regulation pattern (gold bullion stripe at top and bottom of band, with ribbon badge to be worn between the stripes.)

Brakemen—Woollen blouse and overalls of blue denims, and regulation badge to be worn on hat or cap.

Train Baggagemen, Depot Masters, Station Agents, Station Baggagemen, Station Men—Regulation badge to be worn on hat or cap.

Badges or buttons to be furnished by the company.

ERIE RAILWAY.

Conductors—Blue coat and vest, with plain buttons; gray pants and blue cap, with badge.

The dress of the other employees will be determined on in a few days.

LONG ISLAND AND HUNTER'S POINT AND FLUSHING RAILROADS.

The uniform worn by the employees of these two roads will be similar, as follows:

Conductors—Full suit of blue cloth; blue navy cap, with badge.

Baggage Master—Short blue blouse.

Brakemen—Blue blouse and suitable badge.

Flagmen, Switchmen, &c.—Blue navy cap and badge.

NEW YORK AND NEW HAVEN RAILROAD.

No uniform will be worn by the employees of this road. The President communicated with the Attorney-General of this State on the subject, and he has given his opinion that as the line is nearly altogether in the State of Connecticut they would not be required to conform to the law. The employees wear badges on their caps, in accordance with the law of Connecticut.

Chesapeake and Ohio Railroad.

The vote lately on the question whether the city of Richmond should subscribe to $2,000,000 of the stock of the Chesapeake and Ohio Railroad was determined largely in the affirmative. This work was commenced as a State enterprise years ago, and much money laid out upon it. The State now subscribes $2,000,000 more, and the various counties through which it passes are called upon to unite with Richmond to complete the subscription. The road will be about 200 miles long, having for its eastern terminus Covington, on the Virginia Central Railroad, and striking the Big Sandy River at its junction with the Ohio. None of the grades will exceed twenty feet to the mile, and the total distance from the Ohio to Richmond will be less than 400 miles. By the completion of the proposed road on the south shore of the Ohio, from the Big Sandy to Covington, Ky., opposite Cincinnati, with a branch to Lexington, the immense mineral resources of the western part of Virginia, in the most valuable kinds of petroleum, bituminous coal and iron,

will find outlets to both the eastern and western markets by rail.

Western Union Railroad.

The annual meeting of the stockholders of this company was held at Racine, Wis., on the 9th inst. The directors elected for the ensuing year were as follows:

Richard Irvin, S. P. Nash, R. G. Rolston, Jacob S. Wetmore, New York; Edward P. Barton, Freeport, Ill.; D. W. Dame, Lanark, Ill.; G. A. Thomson, Henry T. Fuller, Darwin Andrews, John Wilson, Racine, Wis.; William Shannon, Shannon, Ill.; H. A. Mills, Mount Carroll, Ill.; E. Northey, Shannon, Ill.

At a meeting of the new Board of Directors the officers of the previous year were unanimously re-elected, consisting of G. A. Thomson, President; H. F. Fuller, Vice President, and W. V. Baker; Secretary and Treasurer.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1866 and 1867, have been as follows:

	1865.	1866.
From passengers	$909,352 21	$941,536 18
" freight	630,911 69	625,992 72
" expresses	47,401 39	114,007 61
" rents etc.	4,138 84	3,798 08
	$1,591,804 13	$1,685,334 59
Expenses, viz:		
Repairs of road and bridges, including new bridges	$297,885 93	$255,780 32
Wood coal and oil	151,517 31	117,382 08
Material and labor on engines and cars, including new	189,118 75	257,347 31
Transp. account and general expenses	281,156 27	286,669 80
Station repairs and improvements, including new structures	31,889 35	62,786 95
Lost and damaged goods, gratuities, etc	6,753 91	2,552 44
	$958,321 52	$982,518 90
Interest	52,480 92	48,285 81
Taxes, State and National	121,805 08	110,532 99
	$1,132,607 52	$1,141,337 70
Balance of earnings	$459,196 61	$543,996 89

The gross earnings of the past compared with those of the preceding year, show an increase of $93,530 46; with an increase in operating expenses of $24,197 38—making the increase in net earnings $69,333 08. The balance remaining, after the payment of interest and taxes, is $84,800 28 in excess of the previous year.

The number of miles run by passenger trains during the year was 299,120; by freight trains, 203,778; by other trains, 43,215—total, 546,113, an increase over the previous year of 48,111 miles, 25,856 of which is attributable to the new night express train, and a portion of the remainder to the new train between Meriden and New Haven.

The total number of passengers carried on the road during the year was 951,628, which exceeds by 22,171 the number carried during the preceding year.

The total number of tons of freight carried was 354,240, which is 1,319 tons more than during the previous year.

The receipts from passengers are $32,183 97 larger than those of the preceding year. The receipts from expresses also show an increase of $66,966 21. The receipts from freight are $4,918 97 less. The President in his report, says:

Our ordinary freight earnings have, undoubtedly, been somewhat reduced, in consequence of the largely increased facilities which have been accorded to the express companies, not only on our passenger accommodation trains, but by running, in connection with the other roads between New York and Boston, a through night train, solely for the business of the two express companies, whose competition has diverted considerable quantities of freight from our regular trains, at prices which can hardly be remunerative or permanent. It may become a serious question with the officers of the company, how far they are called upon to encumber passengers, stations and trains, with common freight, for the purpose of subserving a competition of this character, which, although it may be of temporary advantage to the public, is of very doubtful permanency.

We are gratified to be able again to report to the stockholders, that the operation of the road during the year past has been unattended by any serious accident; and in this connection, to acknowledge the obligation of the Board, as well as of the stockholders, to the Superintendent, for the ability, fidelity and industry with which he has so long discharged the duties of his responsible position, and to the other employees in his department, who have aided in the successful results of the operation of the road.

We have continued, during the year, to make additions to the equipment of the road, to meet its increasing business with economy and without embarrassment. Twenty freight cars and one baggage car have been built in our shops, which, with twenty mentioned in our last report as just delivered, but paid for during the year just ended, make an addition of forty during the year. One switching engine for the Springfield station, and one first class passenger engine, built in our own shops, and one first class freight engine purchased, have been added to our rolling stock, and their cost, as well as that of the cars, are included in the accounts of current operating expenses.

The very rapidly increasing business at Meriden station made it necessary to enlarge our accommodations in depot grounds, side tracks, and other conveniences at that point, and we have consequently been subjected to a very considerable expenditure for that purpose, including the construction of a new engine house and turn-table, besides extensive grading and construction of new side tracks; and, with a view to the better accommodation of this active business community, we have placed an engine there, which makes two daily round trips between Meriden and New Haven, one for passengers and one with freight, which affords desirable conveniences to the people of Meriden, and at the same time relieves our through freight trains of a large amount of freight, which, under the old arrangement, was left by them there, the trains then proceeding north, in many cases with only a partial load. The expenses of these, as well as all other additions or improvements to the road and its equipment during the year, have been included in the accounts of the current charges against the gross income for the year.

A neat and commodious passenger building has been erected at North Haven station, upon the ground previously occupied by a building belonging to other parties, recently burned, in which the company had rented rooms for the accommodation of passengers.

The freight house at Springfield, affording very inadequate accommodations for the business so largely increased since its construction, and its condition being dilapidated and its location inconvenient, a new building, in a better location, and more suited to the present business of the company, has been under construction during the present summer, and is now nearly completed. The building is three hundred feet in length, with a two story elevation at the end, furnishing convenient offices for the agent and other employees, and, when ready for occupancy, will afford greatly improved facilities for the transaction of the company's business at that important station.

The long continued high water in the Farmington River during the early part of the season delayed the commencement of the work at the new bridge over that stream at Windsor till late in July, and the frequency of rains since that date has greatly retarded the progress, and somewhat increased the cost of that work. It is now, however, far advanced towards completion; all the arches except two are closed, and it is expected that those will be closed during the present week. The finishing work will then be pushed forward vigorously, and it is confidently expected that the trains will pass over the bridge by the first of November next.

We have not as yet succeeded in making any satisfactory arrangement with the General Post Office Department, for compensation for mail service, and are therefore without pay for that service from July 1st, 1865, to the present time.

Our relations with the New York and New Haven Railroad Company remain without change. Our suit is awaiting its turn in the Court of Appeals of the State of New York.

It becomes our melancholy duty to announce formally in this report to the stockholders an event, which has, through other sources, already come to their knowledge, to wit., the decease on the 10th day of May last, after a lingering illness of more than two years, of our late President Charles F. Pond, Esq., who for more than twenty years had presided over the affairs of this company. That period forms an era in the history of this corporation. To trace its progress from its position in 1844, with its $99,632 70 of gross annual receipts, to its more than $1,680,000 of gross earnings during the past year, would be an interesting study, but its details would exceed the limits of this brief report. It is sufficient for the present purpose to call attention to the almost unexampled growth of a business of this character under the administration of one individual, and no stockholder will hesitate to unite with us, in ascribing to the constant supervisory care, the wise foresight, the energetic will, and the eminent ability of Mr. Pond, a large portion of the ever increasing prosperity of this corporation, from the day on which he first assumed the charge of its interests to the day when Providence saw fit to remove him from them. Those who succeed him may well be thankful, if they are so fortunate as to maintain for the company its present condition of prosperity, without diminution. The stockholders of the company owe to the memory of Mr. Pond a large debt of gratitude for his eminent services in their behalf.

At the regular meeting of the Board holden on the 19th day of June last, W. P. Burrall who, as Vice President, had during the long illness of Mr. Pond, practically discharged the duties of the Presidency, was elected President to fill the vacancy occasioned by the decease of Mr. Pond.

The income of the company from all sources during the past year has been as follows:

Cash on hand September 1, 1866	$115,992 76
Earnings of the road	1,685,334 59
Sales of real estate	2,605 00
Total	$1,803,932 35
Disbursed as follows, viz:	
Dividends	$368,267 00
Interest	48,285 81
Operating and repairing road	975,530 51
Real estate	7,300 00
State and National taxes	110,532 99
Steamboat "Orient"	4,120 50
Contingent fund—Fire damage	4,220 81
180 shares N. B. & M. R. R. Co	9,000 00
Balance due from do	66,265 72
Increase of debts due the Co	48,515 95
Cash on hand	166,963 06
Total, as above	$1,803,932 35

The following from the Ledger presents a general statement of the affairs of the company September 1, 1867:

Capital stock	$3,000,000 00
Bonds	927,000 00
Contingent fund	490,846 95
Reserved fund	150,000 00
Profit and loss	273,996 89
Dividends unpaid	9,793 00
Debts due by the company	94,390 16
	$4,946,027 00
Railway, depot buildings, etc	$3,129,047 20
Real estate, lands, dwellings, etc	132,202 43
Middletown Extension road construction	27,682 66
Bonds purchased	37,000 00
Tomlinson Bridge stock	102,888 67
Advances to Tomlinson Bridge Co.	42,017 28
Equipment, engines and cars	254,000 00
Wood, stock and tools on hand	205,141 31
Debts due the company, including account due from N. Y. & N. H. R. R. Co., unadjusted, and funds in the hands of agents	376,714 53
Balance due from N. B. & M. R. R. Co.	66,255 72
New Connecticut River Bridge	178,964 80
Steamboat "Orient"	189,649 34
N. B. & M. R. R. stock	37,500 00
Cash on hand	166,963 06
	$4,946,027 00

President.—W. P. Burrall.

Directors.—W. P. Burrall, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Charles M. Pond.

Treasurer.—C. M. Pond.

Secretary.—S. P. Conner.

Superintendent.—E. M. Reed.

New York and Boston Air-Line Railroad.

The New Haven *Courier* says that the great Air-Line route, which shortens the distance between New York and Boston 27 miles, is the most important route in the State which is yet unbuilt. On the 11th inst., the citizens of Middltown voted, in town meeting, by 371 yeas to 92 nays, to loan the road $200,000, and this vote, it is said, will secure the construction of the road from the New Haven depot to the east bank of the Connecticut at Middletown, where it will await the action of the next Legislature for permission to cross the river and proceed on its way to Willimantic and Boston.

Central Park, North and East River R. R.

The annual meeting of the shareholders of this company was held on the 15th inst. From the report which was presented and accepted, it appears that the total number of passengers carried was 9,026,890—of which 8,671,153 were adults, and 355,787 children. The total number of trips made, 151,407. Average number of cars per day, 73. Average earnings per trip, $3.49.

Total amount received from pass	$528,092 75
Sales of manure	3,199 87
Sales of old iron, &c	622 59
Total	$531,915 21
Deduct amount paid for running exp.	440,692 89
Amount of running profit for the yr..	$91,222 32
Amount paid during the year other than running expenses	$120,743 79
Deduct amount of running profit	91,222 32
Which gives a loss over all of	$29,521 47

The total number of horses on hand at the commencement of the year 1866 was 988; during the year 261 were bought; 279 were lost, and on September 30 of this year there was on hand a total of 970. The total cost of the horses now owned by the company was $186,780. The average price paid for horses has been $156 51, and the average price received for horses sold $31.65.

The following gentlemen were elected directors: Isaac Bell, James Bowen, A. Curtiss, P. G. Washington, A. L. Brown, Thurlow Weed, C. C. Clark, W. B. Anthony, C. H. Tucker, Lucien Birdseye, H. W. Smith, Wm. M. Tweed, W. R. Stewart.

Franklin Railroad Extension.

A corps of engineers, of which Maj. Edward Watts, of this place, is chief, commenced on Monday the experimental survey of the route between Hagerstown and Williamsport, for an extension of the Franklin Railroad to that place. The fine weather favors the operations of the engineers and we may reasonably look for the permanent location of the road and commencement of the work at an early day. Within less than a year from now the cars will, in all probability, be running to Williamsport. This extension is designed to be chiefly a coal road.—*Hagerstown Mail.*

British Iron Trade for 1866.

The quantity of iron ore produced in this country last year, was 9,665,012 tons, about 300,000 tons less than the quantity returned in 1865. In the same period the quantity of pig iron made was 4,530,051 tons, or 289,203 tons less than the production of our blast furnaces in the previous year.

The following is a general summary of our iron ore produce during the year 1866:

	Quantities. Tons.	Value. £
Cornwall	18,683	6,786
Devonshire	40,671	12,504
Somersetshire	35,323	17,061
Gloucestershire	162,129	72,982
Monmouthshire	69	15
Herefordshire	115	54
Wiltshire	75,645	30,258
Oxfordshire	1,552	543
Northamptonshire, &c	476,981	118,940
Lincolnshire	175,720	41,733
Shropshire	285,907	71,477
Warwickshire	18,750	4,687
Staffordshire, North	612,243	206,530
do. South	599,000	164,726
Derbyshire	329,500	82,375
Yorkshire { North Riding	2,809,061	741,197
Yorkshire { West Riding	357,000	89,250
Lancashire	685,727	342,863
Cumberland	838,047	538,153
Northumberland and Durham	195,000	27,250
Wales, North	56,682	17,005
do. South	368,692	130,041
Scotland	1,587,000	396,750
Ireland	25,525	5,313
Total	9,665,013	3,119,093

Pig Iron Manufacture.—Iron Ore.—The total quantity of iron ore raised in the United Kingdom amounted to 9,665,013 07 cwts.; estimated value, £3,119,128 19s. 6d.

Foreign ore imported, 56,689 tons; Custom House value, £49,081, making a total quantity of 9,721,701 tons converted into iron.

Furnaces.—The number of furnaces in blast were 618.

Pig iron produced—	Tons.
In England	2,576,928
In Wales	959,123
In Scotland	994,000
Total production of pig iron in Great Britain	4,530,051

This quantity, estimated at the mean average cost at the place of production, would have a value of £11,309,742.

The following is a summary of pig iron produce in 1866:

	No. of iron works active.	No. of furnaces built in district.	No. of furnaces in blast.	Tons of pig iron produced.
England.				
Northumberland	3	18	6	50,456
Durham	14	70	47	298,867
Yorkshire, North Riding	11	67	55½	546,091
Do. West Riding	10	36	29	119,747
Derbyshire	15	42	33	199,867
Lancashire	4	25	19	268,680
Cumberland	3	18	12	136,343
Shropshire	11	29	23	121,161
North Staffordshire	8	35	28½	210,335
South do.	54	167	112	532,625
Northamptonshire	4	9	6	19,174
Lincolnshire	3	6	3	13,165
Gloucestershire	3	10	6	59,817
Wiltshire	1	4	3	
Somersetshire	1	1	1	
Total	145	537	383	2,576,928
North Wales.				
Denbighshire	4	19	5	25,515
South Wales.				
Anthracite District	4	24	11	34,516
Bituminous Districts.				
Glamorganshire	18	83	63	455,188
Brenockshire	3	15	9	27,750
Monmouthshire	14	71	49	410,000
Total	43	203	137	952,969
Scotland.				
Ayrshire	8	45	28	
Lanarkshire	14	95	58	
Fifeshire	2	12	4	
Linlithgowshire	1	4	3	
Stirlingshire	2	7	5	
Haddingtonshire	0	1	0	
Argyleshire	0	1	0	
Total	27	165	98	944,000

The following is a summary of mills and forges at work in 1866:

	No. of puddling works.	No. of puddling furnaces.	No. of rolling mills ret'n'd.
England.			
Northumberland	3	74	9
Cumberland	3	50	9
Durham	17	700	49
Yorkshire (Leeds & Bradford District)	12	280	55
Yorkshire (Sheffield & Rotherham District)	10	263	67
Yorkshire (Cleveland District)	12	394	27
Derbyshire	5	91	20
Somersetshire	1	12	3
South Staffordshire	117	1,829	275
North do.	8	544	54
Shropshire	9	213	29
Lancashire	8	158	32
North Wales	4	51	6
South Wales.			
Carmarthenshire {	17	583	85
Glamorganshire {			
Brecknockshire	3	83	5
Monmouthshire	13	611	61
Scotland	14	303	40
Total	256	6,239	826

—*London Colliery Guardian.*

Dutchess and Columbia Railroad.

Proposals will be received by R. F. F. Moore, Engineer in Charge, at his office in Fishkill Village, Dutchess Co., N. Y., until the 24th inst., for the graduation and masonry of that portion of the Dutchess and Columbia Railroad extending from the terminus on the Hudson River, near Fishkill Landing, to Pine Plains, a distance of 43 miles. The work is light, and will be let in mile sections.

Journal of Railroad Law.

The Hanover Branch Railroad Company *vs.* William S. Coyle. Writ of Error to the Court of Common Pleas of York County, Pa. The plaintiff in error was the Hanover Branch Railroad Co., which was defendant below; and the defendant in error was William S. Coyle, who was plaintiff below.

The plaintiff below, brought his action in trespass on the case, against the Hanover Branch Railroad Co., for alleged negligence on the part of the employees of said Co., while running an engine and train of cars on the Gettysburg Railroad, by which the wagon and horses of the plaintiff were struck and injured, his goods destroyed, and himself hurt. The suit was brought on the tenth day of August, 1864. The defendants pleaded not guilty, upon which issue was joined. The case was tried before Hon. R. J. Fisher the President Judge of the District, and occupied some days. The trial commenced on the 4th December, 1865. A motion for a new trial was made in the court below and overruled after full argument.

The jury rendered a verdict for the plaintiff, for $1,524, on 13th December, 1865.

The following is a history and statement of the case:

The plaintiff below, William S. Coyle, lived in Carlisle, Penna., and traveled as a pedler, with a wagon and two horses, selling merchandise of various descriptions. He was engaged in this business for some years; was frequently at Hanover, Penna.; knew all the railroads in the neighborhood, and the usual times for arrival and departure of the cars.

The Hanover Branch Railroad Co. was incorporated to make a branch road, extending from the Northern Central Railway, at a point called the Junction, to the town of Hanover, a distance of about twelve miles. This road was made by the company some years ago, and has been in operation since, connecting the town of Hanover with the Junction by daily trains both ways. The time of arrival at Hanover depended on the time of departure from the Junction, and this again depended, within certain extreme limits, upon the time of the arrival of the trains of the Northern Central Railway.

Some years after the Hanover Branch Railroad had been in operation, a company was incorporated, to make a railroad from Hanover to Gettysburg, a distance, by the surveyed route, of about seventeen miles. This road was constructed, equipped, and worked by the Gettysburg Railroad Co., having its regular stations, warehouses and agencies on the road, and its trains of cars running in connection with the trains on the Hanover Branch Road.

The Gettysburg Railroad Co. became much embarrassed, and a Sequestrator was appointed, who was also the President of the company.

Reasons of economy and convenience induced the Sequestrator, and the Gettysburg Railroad Co. to make an arrangement with the Hanover Branch Co., by which they engaged the use of the engine and cars on the latter road, to do the transportation on the Gettysburg road. It had been the practice, of course, at the terminus of the Branch Road, at Hanover, to unload passengers and freight, and such as were to pass over the Gettysburg Road were put into their cars. Both companies, however, were in the habit of getting cars, on many occasions, from the Northern Central Railway Co. Under the arrangement referred to, the trains carrying passengers and freight stopped at Hanover, and after necessary changes, the engine and cars, with the same employees on it, moved on to the Gettysburg Road, doing the transportation on that road, under the orders of that company, or its sequestrator and president, they receiving all the emoluments at their ticket offices or stations, and the way fares directly from the conductor, and keeping full possession and control of their road. The agreement referred to is in writing, bearing date the 26th March, 1863.

It was a cold day, the 6th of January, 1864—snow on the ground—the wind blowing from the northwest, and spirting snow in the air—not quite clear nor cloudy, that the plaintiff below, muffled up in his wrappings, sitting back under the front cover of his pedlar wagon, drove at a slow pace out of Hanover, northward, on Carlisle street, to the crossing of the Gettysburg Railroad, at the hour of the passing of the train at that point, on its way to Gettysburg. The train started from the station on the east of the traveller, about 575 yards from the crossing. There were various openings between the houses on his right, through which the station house, the trains there, and large parts of the railway, might be seen by him from the street, if he chose to look.

There was evidence that the usual amount of noise was made before starting, and the accustomed signals were given before reaching the crossing; and there were also witnesses produced who stated that they did not hear them. The concurrent testimony on both sides, however, showed that the plaintiff sat leisurely back in his wagon, approaching the crossing without stopping, and without paying the least attention to the cars, having his face inclined another way. His first witness in chief, who was near the crossing as he approached it on the opposite side, said: "I saw the cars coming at the distance of about one hundred yards. I also saw Mr. Coyle coming along the Carlisle road. He was so muffled up with his coat, comfort and buffalo robe that I supposed he could not see my signal, which I made with my hand. He, Mr. Coyle, was sitting on his box or seat in the wagon. He was sitting with his face inclined to the left."

The plaintiff drove directly upon the track, and his wagon was caught by the locomotive and carried about 90 steps. Some of the goods were scattered on the road; one of the horses was injured; the wagon was partially broken, and the plaintiff was slightly hurt; but no bones were broken, and he was able to give directions about his goods. The great preponderance of the testimony showed that the cars were going at their usual speed at that point, being about 6 or 8 miles an hour.

The defendants below contended that there was no evidence of negligence in the management of the train, but that there was conclusive evidence of negligence on the part of the plaintiff. They also contended that they were not the proper parties to be sued, but the action, if any, should have been against the Gettysburg Railroad Co. Some questions of evidence also arose in relation to the declarations of the engineer on the subject of the collision, and to other matters.

Several points were submitted by the company, on which the court charged as stated below. There was no other charge given, beyond, perhaps, a mere statement of the names of the parties, and what the suit was about, and no other was filed.

The plaintiff presented no points. The following are the defendant's points:

The court is respectfully requested to charge the jury, and to file the charge in writing, upon the following points:

1. That if the jury believe that the want of proper care and caution on the part of Coyle, the plaintiff, in attempting to cross the railroad, had anything to do in bringing about the accident of which he complains, he cannot recover in the suit, and their verdict must be for the defendants.

2. That in order to enable a plaintiff to recover in a suit for being struck by a railroad engine on the track, he must show a case of unmixed negligence on the part of the railroad company or its engineer, without any negligence on his own part mingled with the negligence of the company or its engineer.

3. That the jury are not to consider as the sole or the decisive inquiry, whether there was negligence on the part of the railroad company, or of its hands on the engine, at the time of the accident, but if even they should think that there was any such negligence, they must go further and inquire whether Coyle, the plaintiff, was wholly free from negligence on his part, and if they believe from the evidence that Coyle, the plaintiff, was wholly free from negligence on his part, and if they believe from the evidence that Coyle, the plaintiff, contributed by his own carelessness, to his injury, the law will not adjust the balance between them, nor award damages to either for the result of their compound negligence, and the verdict must be for the defendants, although they or their agents may have been in fault, and in greater fault than Coyle himself.

4. That it was the duty of Coyle, the plaintiff, in driving up to the crossing, to use all reasonable care and opportunity to find out whether a train of cars was also approaching it at the same time. It would have been proper for him to have stopped his wagon at the first point from which he might have had a view of the railroad, as stated in the testimony, on both sides within a few hundred feet of the crossing; to have listened to hear the whistle or noise of the engine or cars, and to look to see if an engine or train was coming; if he neither heard nor saw anything to indicate the approach of either, it was proper that he should not have ceased his efforts, but should have continued them at each of the points of view of the railroad mentioned in the testimony as nearer to the crossing; and if the jury believe that he neglected to take all or any of these precautions, but drove carelessly on to the crossing without stopping—paying no attention to any warnings which may have been given him, until his wagon was struck by the engine; and this conduct, on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

5. That if the jury believe that Coyle, the plaintiff, was somewhat deaf, there was a necessity on his part to pay greater attention to any warnings which he might have heard, or seen before the collision, and the misfortune of his deafness is

not to be visited on the defendants; nor were their duties any greater on his account in this case, than their duties to any other person in any similar case.

6. That if the plaintiff could sustain any action at all, it would be against the Gettysburg Railroad Co., on which the collision occurred, and not against the Hanover Branch Railroad Co., the defendants.

7. That if the Gettysburg Railroad Co., was at the time of the collision under the management of themselves, or their trustee, or their sequestrator, they or he receiving all the profits of passengers and freight, while hiring by the month, or otherwise, their motive power from the Hanover Branch Railroad Co., and their freight cars from the Northern Central Railroad, if there be any liability for the alleged collision, the Gettysburg Railroad Co., and not the Hanover Branch Railroad Co., are responsible for it; and, therefore, the plaintiff cannot recover in this suit.

8. That upon the evidence in the cause the plaintiff is not entitled to recover.

The following is the charge of the court:

Answer to 6th point: The court cannot answer this point in the affirmative. We say if plaintiff is entitled to recover for the injury complained of, he can recover against the defendants in this action.

Answer to 7th point: If the facts stated in this point are sustained by the evidence, taken in connection with the article of agreement between the Gettysburg R. R. and the Hanover Branch Railroad, they cannot prevent the recovery of the plaintiff if he is otherwise entitled to recover.

Answer to 1st point: This point is correct. We answer it in the affirmative.

Answer to 2nd point: We answer this point in the affirmative.

Answer to 3d point: We answer this point in the affirmative.

Answer to 4th point: We answer this point in the affirmative. But in so doing, we do not affirm the facts stated to be proved; whether they are or are not is for the jury to decide from the evidence. It is their duty to decide from the whole evidence all the facts, which are made and are disputed. Negligence is a fact to be decided by the jury from the whole evidence, and all the circumstances attending the case. Negligence is the want of that care which men of common sense and common prudence ordinarily exercise in their employments and business of life.

Answer to 5th point: The court answer this in the affirmative.

Answer to 8th point: We cannot answer this point in the affirmative. The evidence is for the jury, and they must decide what the facts are, and what credence is to be given to the witnesses.

The errors assigned were to the charge upon the 4th, 6th, 7th and 8th points of the defendant below, and to the admission of certain evidence noticed in the opinion of the Supreme Court.

The opinion of the Court was delivered by AGNEW, J.

Upon a careful examination of the testimony in this case, it is impossible to shut our eyes to the fact that the jury were permitted to find a verdict for the plaintiff contrary to the evidence, and the instruction of the learned Judge. But the remedy was by granting a new trial and not a writ of Error. Whatever may have been the negligence of the Railroad Co., (and it is a question upon the evidence whether there was any,) it seems to be very clear that Coyle, the plaintiff, approached the crossing of the railroad muffled up, sitting within the covered top of his wagon taking no notice of the railroad, which he well knew, for he had often crossed it before, and drove slowly upon the track without stopping, or looking out, so far as anything in the evidence discloses the fact to us. It also shows that at this point a traveler passing in the direction Coyle was going cannot see up and down the track in consequence of the position of Kohler's house until he has gotten within sixteen feet of the track. It is very manifest therefore, that Coyle was guilty of negligence in omitting to stop and look out for the cars.

But the Court answered the first five points of the defendant, all bearing on the negligence of Coyle, in the affirmative and giving to the jury proper instructions which under the evidence ought to have led to a verdict for the defendants. The error was not that of the Court but of the jury, which ought to have been corrected by setting aside the verdict. This, however, admits of no remedy here.

The defendants complain, however, that the Court qualified the answer to the 4th point in such manner as to mislead the jury. We cannot perceive any error. The Judge did not qualify the instruction, but merely submitted the fact upon which the instruction rested. It is true, that he also added that negligence is a fact to be decided by a jury from the whole evidence and from all the circumstances, and is the want of that care which men of common sense and common prudence ordinarily exercise in their employment and business of life. But this is in no wise qualified by the instruction already given, especially that part of the answer to the 4th point, which assumed that if the jury believed Coyle neglected to take all or any of these precautions, but drove carelessly by on to the crossing without stopping, paying no attention to any warning which may have been given him, until his wagon was struck by the engine, and this conduct on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

The paper book discovers* no bill of exceptions to the testimony referred to in the fifth assignment of error. But if it did we cannot say that the declaration of the engineer was no part of the *resgesta*. It was made at the time of the accident in view of the goods strewn along the road by the breaking up of the boxes; and seems to have grown directly out of, and immediately after the happening of the fact. The negligence complained of being that of the engineer himself, we cannot say that his declarations made upon the spot at the time, and in view of the effects of his conduct, are not evidence against the company as a part of the very transaction itself. The same remarks apply to the evidence contained in the sixth error.

That portion of the evidence admitted as stated in the seventh error, to wit., the annual amount of Coyle's sales and the profit he made thereupon, bore directly upon the question of damages, as affording a means of computing his loss for the time he was confined by his injuries and prevented from carrying on his business. It tended to show the amount he might have earned by his employment if he had been able to attend to it.

The action was properly brought against the defendants. The train was theirs, and the engine their servant, and they were the carriers. The division or appropriation of the profits could furnish no criterion of liability in such a case, especially when, as here, by the very terms of the agreement between the two companies, the defendants were to suffer any loss which would be incurred by such an accident. Finding no error in the record the judgment is affirmed.

And now, to wit., July 3, 1867, the judgment of the Court of Common Pleas of York County in the above stated case is affirmed.

* This is erroneous, See 3 and 4 page appendix to paper book.

Central Pacific Railroad.

The United States Commissioners have finished the inspection of the section of the Central Pacific Railroad, west of Cisco. They carefully examined the grade, culverts, bridges, &c., and pronounce the section twenty-five per cent. better constructed than any portion of the road previously accepted. Over the section there is already four miles of roofing, and two and a-half additional will be built this fall. The Commissioners recommend its acceptance by the Government. The Commissioners have commenced a primary inspection of the road two miles east of Cisco. From Coburn's Station, east the cars are running 8½ miles, and construction trains are laying the track at the rate of 1½ miles daily. The section will be completed in thirty days. The intermediate section over the summit will not be completed for transportation purposes until early spring, although the company expect to lay the track before winter. By August next cars will be running to Truckee river, near Crystal Peak, while a considerable portion of the road will be graded towards Humboldt.

Lake Shore Railway.

The consolidation of the Cleveland, Painesville and Ashtabula and the Cleveland and Toledo Railroads has been consummated on the basis of

$5,000,000 Ashtabula stock at 175 .... $8,750,000
$5,000,000 Toledo stock at 125..... 6,250,000

Making for the "Lake Shore Railway" $15,000,000 in capital stock, with a combined (original) mortgage debt of $4,372,861.

☞ We learn from St. Louis that the Fund Commissioners of Missouri have directed the officers of the Bank of Commerce, of New York, to apply the State funds now in their hands to the payment of the past due coupons on the State bonds. The balance to the credit of the State in the Bank of Commerce is over two and a half millions.

☞ The bids for the $500,000 State of Georgia 7 per cent. bonds were opened on the 12th inst. The amount bid for was $924,000—at prices ranging from 80c. to 85c., except one bid of $5,000 at 75c. and one of $20,000 at 75c. and interest. The accepted bids were 82c. and above.

☞ The preliminary work on the Costa Rican Inter-Oceanic Railway is said to be progressing favorably.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St. Louis 100	125,000	J. A. J. & O.	Oct. '67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,145,225		
Atlantic & Gt. Western ...50	11,522,150		
" " " pref..50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul '67 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	F. & A.	Aug. '67 3
Boston and Chelsea 100	110,000	A. & O.	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug. '67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J. A. J. & O.	Oct. '67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '67 2½
Boston, Concord & Mont..100	459,200		
Do., do. pref.100	1,340,400	J. & D.	Jun. '67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	J. & J.	Jul '67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug. '67 5
Cambridge Horse (Bost'n)100	777,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,84[illegible],200	F. & A.	Aug. '67 6
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Ap. '67 3½
Cayuga & Susquehanna.* 50	589,110		Jul. '67 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J. & O.	Oct. '67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun. '67 3
Cen. Park, N. & E. River.100	970,000		Ap. '67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380,000	J. A. J. & O.	Oct. '67 2
Cheshire, prefetred 100	2,017,825	Annual.	J'n '67 2½
Chicago and Alton.....100	3,888,643	M. & S.	Sep. '67 5
" " pref...100	2,425,576	M. & S.	Sep. '67 5
Chicago, Burl. & Quincy ..50	10,193,010	A. & O.	Ap. '67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..100	1,000,000		Jul. '67 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr. '67 5
Cin., Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,000,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug. '67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A. & O.	Apr. '67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J. & O.	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 80	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,238,550	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,560,050		
Detroit & Milwaukee.....100	454,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,841		
Do. do. pref.100	1,987,351	Annual.	M'r. '67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O.	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y. '67 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '67 3½
Erie Railway 100	13,570,100	F. & A.	Feb. '66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug. '67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr. '67 5
Germantown (Phila.)..... 50	112,245	J. & J.	Jun. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,480		
Granite.....		F. & A.	Aug. '67 3
Great Western (Ca.).....	16,802,746		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J. & O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug. '67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul. '67 3½
Illinois Central 100	23,386,450	F. & A.	Aug. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*..... 100	1,500,000	J. A. J. & O	Oct. '67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J. A. J. & O	Oct. 67 2½
Lexington & Frankfort ...100	514,846	M. & N.	M'y. '67 3
Little Miami..... 50	3,572,400	J. & D.	Jun. '67 4
Little Schuylkill*..... 50	2,846,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '67 2
Louisv., Cin and Lex. pr.100	48,638	J. & J.	Jul. '67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug. '67 4
Louisv., N. Alb. & Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,486,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug. '67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ..100	368,200	F. & A.	Aug. '67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb. '67 3
" " " 1st pref 100	3,082,000	Annual.	Feb. '67 6
" " " 2d pref.100	1,014,000	Annual.	Feb. '67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central.....100	2,030,261		
Mobile and Ohio 100	3,583,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London...100	788,538		
N Haven & Northampton.100	1,224,000	J & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug. '67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug. '67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston .100	1,756,281	J. & J.	Jul. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
North Eastern (S. C.) pref.50	4,518,900	F. M. A. N	Aug. '67 2
Northern Central 50	3 155,000		May '67 4
Northern of N. Hampsh.,.100	3,06[illegible],400	J. & D.	Jun. '67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b. '67 5
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug. '67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,645		
" " pref.100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '67 4
Pacific of Missouri.....100	3 581,000		
Panama.....100	7,000,000	J. A. J. & O.	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul. '67 2½
Paterson and Hudson Riv.100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		Jan. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,600	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Aug. '67 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100 000	J. @ J.	Jan. '67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,791,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J. & O	Oct. 67 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000		Aug. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun. '67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr. '67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400	J. & D.	Jun. '67 4
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au. '67 2½
Sixth Avenue (N. Y.) 100	750,000		M'y '67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug. '67 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul., '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun '67 3½
Troy, Salem and Rut.'d*..100	800,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun. '67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n. '67 1½
Vermont Valley 100	518,164		
Virginia Central 100	3,353,675		
Virginia and Tennessee...100	3,545,815		
Wes ern (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,257		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul. '67 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun. '67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug. '67 8
Delaware and Raritan.....100	2,298,400	F. & A.	Aug. '67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated..... 10	1,025,000	F. & A.	Feb. '67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug. '67 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb. '67 6
" " (pref.). 50	2 888,505	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2 052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep. '67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep. '67 5
Union Navigation 100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,000,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	400 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct. '67 2½
Pennsylvania Coal 50	3,200,000	F M A & N	Feb. '67 6
Roaring Brook Coal.....	200,000	J. A. J. O.	Oct. '67 2½
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov. '66
Adams Express..... 100	10,000,000	F M A & N	Nov. '66 2
American Express..... 500	9,000,000	F M A & N	Nov. '66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec. '66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,8.0	7,525	6¾	—	37
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	—	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,389	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	260,000	50,000	50,032	164,742	5,253	—	—	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,600	9,000	—	19,62:	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	115,472	—	—	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494.702	400,000	38,000	76,444	157,176	11,437	—	—	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.89	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75 000	—	—	4,379	2,251	3	—	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95.000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10.110	5	—	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40.000	.....	46,365	1,841	—	—	—
30 Sep. '66	25.00	—	—	49	—	Bleeker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	—
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236 759	200,000	27,500	5,910	98,26:	23,408	8	100	—
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,501	7,567	—	100	—
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	—
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170.000	.....	1,051424	356,658	12	10	—
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549.425	399,800	200,000	18,795	128,224	19,666	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Beh	124 586	102,150	35,000	.....	8,667	4,562	—	—	—
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,006	127,893	2½	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	148,000	36,545	123,014	loss.	—	100	—
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'n & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	—	—	—	—
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	—
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1.200	1,200	.....	.....	.....	.....	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N Y.)	2,406.509	1,170,000	1.380000	70,000	1,093083	260,333	12	100	—
30 Sep. '66	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	.....	.....	(Lease d.)	—	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300.000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	—	144	26	3 Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143 111	61,093	20	50	—
31 Oct. '66	6 74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	—	367	59	—	Germantown	481.335	112,245	350,000	26,294	294,683	121.721	20	—	28½
31 Oct. '66	5.47	—	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,9:4	18½	50	30½
31 Oct. '66	2.12	—	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242.181	30.388	—	50	33½
31 Oct. '66	5.21	—	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,:38	23,058	16	50	—
31 Oct. '66	2.90	—	—	75	12	—	Pittsburg and Birmingham	72,609	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S & P.)	—	—	—	—
31 Oct. '66	19.38	—	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407 923	131,588	50	50	70½
31 Oct. '66	5.62	—	—	95	9	7	17th & 19th st. (Phila.)	114.368	120.000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8 50	—	—	154	19	4	Spruce & Pine (Ph.il. & Gr'nF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	244,895	67.574	7¼	50	36
31 Oct. '66	9.29	—	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	—	9	3	1	Wilkesbarre and Kingston	26,880	15,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	5.00	—	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	3.81	—	—	—	—	—	Passenger (Cinc.)	64,837	50,000	.....	.....	.....	.....	—	—	—
31 Dec 62	3.63	—	—	—	—	—	Pendleton & B st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80.000	7	J. & J.	1882	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica					
1st Mortgage	98,000	7	J. & D	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & Nort River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eighth Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	...
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fair mount:					
1st Mortgage	183,600	7	J. & J	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage (read)	50,000	6	J. & J.	71-'72	91½
Malden and Melrose:					
1st Mortgage authorized	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	—	.....	.....	...
Maldan & Melrose bonds	46,971	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mor.gage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1877	.....
West Philadelphia:					
1st Mortgage	100,000	6	J & J	1869	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Oct. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,707,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111¼
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	116
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,345,100	6	Jan & July.	1881	110¼
" " " coupon		6	" "	1881	111¼
Loan of Feb. 25, 1862 (5-20s) registered	1 235,360,700	6	May & Nov.	1882	108¾
" " " (5-20s) coupon		6	" "	1882	111¾
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	104
" " " (5-20s) coupon		6	" "	1884	108¾
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108¾
" " " (5-20s) coupon		6	" "	1885	108¾
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	106¾
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	106¾
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	100¾
" " " (10-40s) coupon		5	" "	1904	100¾
Pacific R. R. Bonds (currency)	16,743,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	385,439,100	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	104¼
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	104¼
Matured Debt not presented	17,959,257	---	presentation.	------	----
Gold Certificates of Deposit	14,867,820	---	presentation.	------	----
Coupon Interest Notes 1864 '65	76,839,580	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	361,184,344	---	------	------	----
Fractional currency	29,884,718	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	6	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	—
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	121½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	Jan. & July.	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " ------ "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	82½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,229,657	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4 357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ------ "	3,829,936	5	" "	1866	95
" — " " ------ "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ------ "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ------ "	415,000	6	May & Nov.	1870	----
" — " " ------ "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	" "	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	" "	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	98¼
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	----
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	140 000	5	" "	1889	----
" — " " (" ") curcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2 000,000	6	"	1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100½
" — " " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " ------ "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Const Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,620	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	968,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
" —*Railroad Loan Bonds	2,275,000	7	Jan. & July.	1877	----
Minnesota—State Building Loan	100,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	105½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	104½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	94½
" — " " July 1, 1868	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,200	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'98	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107
" — " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,750	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400,000	6	" "	'75-'77	99½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,000	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	90
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	51
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	60
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	94
" — " " registered	5,083,052	5	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,982	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	105
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	262,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " " "	239,197	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,000,000	6	Jan. & July	30 y'rs	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " " registered	108,000	5	" "	long.	----
" — " " " "	21,789,398	6	" "	long.	40
" — " " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	" "	1876	46
" — " " (") coupon	489,300	6	" "	1886	39
" — " " (") "	39,600	6	" "	1890	35
Wisconsin—State Bond	405 100		Jan & July	77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,403	401,103	357,226	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	496,243	466,898	568,589	533.150	599,670	474,056	388,573	5,696,110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,757	-----	-----	-----	-----
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	517,702	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,234	296,169	473,186	551,122	435.945	407.688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,506
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,506	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299 420
1867	696,147	574,664	766,398	774,279	895,712	899,367	800,325	1,038,824	1,451,284	-----	-----	-----	-----
Chicago and Great Eastern:													
1863	33,820	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,298	91,584	1,103,821
1866	90,415	79,430	110,079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	-----	-----	-----	-----
Des Moines Valley:													
1866	40,129	29,102	37.501	39.600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	58,999	53,683	69,018	-----	-----	-----	-----	-----
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,190	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,412
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	-------	------	-------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,485	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,252	420,365	477,607	496,616	497,879	684,377	705,259	-----	-----	-----	-----
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64.306	55,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	75,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,234,058
1866	90,411	85,447	84,351	81,131	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,993,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,000	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	139,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,790	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,055	429,846	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	------	------	------	------
Michigan Central:													
1863	242,073	245,858	276,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,065
1864	252,435	278,846	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,551	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	314,021	398,993	464,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,998	83,202	131,648	126,970	99,662	86,452	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,021
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,589	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,506	1,113,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,676,128
1866	1,096,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	328,238	277,424	283,130	253,924	247.262	305,464	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	483,878	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	528,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,233	416,311	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 936	5**4,523	712,495	795,928	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	649,201	654,926	757,441	679,935	655,242	7,467,217
1867	660,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,435	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,606	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,522
1865	144,084	139,171	155.753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,077	92,715	61,770	27,830	689,333
1866	45,102	35,005	32,301	43,332	86,913	102,918	85,276	60,698	84,462	100,213	75,249	44,403	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	68,262	73,525	126,496	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	595,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Extens'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99½
" " " 1855	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	94
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	473,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	91½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	28
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	51½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300.000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1876	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Dividend bonds	13,314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	160,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	81½
Land Security	3,344.60	7	April & Oct	" "	1881	82½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,800	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						62
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	[910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	90½
Detroit and Toledo	924,000	7	" "	" "	1876	8
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	1
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	97½
Dbts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " " [jB & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						95
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	90
Sterling Bonds	2,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	
New York and New Haven:						97½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						93½
1st Mortgage	500,000		Feb. Aug.	New York.	'75-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1888	
Pref. Stock (sec'd 2d mort. b'ds)	156,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	96
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	87
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	520,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	74½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	275,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd &	1873	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,837	6		London.	1881	
" "	197,777	7		"	1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '66	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,902	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,496	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '53	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	108,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,926,740	.....	.....	122.4	319,433	644,745	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,188	4,946,027	75.2	546,113	1,686,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,096	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	39	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	.....	67.143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79 856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353.283	122.500	1 370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6 000 000	1,079,500	258.046	8,272,183	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	760,678	260,528	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	164.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 6	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232 200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.6	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,986	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,890,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123 343	232.0	.....	1,159,188	528,042	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,858,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,028,868	50.0	.....	502,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,355	3,202 900	437,000	146,067	3,855 7.1	228.8	306,335	1,908,153	33,351	9	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	882,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	230.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	56	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,755,986	10.399,010	5,458,250	365,542	18,957.024	400.0	2,421,556	6,146,862	4,798,463	20	1 1
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28 021,621	16,251,000	1,123,476	45,884,322	1,152	.....	10,161,735	2,226,967	—	46½
31 Mar. '67	181.8	181.5	.....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100.000	8,146,524	635,486	18,506,763	409.3	1,621,307	4,774,034	1,413,994	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12.144.000	—	41,478,280	708.3	5,603,862	6,546,741	2,175,447	10	1 1½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,583	111.0	288,524	861,663	171,967	—	36½
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	30.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	—	—
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,555	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,963	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,564	1,049,720	297,126	12	169½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,017	*	235,796	1,541,804	1,902,110	7,717	3,451 713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,943	*	172,180	3,662,125	960,000	653,953	5,429,203	166 5	319,850	805,271	237,861	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	136.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	425,406	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	614,646	63,000	1,790	690,976	29.0	.....	.....	.....	—	—
30 Jun. '67	68.2	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	54,2	1,109,594	294,519	7,430	1,586,923	65.1	248,321	510,319	152,217	7	—
30 Jun. '66	135.0	119.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	6	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 000	2,504,768	8,628 793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	28	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,447	3,551,000	281,157	12,049,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	63.7	—	.....	136.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,398	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,288,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	102
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	525.8	2,386,153	4,673,193	1,609,387	—	86½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	523	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	80
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,489,540	4,400,000	106,235	8,026,261	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1,794,366	400,826	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.0	5 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,252,109	90.1	231,189	899,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total, incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	787,381	63.5	78,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	678,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	237,894	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,021,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	120½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,622,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	45½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	143
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144½
30 Nov. '66	48.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	204,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,909	606,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,155	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,781	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	180.5	10.5	80.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,200	141.0	669,552	1,332,307	509,790	7	93
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,184	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	304,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,408,791	10	143
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,625,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,345	1,800,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,967	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	563,000	—	—	52.7	.....	.....	—	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,640	681,301	242,997	8	110½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,078,137	—	18,060,549	124 2	.....	5,607,642	1,442,705	15	125
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,482	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,900,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,921	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	osa.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	—	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,360,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	503,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	38.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,923	5,035,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,884	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,545,528	1,795,099	9	128
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,379	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12.366,804	815,170	44,119,904	692.2	6,667,961	14,596,786	3 201,112	6	112½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,948,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,760	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	944,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	66
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	99,290	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sept. '66	141.1	48.5	20.7	—	38	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53.132	2,957.620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408.408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811 000	—	—	936,581	34.9	53,548	141'888	78,832	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,850	55,000	—	183,850	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '69	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	486	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,280,800	1,759,000	773,160	6,197,637	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	97½
31 Oct. '66	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	96.5	583,062	2,568,834	962,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	84½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,592	8,678,764	188.6	1,223,523	2,492,216	1,107,377	14	132
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,362	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,805	*	1,515,128	3,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,936,088	469,205	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
30 Jun. '66	153.9	14.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,162	1,218,972	104,913	4,972,746	205.9	346,671	694,520	134,081	—	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	125,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,886	906,200	—	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,879 342	44.0	134.201	356,277	133,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,857,560	*	83,348	29,564,405	29,94 9,900	1,156,819	60,721,124	507.0	2,041,771	4,833,480	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,498	714,825	20	112½
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199.412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,631	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,825	620,436	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	65,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,078,411	3,718,680	2,260,027	20	68½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	135.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2 5	67.5	345,588	902,213	382,500	—	36½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,238,686	20,000,000	18,0 8 2 5 6	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	62
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139.079	283,439	409,986	1,491,850	159,800	—	1,817,654	24.2	274 879	606,346	247,446	9	63½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,683 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	28
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,868,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	50½
31 Oct. '66	28.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10.469,300	197 0	880,336	2,470,958	1,067,687	10	63
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,098	229,768	229,792	1.776,125	1,500,000	73,108	3,349,237	70.9	524,068	839,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,819,531	10	99½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,65	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10.000	684,036	982,600	113,365	1,760,501	35.4	144,402	357,850	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	48
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	240,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,14 ,151	*	51,078	898 950	1,025,000	272 259	2,199 209	102.0	154,496	517,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,,95	447,491	9,827,4 75	242.0	.....	1,312,738	387,232	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,,07	47.6	.....	29,967	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,061	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3 9,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,382	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	849	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 900	1,462,314	11,092 591	291.0	405,051	1,274,507	624,142	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,079	3,01 ,107	99.2	.....	337,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,269	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	553,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,264	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,956	57,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31.300	32.670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1 477,782	334,328	—	1
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	97
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	31,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	1 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	—	686,703	127,095	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,654	213,852	7½	—
30 Sep ' 66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	160.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	78.6	159,981	279,945	145,586	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391.577	230,528	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	178	Virginia Central	5,423,128	541,814	280,926	3,354,679	1,799,822	704,785	6,245,8 8	195.0	.....	487.449	120,136	—	—
30 Jun. '66	204.7	9.4	10 6	—	29	15	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	52 ,22	7,362,250	214.9	278,8 9	56 ,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	2 5 0	986,727	2,538,800	934,103	—	46½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
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								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (§ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.798	67,652	—	16
31 Dec. '67	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,689	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,542	—	63
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	,,,10.345	*	—	15,123,430	54.750,510	7,336,405	77,210,345	1,096	.....	4,268,510	1,154,856	—	—
31 July '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,760	*	1,260,000	16,802,745	9,281.435	.....	26,084,180	357.0	.....	3,011,860	1,648,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,815	.....	.....	.....	4,909,980	768,959	5,678,939	98 1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,739	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3 5	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	189,107	37,134	—	—
	8.			—	11	29	130	NEW GRANADA. Panama	8,000,000	*		6,911,...		0	10,165,73	48.1	.....	817,438	1,338,928		205

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	127
Chicago & Northwestern (pref.)	14,789,125	7	7	65½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	272,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	64½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,404,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	30
Delaware Division:					
1st Mortgage	300,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	---	------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	------	------	89
Boat Loan	232,807	6	------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	72½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	316,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	33
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	87½
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	25
" " (preferred)	50	2,888,988	---	27½
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	41 — @ 45 —
Pig, American, No. 1	44 — @ — —
Pig, American, No. 2	40 — @ — —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	92 50 @105 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	155 — @ — —
Bar, English and American, Refined	105 — @110 —
Bar, English and American, Common	95 — @100 —
Scroll	132 50 @180 —
Ovals and Half-round	130 — @140 —
Band	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, ⅜ @ 3-16 inch	110 — @165 —
Hoop	137 50 @190 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia, Med. No.'s	— 17½ @ — 18½
Sheet, Single, D. and T. Common	— 6 @ — 7½
Rails, English (gold) per ton.	52 50 @ 53 —
Rails, American (at works)	79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	18 @ — 23
English Spring.(2d and 1st qlty.)	10½ @ — 12½
English Blister.(2d and 1st qlty.)	11½ @ — 20
English Machinery	13½ @ — 16
English German. (2d and 1st qlty.)	14 @ — 16
American Blister, "Black Diamond"	11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— — @ — 14
American German do.	— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— 33 @ — —
Bolts	— 35 @ — —
Braziers'	— 35 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 29
American Ingot	— 24 @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ 9 50
Spanish (gold)	6 50 @ 6 55
German Refined (gold)	6 50 @ 6 55
English (gold)	6 50 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— — @ — 27
Straits (gold)	— — @ — 24
English (gold)	— 23½ @ — 24

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	9 — @ 9 25	13 — @ 13 50
Plates, I. C. Coke	7 37½ @ 8 —	10 62½ @ 12 —
Plates, Coke Terne	6 75 @ 7 9	75 — @ 10 —
Plates, Charcoal Terne	8 75 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 15 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 20 @ — 21
Refined, free, S. W.	— — @ — 51
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 31 @ — 32
Refined, in bond, Standard White	— — @ — 34½
Refined, in bond, prime White	— 35 @ — 35½
Naptha, Refined, (60 @ 63 gravity)	— 26 @ — 27
Residuum per bbl.	3 — @ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th 10.	F. 11	Sat. 12.	M. 14.	Tu. 15	W. 16
Atlantic M. S. S. Co	114½	----	116½	117	116½	117½
California 7s	----	----	----	----	----	----
Canton Co.	45½	----	45½	45½	45½	44½
Chicago & Alton	125	----	125	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	91½	----	----	----	----	----
Chicago, Burl. & Q.	----	137	137	----	137	----
" " " 8 p.c.	----	111	----	----	----	----
Chic. & Northwest'n	43	43½	44½	47½	45½	46
" " pref.	66½	67½	67½	69½	68½	67½
" " 1st M.	85½	85	85	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	102½	97x	97½	99½	98½	98½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	91	91½	----	----	91½	----
Clev., Col. and Cin.	98½	----	98	98	----	----
Clev. and Pittsburg	82	83½	83½	86½	85½	84½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	130½	131½	132	133½	132	132
" " S. F. 7 p.c.	----	----	103	----	----	----
Cumberland Coal, pref	----	30	----	----	----	----
Del. & Hudson Canal	----	148	147	----	147	----
Del., Lack. & West.	----	----	----	112½	113	112½
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" "2 M. 8 p.c. '81	----	----	----	----	97	----
Erie	69	69½	72	75½	74	72½
" pref.	78	78½	80	80	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	90	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	90	----	----	----
Hudson River	128	127	128	129½	128½	128
" 1 M. 7 p.c. '69.	101	----	----	----	102	----
" 2 M. S. F.	----	----	104	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	122½	122½	122½	----	----	122½
" bonds	----	----	118	----	----	118
Marietta & Cin. 1st pref.	----	----	----	----	18	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	9	----	9	----	----
" " pref.	----	17	----	----	17½	17
" " 1st mort.	----	----	----	----	----	----
Michigan Central	----	109½	----	109½	109½	109½
" S F. 8 p.c. '82	----	----	----	----	----	109
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	83½	83½	83½	84½	83	82½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	100	----	100	100	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	46½	46	46½	47	44½	----
" " pref.	67½	67½	67½	68	66	66
" " 1st mort.	86½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104½	104½	104½	105	105	105
" iss. to H. & St. J. R.	82	82	----	----	----	82½
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	99	----	----	99	99
" " 2d mort.	----	----	----	----	----	----
New York Central	113½	114½	115	115½	113½	113½
" " 7s. S. F. '76	----	----	----	----	101½	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	94½	94½	----	95	----
" " 6s, S. F. '87	----	94	94½	----	95	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	103	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	51½
" ex-coupon.	52½	----	52½	----	----	51½
" new	52½	53	----	----	----	51½
Ohio & Miss. cer.	26½	26½	25	27½	26½	26½
" " pref.	73	73½	----	----	----	----
Pacific Mail S. S. Co.	141½	142½	143	144½	144½	146½
Panama	----	----	----	----	----	----
Phila. and Reading	101½	101½	102	102½	102½	101½
Pitts. Ft. W. & Chicago	100½	100½	100½	101½	101	100½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M. 86	87	----	----	----	----	----
Quicksilver Mining Co.	25	----	25	24½	24	50
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	83½	----	----	----	83½
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64½	64½	64½	63½	63½	----
" new	63½	64	63	62½	61½	60
Tol. Wab. & Western	43½	----	----	44½	43½	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	90	----	----	----	----	90
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	----	----	----
new	46	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	116	----	----	----	----	----
U. S. 5s, 1871, coup.	116	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	111½	----	----	----
U. S. 5s, 1874, coup.	111	108½	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100½	100½	100½	100½	100½	100½
U. S. 5s, 10-40s, reg.	----	100½	100½	----	----	----
U. S. 6s, 1881, reg.	----	----	111½	111½	----	111½
U. S. 6s, 1881, coup.	111½	----	111½	111½	111½	111½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	114	----	----	----
U. S. 6s, 1868, reg.	----	142	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	----	----	----	104	103½	
U. S. 6s, 5-20s, c. '62	112	112	112½	112	111½	
U. S. 6s, 5-20s, reg. '64.	----	104	----	----	----	----
U. S. 6s, 5-20s, c. '64	108½	109½	109½	----	108½	108½
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109	109½	109½	109	108½	108½
U. S. 6s, 5-20s, c. n. '65	107½	107½	106½	106½	106½	
U. S. 6s, 5-20s, c. n. '67	107½	----	107	106½	106½	
7.30 Notes, 2d series	105½	105½	105½	104½	105	
" " 3d series	105½	105½	105½	104½	104½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	----	----	----	----	----	----
" preferred	28	28	28	----	----	----
Camden & Amboy	126½	126	----	125½	----	125
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	95½	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	86	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	56½	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	39½	39½	39	38	38	----
" " 6s, '84	----	86	----	----	85½	----
Lehigh Valley R. R.	55	54½	----	54	53½	52½
" " 6s	----	95	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	58
Morris Canal	35	----	----	----	36	----
" " pref.	----	----	----	----	87½	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	87	87	87	----
" " 10s	----	----	----	----	----	----
Northern Central	43½	----	----	----	----	----
Pennsylvania R. R.	52½	52½	52½	52½	52	52
" 1st m.	99½	99½	99½	----	----	----
" 2d m.	----	93½	----	----	93½	----
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	102	102	102
Philadelphia City, 6s	98½	98	98	98	98	98
" " new	102	102	101½	----	101½	101½
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	63½	----
Phila. & Reading	51½	50½	50½	50½	51½	51½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	94½	----	----	94½
Philadelphia & Erie	----	----	----	28	----	28
" " 6s, 92	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	93	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	72½	----	72½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	15	----	----
" " 6s '78	----	60	60	60½	60½	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	46	----	----	----
Green & Coates, "	----	----	----	----	31½	----
2d and 3d streets, "	----	----	----	----	----	80
Spruce & Pine, "	----	----	----	28½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10	F.11.	Sat.12.	M 14.	Tu.15
Baltimore City 6s, 1875	----	101	----	----	----	----
" " 1886	----	----	----	----	----	97
" " 1870	----	----	----	----	----	----
" " 1890	98	97½	97½	----	97	97
" " 1893	----	95	95	----	94½	----
Balt. and Ohio	----	120	----	----	120½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	97½	----	----	----	97½
Northern Central	----	85	----	----	----	----
" " b'ds, 1885	----	----	85	----	----	85
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	136½	----	----	136½
Boston and Providence	----	----	143	----	----	----
Boston and Worcest.	----	----	144	----	----	144½
Cheshire, pref.	61	----	----	----	----	61½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	----	----	----	110½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	120	----	120	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	100
Old Colony & Newport.	88½	88	88½	89	----	89
Ph., Wil. & Baltimore	53	53½	53½	----	53½	53
Portl'd, Saco & Ports.	101½	101½	----	----	101½	----
Vermont & Canada	97	----	97	----	----	----
Vermont & Mass.	----	----	----	----	----	----
Western	143	----	142½	143	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	89	----	----
Metropolitan "	56	56	56½	56	56	56
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	27½	----	----	----
Copper Falls "	29½	----	----	27½	27½	27½
Franklin "	----	----	17½	17½	----	16
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	5	----	----	----	----
Pewabic "	14½	----	----	14½	14½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	25	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th and 27th of Sept.:

	Closing Prices. Sept. 20	Sept. 27.
United States, 5-20s, 6 per cent 1882	72¾@ 73½	72¾@ 73
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70½@ 71½	70 @ 72
Do. do. 6 do. 1868	85 @ 90	85 @ 99
Do. 5 per cent., 1874	71 @ 73	71 @ 73
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22 @ 23	22 @ 23
Erie shares, $100 (all paid) 6 p. c.	41½@ 41¾	40 @ 41
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	89 @ 91	89 @ 91
Do., 7 p. c., 1875	85 @ 88	72 @ 75
Do., $100 shares (all paid)	76½@ 77	76½@ 77½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	84 @ 86	84 @ 86
Do. with option to be paid in Phil.	84 @ 86	84 @ 86

American Railroad Journal.

Saturday, October 19, 1867.

Stock Exchange and Money Market.

Money was comparatively easy and in less urgent request up to Monday at the rates named in our last; during the last two days of the week, under review, however, the speculative demand became quite brisk, and call loans closed up sharply at 7 per cent. as the minimum rate of the street. The discount applications were quite extensive, likewise. Only the very best names met with favor at bank at 7½@9 per cent. per annum, scarcely anything passing as low as the legal rate. The cash balances of the Sub-Treasury are increasing again. They are now some six millions higher than they were a week ago. Part of this increase has been derived from regular sources of income, part of it also from further sales of coin on account of the Government. The Assistant Treasurer announces that the Department is prepared to accept Seven-thirty notes of the June or July issues in even exchange for the Five-twenties of 1867, or if preferred the Five-twenties of 1865, charging interest upon the bonds from July 1, to date of conversion, at 6 per cent. in currency, and allowing the accrued interest on the Seven-thirties. The city banks, in their last week exhibit, showed a decrease of $101,236 in loans and discounts, $738,663 in legal tenders, $19,540 in circulation, $1,341,788 in net deposits, and an increase of $235,168 in specie. The specie reserve of the banks is now $9,603,771, against $5,576,092 same time last year. The city bank deposits are now $177,135,634, against $226,858,897 week ending Oct. 6, 1866. The legal tender reserve amounts to $56,114,922, against $83,180,422 same time last year. The circulation now stands at $34,006,041, against $30,176,908 same time last year. The loans are now $247,833,133, against $276,443,219 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $97,922,045 a day, against a daily average of $95,031,270 the preceding week, and $100,114,785 the week ending with Sept. 21. The current week's exchanges average about $101,500,000 a day.

National Bank notes to the amount of $66,600 were issued last week, making the total issue to 1,671 banks thus far, $304,095,911, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,969,345, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,126,566. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,643,250; and for the public deposits, $38,318,450—making a total of $378,961,700. The Treasury Department last week redeemed and destroyed $407,800 of worn and mutilated fractional currency, and issued $606,974 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $521,043; a decrease of $11,589 in specie; a decrease in legal tenders of $529,986; a decrease of $513,525 in deposits; and an increase of $475 in circulation. The Bank Clearings show a decrease of $2,217,912, and the balances, a decrease of $755,088.

The U. S. Sub-Treasury receipts, week ending with Oct. 12, were $18,251,349, including $2,219,156 from customs duties; payments, $14,805,539; balance at the close of the week, $109,200,019, against $105,754,210, at the close of the preceding week, showing an increase of $13,445,809. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,940,799 including $339,659 from customs; and payments, $3,421,326; on Tuesday, receipts, $3,395,424 including $450,000 from customs, and payments, $1,427,322. The balance at the close of business on Tuesday stood at $111,647,493, against $107,497,591 a week previous.

Government revenues have been on a restricted scale, since our last. The excises, last week, yielded $2,600,000, against $6,571,397 the preceding week; customs at the port of New York $2,219,156, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $6,976,000 in currency. The

total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $67,000,000.

Government received $5,544,035 from customs, through the port of San Francisco, from Jan. 1, to Sept. 16, 1867.

Gold has been more abundant in the open market, and has fallen to 143. The latest sales on Wednesday were at 143⅜. The speculative call has been less confident. The demand for Custom House and mercantile purposes has been lighter. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,627,800, against $8,253,183 same time last year. The customs demand for Gold last week, averaged $369,859 a day; thus far, this week, it has been equal to $432,000 a day, or equal to a weekly aggregate of $2,592,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $128,074, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $99,039,480, against $109,638,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $23,855,604, against $33,923,655 same time last year, showing a decrease this year, of $10,968,051. The exports of specie from this port, last week, were $473,478. The total outflow of specie from the port, since Jan. 1, 1867, has been $43,922,690, against $54,113,933 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $35,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,868,924, against $31,905,489 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 16, reached $30,139,284, against $32,473,036 same time last year, showing a decrease, in 1867, of $2,333,792.

A much more liberal supply of foreign exchange has been available to buyers, and sterling drafts have been quoted lower, on a less active market. Bankers' 60 day bills on London closed at 108⅞@109¼, and on Paris to 5.17½@5.16¼; sight bills on London to 109⅜@109¾; and on Paris to 5.15@5.13¾. The offerings of produce bills have been this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,134,082, making the total value of exports since Jan. 1, 1867, $142,909,242, against $150,544,644 same time in the preceding year.

Government securities have been expressed by forced sales, partly on speculative account, and prices have given way considerably. The lowest figures of the season were made on Tuesday. Wednesday witnessed a partial revival of the demand from investment sources, and there was a slight rally in values, the market closing somewhat buoyantly. U. S. sixes of 1881 closed here on Wednesday at 111¾@112; U. S. Five-twenties of 1862, 112@112½; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109@109⅛; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾; U. S. Five-twenties of 1867, 106⅝@106¾; U. S. Ten-forties at 100⅜@100½, and U. S. Seven-thirties at 105@105⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864	118⅝	September, 1865	115¾
May, 1865	117¼	October, 1865	115⅝
August, 1865	116⅜		

Government is now retiring the October 1864 compounds, which matured on Tuesday, the 15th inst., partly by direct purchases, and partly by the exchange of the three per cent. certificates, recently authorized for this special purpose.

Much excitement was occasioned by the discovery of counterfeit thousand dollar notes of the June Seven Thirty series, some days since. Thus far some eighty of these notes have reached the Treasury Department, in the retiring process. The Department claims reclamation from the bankers, who sent them in for redemption, but who decline to comply with the demand.

The general Stock Market has been decidedly active, but variable in price, with rather wide fluctuations chiefly on Erie. The closing transactions on Wednesday indicated a feverish and irregular market.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 1.	Oct. 9.	Oct. 16.
Consols	94 7/16	94¼	93⅞
U. S. 5-20's of 1862	72½	71 11/16	71¼
Erie	42	43⅛	46¼
Ill. Central	77½	77⅜	78

General business has been quite brisk, in a few branches, chiefly in the line of breadstuffs, prices of which have advanced, on an active export and speculative call. Provisions have been depressed in price. Cotton has been more freely offered and purchased opening at lower, and closing at firmer prices with middling grades on Wednesday at 19½@21½ cents per lb. as extremes. The stock of cotton now here is estimated at about 40,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales last year; estimated stock at close of year, 80,296 bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 65,000 bales, against 59,000 bales same time last year; exports, same time, 13,500 bales, against 51,300 bales same time last year; stock on hand at latest dates, 82,500 bales, against 198,000 bales same date last year. Foreign merchandise has been less in moderate demand at irregular, and in instance of Dry Goods, generally depressed prices. The total imports of foreign dry goods, last week, were $1,665,807, and the total amount marketed $1,533,588. The value of foreign merchandise imported last week, was $2,256,193—making the grand total specie value of last week's imports of dry goods and merchandise, $4,191,500, and since Jan. 1, 1867, $198,228,013, against $234,801,422 same time in the preceding fiscal year. The ocean freight market has been quite active, since our last, and decidedly firmer with 571 vessels of all classes in port. For Liverpool we quote flour at 3s.@3s. 3d. per bbl.; grain at 11c.@11¾d. per bushel; cotton at ¼@⅜d. per lb.; and heavy goods at 30s.@40s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Oct. 15, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,285,710	$3,134,082
Prev. reported	148,258,934	139,775,160
Since January 1	$150,544,644	$142,909,242

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,995,336	$1,665,307
Gen. merchandise	1,938,818	2,526,193
Total for the week	$3,934,154	$4,191,500
Previously reported	230,867,268	194,036,513
Since January 1	$234,801,422	$198,228,013

The balance in the Sub-Treasury on Wednesday was $113,230,799 09.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 2d mort., 100; Long Dock bonds, 98; Ohio and Mississippi 1st mort., 88½; N. Y. State 6s, 1873, 100; do., 5s, 1875, 90; do., 7s, Bounty Loan, 107¼; Brooklyn 6s, W. L., 95½; Tennessee 5s, 60; Georgia 7s, 82½; Boston, Hartford and Erie, 15½; Sixth Avenue R. R., 125; Chicago and Great Eastern, 17; N. J. Central, 120½; Hannibal and St. Joseph, pref., 63; Adams' Express, 63; Am. Exp., 62; Wells-Fargo Express, 57; U.S. Express Co., 65½; Merchants' Union Exp., 22⅛; Boston Water Power Co., 17; Western Union Telegraph, 33¾; Central Coal, 41; Wilkesbarre Coal, 31; Pennsylvania Coal, 175; Ashburton Coal, 6; Metropolitan Bank, 132; St. Nicholas Bank, 104; Central National Bank, 106; Bank of Commerce, 117; Bank of America, 145; Fourth National Bank, 106; Bank State of New York, 113; Ocean Bank, 105; Bank of North America, 108; American Flag, 0.76; Benton Gold, 0.70; Consol. Gregory Gold, 5.75; Corydon, 0.79; Davidson Copper, 1.45; Edgehill Mining Co., 4.50; Gunnell Gold, 1.25; Harman G. & S., 9.70; La Crosse Gold, 0.50; Montana Gold, 0.15; New York and Eldorado, 3.40; N. Y. Gold, 0.75; Quarts Hill Gold, 1.40; Rocky Mt. Gold, 0.55; Smith and Parmalee, 3.80; Sensenderfer, 9.75; Seaver Gold, 11.35; Texas Gold, 0.05; Walkill Lead, 0.38; Bennehoff Run Oil, 4.00; Rynd Farm, 0.15; Buchanan Farm, 0.41; N. Y. and Allegheny, 3.00.

Philadelphia.—Penna. State 5s, 1868, 99¾; do., 1870, 97; do., 6s, 1st series, 103½; do., 2d series, 105¼; Allegheny County coupon 5s, 75½; New Jersey State 6s, 102½; Philadelphia and Trenton R. R., 122; Warren and Franklin 7s, 78; Long Island R. R. bonds, 92; Reading mort. 6s, 92; Fulton Coal, 4½; Ocean Oil, 3⅞; Girard Bank, 59¼; Farmers' and Mechanics' Bank, 142½; Commercial Bank, 58; Mechanics' Bank, 32. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101⅝@101¾; State 5s, reg., 96½@97½; do., coupon, 94@95; do., 6s, W. L., 101½@102¼; Reading, 50¾@50⅞; do., 6s, 1870, 94@94¼; do., bonds, 91½@92⅛; Camden and Amboy, 125@125½; do., 6s, 1889, 96@96½; do., 1883, 86@87; Penn. R. R., 52@52¼; do., 1st mort., 99¾@100¼; do., 2d mort., 93½@94; Little

Schuylkill R. R., 25@30; Morris Canal, 35@39; do., pref., 90@91; do., bonds, 85@90; Wyoming Valley Canal, 40@45; do., 6s, 80@80½; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 14@16; do., pref., 27¼@28; do., 6s, 1882, 72½@73; Union Canal bonds, 15@20; Delaware Div. Canal, 54@55; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@94; do., 5s, 61@62; Lehigh Coal and Navigation, 38⅛@38½; do., bonds, 1884, 85@86; North Pennsylvania, 33@35; do., 6s, 87@88; Philadelphia and Erie, 27¾@28; do., 6s, 91½@91¾; Minehill, 58@58½; Catawissa, 8@11; do., pref., 27½@28⅝; Lehigh Valley, 52⅞@53; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 78@82; West Philadelphia, 66@68; Spruce and Pine, 27@27½; Green and Coates, 31@32½; Chestnut and Walnut, 46@46¼; Thirteenth and Fifteenth, 19@19½; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 35@37½; Hestonville, 12⅝@12⅞.

Boston.—New York and Boston Air Line 6s, 55; Boston, Hartford and Erie R. R., 17; do., 7s, 64; Rutland 1st mort., 140; Old Colony and Newport 6s, 1875, 98¼; Eastern R. R. 6s, 1874, 96¼; Nashua and Lowell R. R., 125; Indianapolis and Cin. R. R., 38; Connecticut and Passumpsic Rivers R. R., 80¼; Ogdensburg and Lake Champlain R. R., 66; Sandusky, Dayton and Cincinnati R. R. pref., 33½; Cary Land Co., 7½; Boston Water Power Co., 19¼; Maine 6s, 1880, 98½; Connecticut 6s, 1881, 98; Cook Co., Ills., 7s, 94½; Boston 6s, 1876, currency, 101; Salem 6s, 1877, W. L., 99¼; Bangor 6s, 1874, 90¼; St. Louis 6s, 1875, 85; Chicago 7s, 1882, municipal, 97; Portland 6s, 1887, 91¾; Lynn 6s, 1887, 97; Chelsea Gas, 98; Cambridge Gas, 114½; State National Bank, 100; Merchants' National Bank, 108½; National Bank of North America, 104½; Maverick National Bank, 105; National Bank of Redemption, 111; North National Bank, 112⅞; Washington National Bank, 121⅛; Market National Bank, 105¾; Webster National Bank, 105⅜; City National Bank, 105; National Bank of Commerce, 115; Boston National Bank, 116; Traders' National Bank, 98¼; Massachusetts National Bank, 121; Union National Bank, 124; Atlantic National Bank, 118; Blackstone National Bank, 127; Second National Bank, Granite, 135; Shawmut National Bank, 120⅛; Tremont National Bank, 120⅛; Freeman's National Bank, 120; Continental National Bank, 110¼; Pawners' National Bank, 102; Everett National Bank, Bank, 104¾; Allouez Mining Co., 3¼; Bay State, 1½; Concord, 3¾; Hancock, 11½; Native, 87½c.; Star, 75c.

Baltimore.—Virginia 6s, old, reg., 40; Marietta and Cincinnati 1st mort., 83⅛; N. W. Va. 1st mort., 94⅛; Western Maryland R. R. bonds, guaranteed, 90; Union R. R. bonds, 90; York and Cumberland R. R. bonds, 1870, 95; Atlantic Coal, 0.70; Balt. and Cuba S. & M. Co., 46; Franklin Bank, 13½; Mechanics' Bank, 9⅝; Bank of Baltimore, 106; Union Bank, 58; Bank of Commerce, 27; Merchants' bank, 108; Com. and Farmers' Bank, 40½. The latest quotations are: Balt. and Ohio, 119½@120⅛; do., 6s, 1875, 99@100; do., 1880, 99@99½; do., 1885, 97⅛@97½; Northern Central, 42½@43⅛; do., bonds, 1885, 84¾@85¼; do., 1900, 78¼@—; N. W. Va., 17@18; do., 1st mort., 94½@95; do., 2d mort., 91½@93; do., 3d mort., 1878, 89¼@90½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83@83⅛; do., 2d mort., —@68¾; Central Ohio, 32@32½; do., 1st mort., 82@85; Western Md. 6s, 1890, 76@77; do., guar., 94@95; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 95½@95½; do., 1886, 97@98; do., 1890, 96¾@97; do., coupon, 98@98; do., Park, 98¼@99; do., 1893, 94¼@95½; do., 5s, 1838–'70, 80@81; City Passenger R. R., 18@19; Canton Co., 44@—; Gardner, 1.20@1.60; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 61@70; Santa Clara, 3@5; Balt. Chrome, —@0.19; Bare Hill, 0.30@0.40; Atlantic Coal, 0.65@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

North Carolina Railroad Co.

At the annual meeting of the stockholders of this company held at Goldsboro', N. C., on the 12th of July, 1867, a resolution was adopted authorizing the President and Directors to mortgage the franchise and real and personal property of the company for the sum of $1,500,000, for the purpose of raising money for paying off the present liabilities, and making such future improvements as may from time to time be required; and authorizing the president and directors to issue coupon bonds signed by the president, and under the seal of the corporation, to an amount not exceeding $800,000, in sums of $500 and $1,000 each, and payable in 5, 10, 15 and 20 years, bearing interest at the rate of 8 per cent. per annum, payable semi-annually at the office of this company, and that no further issue of bonds be made under said mortgage except with the consent, and by the express order and resolution of the stockholders. We give elsewhere an abstract of the report of this company for the fiscal year ending May 31, 1867.

☞ Subscriptions to the amount of $213,000 having been made to capital stock of the Woodstock Railroad, the stockholders have instructed the directors to put the road under contract at once, and proceed with its construction as rapidly as possible. The road will be 13 miles in length, extending from Woodstock, Vt., to White River Junction.

☞ The Savannah *Republican* says that the affairs of the Selma, Rome and Dalton Railroad Company are improving. It is promised that the road shall be completed to Rome, by the first of December, 1868, and as speedily thereafter to Dalton, as possible. This link will complete the most direct connection between New York and New Orleans.

☞ The Pit Hole, Reno and Oil Creek Railroad was sold at auction at Philadelphia on the 15th inst., for the benefit of the creditors of the late firm of Culver, Reno & Co. It cost originally $1,053,000 and was purchased by Hon. Galusha A. Grow, for New York parties, for $121,000.

☞ A survey has been made for an extension of the Great Falls and Conway Railroad to Wolfboro', N. H.

☞ The Kansas Pacific Railway was completed to Hayes City on the 11th inst.

New British Railway Law.

An act was passed on the day of prorogation of Parliament designed to protect the rolling stock of railways from creditors. Where judgment has been obtained an application may be made for the appointment of a receiver, and if necessary of a manager, on application by petition in a summary way to the Court of Chancery, and all money collected by the receiver, after due provision for the working expenses of the railway, and other expenses, to be applied and distributed under the direction of the Court in payment of the debts of the company. Where a company cannot pay their debts, the directors may prepare a "scheme," and apply to the Court of Chancery. The scheme is to act as a stay to legal proceedings, and on certain assents the Court may confirm said scheme, and it is to have the same force as if sanctioned by Parliament. Alterations have been made as to loan and share capital, and, as to the purchase of land, the surveyor to value the same is now to be appointed by the Board of Trade, and a valuation to include the amount of compensation for damage and injury.

Plastic Slate Roofing.

Wa invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. Plastic Slate is made of very finely pulverized Slate rock, mixed to a paste with raw coal-tar, and spread with a trowel. It solidifies by solar heat, and becomes real slate again without any change in its dimensions. It is not combustible at any time, is a bad conductor, and requires intense heat from other bodies to raise it to a red heat. It is being used in nearly every State of the Union for all kinds of buildings. A variety of specimens of this Slate are now on exhibition at the Fair of the American Institute.

☞ The earnings of the different Express Companies in 1867 and 1866, from Jan. 1 to Aug. 31, eight months, have been as follows:

	1867.	1866.
Wells-Fargo (7 months)...	$671,772	$595,782
Adams	2,329,558	2,595,133
United States.....	1,480,136	2,429,670
American	1,431,848	2,249,495
Merchants' Union	2,382,044	New.

☞ We learn that work on the Paterson and Newark Railroad, which has been suspended for several months, has been again resumed, the Board of Directors having obtained a cash subscription of over $300,000 from a firm in New York. Sealed proposals are called for the grading and masonry work of the road from Second River, in Belleville, to Paterson.

☞ The New Haven *Journal* says that the recent action of the Erie Railway Company ought to insure the continuation of the Boston, Hartford and Erie Railroad from Waterbury to Newburgh, and its connection with the Erie, thus opening a new route through Western Connecticut, and developing the resources of Litchfield county.

☞ The Augusta, Ga., *Constitutionalist* says that a meeting of the stockholders of the Port Royal Railroad was held in that city on the 8th inst., and that "there is every prospect of an early completion of this road. Northern capitalists have invested, and it is advisable that stockholders in the South, who are able, should retain there shares."

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the first week ending Oct. 31, 1867, were $98,194 00
Corresponding period previous year... 82,996 00

Increase..... $15,198 00

The earnings of the Western Union Railroad for the first week in Oct., 1867..... $27,322 95
Corresponding week previous year.... 20,503 96

Increase $6,818 99

The earnings of the Atlantic and Great Western Railway for the first week in Oct., 1867, were..... $103,764 00
Corresponding week previous year... 114,696 00

Decrease $10,932 00

The earnings of the Chicago and Northwestern Railroad for first week in Oct., 1867 .$356,749 70
Corresponding week previous year .. 265,033 25

Increase $91,716 45

The earnings of the Detroit and Milwaukee Railroad for the week ending October 10, 1867, were $47,508 00
Corresponding week of 1866..... 46,124 00

Increase..... $1,384 00

The earnings of the Chicago and Rock Island Railroad for the first week in Oct., 1867, were..... $144,600 00
Corresponding week of previous year. 118,191 00

Increase $26,409 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Oct. 1867, were..... $111,932 00
Corresponding week of 1866..... 105,550 00

Increase $6,382 00

The earnings of the Michigan Central Railroad for the 1st week in Oct., 1867, were.. $103,704 94
Corresponding week of previous year. 101,191 12

Increase $2,513 82

The earnings of the Marietta and Cincinnati Railroad the 1st week in Oct., 1867..$29,227 00
Corresponding week previous year.... 24,366 00

Increase $4,861 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in October, 1867, were $53,387 44
Corresponding week of previous year. 52,186 18

Increase $1,701 26

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Oct., 1867, were..... $88,776 38
Same week in 1866.. ..... 88,361 46

Increase..... $414 92

The earnings of the Milwaukee and St. Paul Railway for the 1st week in October, 1867, were..... $125,206 00
Corresponding week of previous year 116,907 00

Increase $8,299 00

The earnings of the Milwaukee and Prairie du Chein Railway for the 1st week in October, 1867, were..... $85,319 00
Corresponding week of previous year. 58,545 00

Increase $26,774 00

The earnings of the McGregor Western Railway for the 1st week in Oct., 1867, were... $19,075 00
Corresponding week of previous year. 8,698 00

Increase $10,377 00

The earnings of the Minnesota Central Railway for the 1st week in Oct., 1867, were... $12,456 00
Corresponding week of previous year. 9,729 00

Increase $2,727 00

Coal Product in Great Britain in 1866.

The following is a summary of the returns of coal produced in the various colliery districts of Great Britain and Ireland during the year 1866:

	Tons.	Collieries.
Durham & Northumberland	25,194,550	297
Cumberland	1,490,481	30
Yorkshire	9,714,700	447
Derbyshire	4,750,520	150
Nottinghamshire	1,600,560	25
Leicestershire	866,560	11
Warwickshire	775,000	15
Staffordshire and Worcestershire	12,298,580	512
Lancashire	12,320,500	346
Cheshire	895,500	39
Shropshire	1,220,700	63
Gloucestershire and Somersetshire	1,850,700	114
Monmouthshire	4,445,000	100
South Wales	9,376,443	512
North Wales	2,082,000	
Scotland	12,625,000	470
Ireland	123,750	39
Total produce of the United Kingdom	101,630,544	3,170

This gives an increase of 3,479,957 tons in 1866, over the production of the previous year, and Mr. Hunt justly remarks, that this regularly continued increase in the quantity of coals raised from the collieries of the United Kingdom is a remarkable feature of the year 1866. It must be remembered that the year was marked by great commercial disturbances, and that several kinds of manufacture, and that of iron especially, were suffering from a severe depression. Notwithstanding this, it has been ascertained that upwards of 101,000,000 tons of coals were produced.

The progress of our coal extraction during the last nine years will be seen by reference to the following table, in which the total output of the collieries during each year is estimated:

Year.	Tons.	Increase as compared with preceding year.
1858	65,008,649	.....
1859	61,969,765	6,971,115
1860	84,042,698	2,062,933
1861	83,635,214	.....
1862	81,638,338	.....
1863	88,292,515	6,654,177
1864	92,787,873	4,495,358
1865	98,150,587	5,127,145
1866	101,630,544	3,479,957

The exports during the nine years have been as follows:

Year.	Tons.	Year.	Tons.
1858	6,529,483	1863	8,275,212
1859	7,006,949	1864	8,809,908
1860	7,321,832	1865	9,189,021
1861	7,855,115	1866	9,916,244
1862	8,301,852		

The foreign demand for British coal has thus been greatly extending for the last nine years, notwithstanding the increase of supplies from Belgium, France (especially the department of the Pas-de-Calais), the Ruhr, and Sarrebruck basins, &c. But, great as has been the growth of the external demand for British coal, the advance in home consumption during the last nine years has been still more remarkable. Thus, deducting the exports from the total amount of coal extracted, we arrive at the following figures as representing our domestic supplies:

Year.	Tons.	Year.	Tons.
1858	58,479,166	1863	80,017,303
1859	64,971,816	1864	83,977,965
1860	76,720,866	1865	88,961,566
1861	75,780,099	1866	91,714,300
1862	73,336,486		

The home consumption would thus appear to have increased in the nine years to the extent of 56.83 per cent.—a result attributable, no doubt, to the development of steam power, and the progress of the population in numbers, wealth and comfort. In six years the progress of coal consumption in London alone has been as follows: 1861, total quantity brought within the limits of the coal duty radius 5,232,082 tons; 1862, 4,973,823 tons; 1863, 5,127,106 tons: 1864, 5,476,426 tons: 1865, 5,909,940 tons; and 1866, 6,020,182 tons.—*London Colliery Guardian.*

North Carolina Railroad.

The earnings of this road for the years ending May 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$280,183 52	$201,761 82
" freight	510,214 23	301,930 37
" mails	7,993 81	14,866 66
Totals	$798,391 56	$518,558 85

The earnings from all sources during the years named have been as follows:

	1866.	1867.
From transportation	$798,391 56	$518,558 85
" sale of old iron	45,038 17	46,936 02
" sale of supplies	41,841 17	13,838 82
" rent	3,740 42	5,865 70
" shop account	1,468 72	5,363 70
" minor sources	.....	7,635 91
Totals	$890,480 04	$598,199 00

Expenses, viz:

Transportation exp	$185,554 81	$130,339 65
Maintenance of road	169,930 89	124,408 23
Maintenance of cars & machinery	182,957 59	122,391 55
Salary account	39,782 91	30,280 95
Loss and damage	19,309 37	28,421 00
Supply account	75,604 94	21,735 40
Rent of cars & engines	7,931 58	6,576 82
Tax account	7,604 89	9 811 38
Interest account	32,440 30	54,573 73
Maintenance of build'gs	25 048 24	28,668 76
Maintenance of bridges	35,093 63	23,774 91
Purchase of R. R. iron.	137,290 44	92,850 75
Purchase of engines & cars	65,826 20	16,623 20
Totals	$984,375 79	$690,456 33
Expenses more than earnings	$93,895 75	$92,257 33

Compared with the previous year the earnings from transportation in 1866–'67, show a decrease of $279,832 71. The earnings from all sources during the same time show a decrease of $292,281 04. The expenses are also less by $293,919 46 than those of the previous year, showing an improvement of $1,638 42.

Included in the above statement of expenses is the sum of $244,323 49 designated as "old," being for debts contracted in previous years. Excluding these, the net earnings would be $152,066 16.

The cash receipts from all sources during the year, including $10,089 94 from the previous year, and $249,082 57 from temporary loans, were $972,640 34; and the disbursements, including $76,443 57 on temporary loan account, were $954,013 19—leaving a balance of cash on hand, May 31, 1867, of $18,627 15. The net amount received from temporary loans during the year was $172,639.

The earnings of the road, exclusive of old iron sold, were $551,262 98; and the expenditures, exclusive of amounts paid for iron and equipment, $580,982 38—showing an excess of expenditure (including amounts from previous years,) of $29,719 40. Excluding "old" accounts, the excess of receipts would be $214,604 09.

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1867:

Assets on hand, May 31, 1866	$445,579 11
Old draft collected	405 05
Deduction on negro bonds and other war claims passed to profit and loss	24,820 24
Receipts, as above	598,199 00
Increased liabilities	27,401 67
Total	$1,096,405 07
Expenses, as above	$690,456 33
Old construction account	2,381 35
Right of way	1,000 00
Worthless debts passed to profit and loss	246,565 51
Balance on cotton account passed to profit and loss	86,166 94
Assets, as per annexed statement	69,834 94
Total, as above	$1,096,405 07

The passenger arrangements are represented as being very satisfactory both to the company and the public; and the transportation of freight has been accomplished with dispatch, safety and cheapness. The passenger cars are comfortable and some of them elegant, the engines are equal to the best, and the freight cars in good order; and so regular do the trains run that the inhabitants of the country set their time-pieces by the whistle of the engine. The road bed is in admirable condition. The work of ditching and ballasting has been carried on during the year. About 20 miles of the road bed have been graveled. Six and a half miles of new iron have been put in the track. The number of sills used has been 87,600; and of spike, 446 kegs. In the opinion of the Superintendent, about 25 miles of new iron should be put down this year, and as much more every succeeding year. The President, in his Report, says:

In the last annual report you were told that "The damaged iron and cotton will about relay the road with new iron and pay for all engines bought and other extraordinary expenses," and again "There are few or no claims of this year unadjusted, when a claim is ascertained to be due it is promptly paid." When in July, 1865, the road was occupied and controlled by the Provisional Government, there was on hand over 700 bales of cotton and a large amount of other supplies. No road in the South came out of the war in better condition, either in material or financially. And the earnings of the road during the year ending 1st June, 1866, were very large exceeding the highest estimate of its most sanguine friends. 'Tis true there were debts owing, as there are now, and will always be the case, and if anything like prudence had been exercised, you would be gratified by receiving dividends.

When in July last, I was by your renewed and continued partiality restored to my old position (for which I can never sufficiently thank you,) I found that the hands upon the road had not been paid for three months; that the claims of those who had furnished sills and wood and other supplies were daily being presented for payment; that we owed heavy debts in New York, more than $48,000, to one house alone, and that in fact several hundred thousand dollars were due, and that the most of these debts were urgent, and that suits were threatened.

The locomotive and a large portion of the iron purchased last year have been paid for this, much of the old iron was sold, and the proceeds applied to payment of debts due in New York. And all the proceeds of over 700 bales of cotton netted the paltry sum of $66,028 38, and which could have been sold at home without risk and without cost for about $140,000. Many claims for losses and overcharge were laid aside, and payment is frequently demanded upon claims, which no one at the office now, ever heard of before. Not only was spent all that was on hand, and all that was made during the year, but debts were contracted for Posterity to settle.

I was forced to raise money or your road would fall into the hands of the Sheriff, and thus you would have been bereft of this small remnant of your fortunes saved from the wreck left you by the war.

I therefore borrowed in New York city $50,000, at thirty and ninety days at the rate of one and a half per cent. a month.

With this amount the most pressing debts were discharged, and the notes promptly paid as they matured.

For this act I was mildly censured by the Legislative Investigating Committee. And I am proud to say, that this is the only thing they could lay to my charge, after investigating my official acts for over four years.

I can sufficiently demonstrate to any one who desires to know, that never was there a loan made more timely, or advantageously to the borrower.

This sum though large was but a drop in the bucket, as compared with our necessities. The Board of Directors authorized me to borrow two hundred and fifty ($250,000) thousand dollars more. A large part of it was obtained at 8 per cent. from personal friends of mine, who were also among the best friends this road ever had. And I would name them, that they might be held in everlasting rememberance by the stockholders, but fear lest they should be offended thereby.

The money thus obtained was expended in paying off our pressing liabilities. I immediately commenced a system of economy and retrenchment, discharging over 200 hands, and in every way diminishing the expenses of the road. And by pursuing the system of paying cash for everything as it was purchased (which has been almost always done) and never buying anything except what was absolutely necessary, I believe a great improvement has been effected.

An order book is now kept in the office, also a contract book, and by order of the Board of Directors no one can make a contract to bind the company unless the same is approved by the President or Board of Directors. This road should prove profitable to its owners, and by prudent management and strict economy will become so, but to effect this, some disposition must be made of your floating debt.

No president can so manage this road as to give dividends while large liabilities are pressing him. Unfortunately this is the case with this road. But there is no reason why this should continue.

I therefore recommend to the stockholders that all the outstanding liabilities of the company be funded.

By reference to the statement of the financial condition of the company, as made by your Secretary and accompanying this report the amount is $693,831 74.

There are other claims against us which do not appear upon our books, principally claims of loss and damage to persons and property. Unfortunately, there are many of these; and there is no means of judging the amount we will have to pay therefor, but estimate them at $50,000 which will make, say $750,000 of debt.

Issue coupon bonds in the sums of $500 and $1,000 each, running from five to twenty years, either mortgage bonds or not as you dictate. But I would suggest the former, for capital is timid and likes security, and you lose nothing thereby. These bonds bearing eight per cent. per annum, interest payable semi-annually, will certainly be sought after, and instead of being vexed with debt, you will only have to meet the interest which will be $60,000 per annum. This amount of debt will be trifling, compared with your property, two hundred and twenty-three miles of main track, with its equipments costing $4,950,755 68, and is not as much, by half, as many other roads owe which are near you. The prospects of paying the interest and also dividends, I think very good. This year, the most unfavorable by long odds, of any we have ever known, your receipts have reached the sum of $518,558. With anything like a fair crop and a supply of money in the land next year, they will continue to increase. Your expenses with fair receipts, should not exceed 50 per cent., or at the outside, 60 per cent. of your gross earnings. Thus the interest on your debt, a six per cent. dividend, and a surplus fund to purchase your own bonds, will be provided.

Our connections and relations with other roads are convenient and agreeable. Nothing unpleasant has occurred during the year, and we hope the same kindly feeling will continue. The completion of the Columbia and Hamburg Road, which is confidently anticipated during the coming year, will be of great advantage; shortening the line of travel, and opening up to us a larger field from which freight shall be carried to and fro. But no connection in value to us can be compared to the extension and completion of the Western North Carolina Railroad, and we hope that the fond anticipations of eminent men who have long desired the sight, may speedily be accomplished.

The company have 25 locomotives, 15 passenger, 4 mail, 10 baggage and express, 134 box, 7 flat and 5 bridge cars. Miles run by locomotives 371,012 at a cost for labor and material of $38,554 17; and for supplies, $6,889 57. The whole number of passengers conveyed was 68,672, of which 7,440 were through, 57,748 way and 3,484 government.

The financial condition of the company May 31, 1867, is exhibited in the annexed statement:

Cost of road and equipment	$4,950,755 68
Amount of sinking fund	204,000 00
Stock of Chatham R. R. Co	44,444 44
Stock of North Carolina R. R. Co	21,400 00
Due from agents	8,646 44
" other companies	10,243 26
" individuals	15,223 96
" freight exchanges	1,717 77
" United States	4,155 00
" Post Office Department	2,787 50
" bills receivable	6,357 37
" Southern Express Co.	2,076 49
Amount of cash on hand	18,627 15
	$5,290,435 06
Capital stock	$4,000,000 00
Eight per cent. loan due March 1, 1867	339,000 00
Temporary loans	172,639 00
Interest	19,820 00
Bills payable	20,774 25
Due on dividends	919 00
Due other companies	10,126 56
Due on individual accounts	17,807 88
Due on pay-rolls	31,701 68
U. S. income tax retained	2,999 70
Due on Negro bonds, 1864 and 1865	79,743 67
Profit and loss	596,603 32
	$5,290,435 06

President.—Thomas Webb.

Directors.—On the part of the Stockholders.—John L. Morehead, D.A. Davis, Thomas Webb, and Wm. Murdock. On the part of the State.—W. C. Means, J. M. Coffin, J. W. Thomas, Peter Adams, Josiah Turner, Jr., R. S. Tucker, Jas. E. Allen, and O. G. Parsley.

Superintendent.—James Anderson.

Treasurer.—Peter B. Ruffin.

Secretary and Auditor.—F. A. Stagg.

☞ In December, 1865, 24 steel rails were laid on the Boston and Providence Railroad. At least 100 locomotives have passed over them daily, since that time, and the rails show no signs of wear.

☞ The Atlantic and Gulf Railroad Extension has been opened to "Hayesville," 14 miles west of Thomasville, and trains commenced running to that point on the 10th inst.

Commerce of New York.

The foreign imports at New York for the month of September, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$13,228,489	$13,149,846
Do. for warehousing	7,817,045	6,676,707
Free goods	840,082	854,987
Specie and bullion	5,193,473	345,669
Total entered at port...	$27,079,089	$21,027,209
Withdrawn fr. wareh'use	11,091,194	9,928,471

The foreign imports at New York for the nine months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$130,852,815	$102,707,255
Do. for warehousing...	93,668,192	91,314,804
Free goods.....	9,708,103	8,442,128
Specie and bullion	6,988,841	2,499,215
Total entered at port..	$241,217,951	$204,963,402
Withdrawn fr. wareh'se	80,699,883	87,466,808

The following statement will show the revenue from Customs at New York for the month of September, and for the nine months ending September 30:

	1866.	1867.
In Sept..... .....$	12,248,144 66	$11,712,164 78
Previous 8 months.	91,405,137 20	81,483,422 29
Total 9 months...	$103,653,281 86	$93,195,587 07

The exports from New York to foreign ports in the month of September, were:

	1866.	1867.
Domestic produce	$11,635,610	$11,102,100
Foreign free goods.....	29,373	9,498
Do. dutiable.....	306,240	890,851
Specie and bullion	834,550	2,201,958
Total exports.....	$12,805,773	$14,204,407
Do. exclusive of specie.	11,971,223	12,002,449

The exports from New York to foreign ports for nine months from January 1, were:

	1866.	1867.
Domestic produce.....	$141,593,226	$128,032,152
Foreign free goods....	566,156	341,000
Do. dutiable	3,960,787	6,202,151
Specie and bullion.....	54,026,290	42,032,108
Total exports	$200,146,409	$176,607,411
Do. exclusive of specie	146,120,119	134,575,303

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of September, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$654,925 77	$685,067 90
Expenses.....	414,680 05	394,348 63
Net earnings.....	$240,245 72	$290,719 27

This shows an increase in earnings of $30,142 13; with a decrease in expenses of $20,331 42—making the increase in net earnings, $50,473 55.

The earnings and expenses from January 1, to September 30, 1866 and 1867, were:

	1866.	1867.
Earnings	$5,474,619 50	$5,202,234 60
Expenses	3,879,731 00	3,623,498 78
Net earnings.....	$1,594,888 50.	$1,578,735 82

This shows a decrease in earnings, during the nine months, of $272,384 90; in expenses of $256,232 22; and in net earnings of $16,152 68.

☞ A party of French engineers, invited by General Dix, our minister to France, to visit this country have gone West from St. Louis with a view of gaining information of the country, railroads, mines, &c. They are in charge of Col. Hein, Secretary of Legation at Paris.

☞ Ground was broken and work commenced on the Southern Branch of the Union Pacific Railroad at Junction City, Kansas, on the 15th inst. The work will be pushed forward vigorously. A surveying party, under Major Beach, started for Fort Gibson on the 16th, to initiate work on that part of the road. Col. Gross is President of the company.

☞ It is said that Eastern capitalists have made propositions to take the Southwest Pacific Railroad on the terms of Fremont's contracts, and build it at once.

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W. BLACKFORD,
6t38 Chief Engineer

FOR SALE.

LUMBER FOR BRIDGES, WHARVES AND Railroads, Burnettized (with chloride of zinc) for preserving timber from wet and dry rot.

Apply to

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New York.

Agents for the Eastern Burnettizing Works at Bangor, Maine. 3m36

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MEAD & MANNING,

June 8th, 1867.

Universal Exposition, Paris, 1867.



STEINWAY & SONS

TRIUMPHANT,

Having been Awarded

The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, *over* all other American exhibitors, and *over* more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER, AMBROISE THOMAS, ED. HANSLICK, F. A. GEVAERT, J. SCHIEDMAYER. } Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 269 Pianos from all parts of the world.

STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1862 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.

EVERY PIANO is WARRANTED for FIVE YEARS.

Warerooms, First Floor of Steinway Hall,
Nos. **109** and **111** East Fourteenth Street,
(Between 4th Ave. and Irving Place,) NEW YORK.

NOTICE TO CONTRACTORS,

PROPOSALS will b received until Nov. 1st, for the Grading, Masonry, Bridging and Iron of the Wallkill Valley Railroad, from Montgomery to Newpaltz, about 20 miles, or so much thereof as may be deemed expedient. Maps, plans and specifications will be ready for inpection on the 15th of Oct., at the office of the Chief Engineer, Levi Bruyn, Shawangunk Village, Ulster Co., N. Y.

All other information needed will be furnished at my office.

Dated Bruynswick, N. Y., Oct. 2d, 1867.

4t40 F. S. McKINSTRY, Pres't.

The Auburn File Works,

AUBURN, N. Y.

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This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

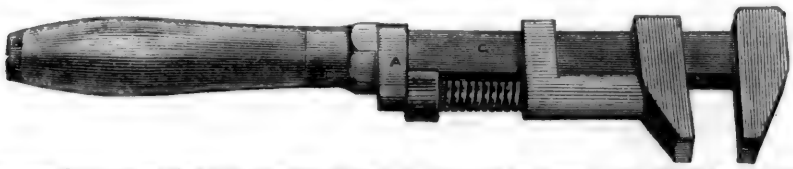
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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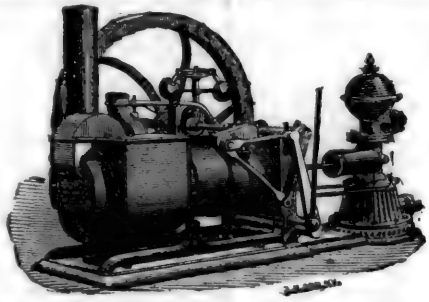
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 26, 1867.

Democratizing the Railway.

This wonderful machine of English origin, and hitherto conducted on principles of English management, is now threatened with an improvement that promises to add as much to its efficacy as the American improvement added to the Printing Press. The application of the paddle-wheel to the steamboat was an American idea. The practical adoption of the principles of telegraphing, whereby it was brought into public use was American. Sewing by machinery is American. The planting of grain, reaping, harvesting and thrashing, mowing, raking, and pitching by machinery are American. Agriculture, intercourse, commerce and manufactures have advanced on American ideas, and now, last of all, the railway is absolutely to be placed on the democratic platform of "Equal Rights," and opened to the public like a turnpike road with manifold efficiency over present management.

We have heretofore explained and advocated through the columns of our JOURNAL the "Equal Speed," "Equal Rights" plan for a freight railway. It rejoices us to see our contemporary of the London *Railway News* falling into line, and approving as a measure of necessity, the democratizing of the railway. It has been demonstrated to the world that the strongest form of Government on earth must have its foundation on Equal Rights, and we shall soon demonstrate that Equal Rights in the management of the railway will not only secure a manifold degree of efficiency and cheapness in performing the business of the country, but in all probability, add one-half to the actual development of our vast resources.

The subject of democratizing the railway, which is now fairly before the people of this country and Europe, is the most important subject of material economy ever presented to the world. It grows upon the mind by investigation. It increases in magnitude as its co-relative results are traced through the ramifications of business and again centered in the combination of results, vastly increased production.

Few persons, at first sight, comprehend the immense effect of an improved system for the rapid and cheap handling of the agricultural, mining, and manufacturing resources of the country. It was stated by an intelligent farmer of the West, a few days since, that the "cheap freight railway system," if accomplished, would add three-fourths to the average net profits of agriculture, after deducting the cost of production, to the whole country west of Utica. It has been clearly pointed out that Pennsylvania, in consequence of expensive freights, is suffering under a yearly deficiency of production of more than one hundred millions as compared with some other States, and that Ohio and the West generally stand in nearly the same category, while the Southern States exhibit a still more meagre production. It was well remarked by an experienced railway financier of England, lately in this country, that "the great West is strangled by illiberal railway policy, while the South is starved," and concludes that "cheap freights and very numerous trains is the remedy."

We do not precisely agree with our contemporary of the London *Railway News*, wherein he declares, in connection with his admiration of the plan for cheap freight railways under the Congressional Bills, that the proposal is a "bold and novel one." The idea of putting the operation of the railway on a democratic footing is neither *bold* nor *novel*. It is only American. It is simply going back to the principles that underlie the Canal State System of New York, which was inaugurated by the most eminent Statesmen and political economists that America has produced. It is in entire accordance with the principles that were originally engrafted on the charters for railway enterprises in Massachusetts. The proposal to open the railway to free competition in transportation merely indicates a return to the simple principles of common justice and good sense.

It may be assumed, as an undeniable proposition, that neither the rights nor interests of the people will be guarded or protected until the railway is operated on the Equal Rights plan. Exclusive privilege on the highways of commerce is the most odious and offensive arrangement possible to be conceived, and when traced to its uniform results, the most paralyzing and injurious. There is no excuse for it, unless such excuse can be found in absolute necessity. When it can be demonstrated that *tenfold* freight power can be added to the present work of the railway, and freights, by a combination of economic incidents may be reduced to one-third of present charges, it does not speak well for the monopoly principle in transportation. Our railway management is now brought face to face with the popular requirement of doing much more work for a much less price per ton. Unless this is accomplished without unreasonable delay we are confident, that, on the great natural freight routes, present managers will be obliged to leave the track.

Grand Rapids and Indiana Railroad.

The contractors are now vigorously at work grading and track laying at various points between Fort Wayne, Indiana, the southern terminus of the road, and a point sixty miles north of Grand Rapids, Michigan. Fifty miles have been graded and eleven ironed. The contractors are to finish the road by the end of the year 1869. It is designed ultimately to extend this road as far north as Mackinac. The heaviest part of the work now in progress is the construction of a bridge across Grand River, at Grand Rapids, the cost of which will be between $45,000 and $50,000. This road will be of great importance to

Cincinnati when the projected link between Richmond, Indiana, and Fort Wayne is finished.

Maintenance of Rolling Stock.

At the present time, when the attention of shareholders in almost every railway has been directed to the possibility of closing capital accounts, the question of the actual cost at which railways can be worked and maintained assumes a degree of importance which has not hitherto attached to it. Every person in the slightest degree conversant with railway accounts, must be aware of the part that the capital of almost every company has been made to bear, more or less, of the burden of the cost of renewals and maintenance. No fixed rule has been laid down as to the proportion of the cost to be applied to capital and revenue, the amount being decided according as the exigencies of any particular company may appear to require. It is most important for the interest of railway property that some uniform principle should be acted upon, as in the present state of railway accounts it is absolutely impossible to estimate with accuracy the true financial position of any undertaking. We have already directed attention to the very useful and elaborate letter of Mr. Price Williams, bearing on the cost of the permanent way. Another important branch of railway expenditure, that connected with the rolling stock, recently formed the subject of discussion at the Institution of Civil Engineers. The figures given by Mr. Fletcher on that occasion, are known among railway officials as "Fletcher's data," and they will form a very useful standard by which to test railway accounts presented from time to time to the public. Mr. Fletcher states as the result of his best consideration "that the improved rolling stock of the present day—built of carefully selected and well-seasoned timber, and of the materials of the best quality—superior in all respects to that built twenty years ago, may be fully calculated to have a life of from twenty-five to thirty years; assuming always that the stock is of such a character that it will not be necessary to break it up for any other cause than that of decay." After making various allowances, he comes to the conclusion that carriage stock may be fully maintained by an outlay of about 12 per cent. on its cost, wagon stock by an outlay of 6½ per cent., and locomotives by an outlay of 12½ per cent.

Adopting this as the standard, we find the charges to revenue on the North Eastern Company nearer than those of any other line to the figures we have given. In one of the items, indeed, it is slightly in excess. The company's rolling stock consists of 504 engines of an average cost of £2,-100; 1,370 carriages, each about £220; and 17,-429 wagons, valued at £80 each, the whole amounting to £2,754,120. The renewal of this stock has cost £262,977, or at the rate of about 9.55 per cent. on the original cost. In the case of the South Eastern, however, with 243 engines, 1,-765 carriages, and 3,641 wagons, the whole of the value of £1,189,889, only £108,599 is charged for renewals, or 9.11 per cent. on the cost. This amount, according to the North Eastern system, should have been £126,110 or 10.51, and the deficiency, £17,511, has therefore been charged to capital.

The case of the North British, judged by the standard which we have adopted, shows very great deficiency. Their rolling stock consists of 373 engines, 976 carriages, and 16,759 wagons, which, at the prices obtaining with the North Eastern, would amount to £2,338,740. The cost stated, however, is £2,419,198. The sum that should have been charged for the renewal of this stock during the half-year was £106,507, whereas only £63,938 is entered in the accounts. The deficiency charged to capital on this line is therefore £42,569. The proportion which should have been charged to engines was £48,956, the sum actually charged is £34,978, or only 8.90 per cent. instead of 12½ per cent. On carriages and wagons the expenditure, instead of being £57,551, was only £28,391, or 4.72 per cent. During the last half-year the amount charged to capital account for rolling stock is £21,000, the total amount brought against revenue being little over 5 per cent. per annum.

An analysis of the Brighton accounts shows that £35,800, or £144 per engine, is required to keep in repair and renew about 248 engines in each half-year, while in the case of the North British just cited, the same money, suffices to keep in repair 373 engines. On the Caledonian, 504 engines are maintained and renewed at a cost of £28,000, or at the rate of about £55 10s. per engine. In the case of the Great Northern, however, 453 engines require a total outlay of £73,-500, or not less than £162 per engine.

There are evidently some discrepancies here which require explanation, and that explanation is to be found in the fact that these different companies place to capital account expenses which ought to be made a charge against revenue, in order to ascertain with anything like accuracy the actual net earnings of these undertakings.

Some statistics are given in a review of the financial position of the Caledonian Railway, just published, under the signature of a "Public Accountant," and which challenges the strictest investigation. The writer says: "In the year ending January last the Caledonian Railway Company ran 7,751,529 train miles, and expended £231,254 on locomotives, working, renewals, and repairs, being at the rate of 7.16d. only per train mile, or 3.84d. less than the average. If we multiply the latter figures by the number of train miles run, it gives us the sum of £124,033 as the difference between the amount actually charged to revenue for working and upholding the rolling stock, and the amount which ought to have been expended to work and maintain it efficiently. In the last published report of the Great Northern Railway, we find the cost stated at 12.39d. per mile train, and that during the half-year eighteen engines and eight tenders had been renewed at the expense of revenue, the total number of engines on that line being 437. During the year ending January, 1867, the Caledonian Company did not renew a single engine at the expense of revenue, although its number of engines is in excess of that of the Great Northern, being 479. It has, however, charged to capital for additions to rolling stock during the year the sum of £305,-123."

In the last report of the Brighton Company the auditors say:—"We think that revenue should be charged for maintenance of way at the rate of £300 per mile for quadruple lines, £200 per mile on double, and £150 per mile on single lines, half-yearly, instead of £370 per mile per annum on the whole mileage of the company's roads. For locomotive power, in our opinion, a fixed charge of not less than 12½ per cent. on locomotive engines and tenders, and of 9 per cent. on carriages and wagons, calculated on their original cost as they stand in the company's books, should be made annually for depreciations, renewals, and repairs."

This is, no doubt, the correct principle to adopt; and shareholders will do well to bear in mind the timely warnings of Mr. Laing and Mr. Watkin, that with the closing of capital accounts and all expenditure charged to revenue, a reduction in the rates of dividend will be inevitable.—*London Railway News.*

Wilmington and Manchester Railroad.

The Wilmington and Manchester Railroad Co. of North Carolina have put a loan upon the London market of £200,000 sterling. Security, 100,-000 of their first, and 100,000 of their second mortgage bonds. They offer to sell them at seventy-five cents, and will accept payment either in all cash or fifty cents in cash and twenty-five cents in Confederate States cotton bonds, ex-overdue coupons at twenty-five cents on the dollar. The second mortgage bonds are offered at seventy cents—forty-five in cash, and twenty-five in Confederate bonds, as above. The President of the company, in his circular announcing the loan, makes the following statement:

The undersigned, in offering the sterling bonds of the Wilmington and Manchester Railroad at a price which will pay investors over eight per cent. on a first security, and in fixing twenty-five per cent. for the cotton loan bonds, does not do so without reason in respect to them which, while beneficial to the Wilmington and Manchester Railroad, will be equally so to the cotton loan bondholders.

☞ The Connecticut Western Railroad, from Springfield to Collinsville, is said to be in strong hands, and the extension of the Collinsville branch of the Canal road to Lee and North Adams, Mass., is regarded as almost certain. These two latter enterprises will be of mutual benefit to the Canal Railroad, and will draw a large trade to New Haven that now seeks its market elsewhere.

South Western (Ga.) Railroad.

The earnings of this road for the years ending August 1, 1866 and 1867, have been from the following sources:

	1866.	1867.
Up freight through ..	$114,730 64	$135,374 58
" way.....	214,214 98	185,812 53
Down freight through	66,479 72	141,741 68
" way.....	111,864 14	228,087 57
Up passage through..	30,388 20	28,478 26
" way.....	16,983 85	19,156 71
Down passage through	130,569 20	124,895 05
" way.....	130,163 25	130,237 00
U. S. Mail	.....	10,804 26
Miscellaneous.....	41,501 62	2,365 56
	$856,845 60	$1,006,953 20
Expenses, viz:		
Repairs of road.....	$223,276 78	$173,760 54
" buildings....	4,479 17	5,943 96
Fuel and water.....	24,276 84	28,849 03
Maintenance of motive power	72,583 77	93,501 19
Maintenance of cars ..	70,809 25	94,977 44
Transportat'n expenses	111,575 78	129,611 43
Incidental expenses...	6,042 59	8,810 96
	$513,044 13	$535,454 55
Earnings less expenses.	$343,801 47	$471,498 65
Paid on account of reconstruction of Fort Gaines Branch....	$33,695 80	
Eufaula bridge	1,701 21	
Right of way.....	2,128 70	
Internal revenue tax	23,763 68	
Annuity to city of Macon.	1,250 00	
		62,589 39
Leaving a balance of.....		$408,959 26
Disposed of as follows:		
Dividend 5 per cent. Feb. 14, 1867 ..		$160,170 00
Interest on bonds.....		34,160 00
Appropriated for iron.....		40,000 00
Appropriated for two locomotives.....		30,000 00
Dividend 4 per cent. Aug. 8, 1867....		128,156 00
Appropriated for revenue tax.....		6,407 80
Surplus		10,065 46
Total, as above.....		$408,959 26

The gross earnings show an increase over the previous year of $150,107 60, or about 17½ per cent.; with an increase in ordinary expenses of only $22,410 42, or 4⅓ per cent. The total number of miles in use at the close of the year was 207½. The average number of miles in use during the year was 193. The earnings per mile were: passenger and mail, $1,624 72; freight and miscellaneous, $3,592 65—total, $5,217 37. The current expenses were $2,774 87 per mile; including tax and annuity, they were $2,903 98; and the net earnings, $2,313 39. The gross earn-

ings per mile run by engines were $2.28; current expenses, $1.82; net earnings, $1.45.

The total number of bales of cotton transported during the year was 137,696, of which 81,666 bales were from the South Western Railroad proper, and 56,030 from the Columbus and Muscogee Railroad. The number transported in 1866 was 87,250—making a total increase for the year of 50,446 bales. From the South Western Railroad to Macon there were 24,136 bales; from Columbus and Muscogee Railroad to Macon, 115 bales—total to Macon, 24,251—a decrease from the previous year of 4,882 bales.

The number of through passengers for the year was 12,003; way do., 97,454—total, 109,457, being an average per day of 300, against 317 in 1866, and 353 in 1860. Total number of passengers carried over the road since it was opened in July, 1851, 2,127,744.

The company had 22 locomotives, of which 12 were in good order, 3 were in shops for repairs, 4 wanting repairs, and 3 were out of use. The stock of cars consisted of 13 first-class and 7 second-class passenger and baggage, 5 baggage and mail, 1 express, 2 provision, 9 conductor's, and 240 for freight, stock, etc. The number of miles run by passenger and mail trains was 154,682; by freight and other trains, 151,653—total, 306,335. The President, in his report, says:

Since my last annual report, we have purchased 1,100 tons of iron T rail for repairs of road—500 tons of which have been received and placed upon the track. Six hundred tons were delivered in Savannah within the past ten days, and we are now receiving the same on our road. The cost of the whole being upwards of $100,000, and about two thirds of that amount has been paid out of the earnings of the road. This will enable us to put our main line of road in good working condition; and when the old and worn rails are taken off and re-rolled, as we propose to have them, either at Atlanta or some other point, it is believed that we will not be subjected to the necessity of purchasing more new rails within eighteen months, or two years. We have also purchased two new locomotive engines from Rogers' Locomotive and Machine Works, at Patterson, New Jersey. Cost and expenses about $31,000. These engines have just arrived and will doubtless prove as satisfactory as former purchases from that company. We further propose to order two more, so as to have them reach us in the months of October and November. These, in addition to our present motive power, will enable us to do the business offering the approaching season, with dispatch and promptness.

We have likewise increased our freight cars, having fifty new ones up to the present time added to our former stock; and hope to double that number for our winter's operation.

By reference to the balance sheet of the Treasurer, you will find the bonded debt of the company to be $437,000. None of these fall due before 1875. All of those that fell due during the years of 1862 to 1865, inclusive, and held up without presentation when due, have been paid. There was only one due during the present year, of five hundred dollars, and it has been paid by conversion, at it was convertible into stock at the option of the holder.

The branch road from Cuthbert to Fort Gaines has been reconstructed at a cost of $38,555 80, and trains are making daily visits to the latter place. The prospect of good crops along the entire line of road, including everything connected with the agriculture of that section of country, was never more flattering or promising. So far as the crop of corn is considered, it is beyond doubt reliable and safe, and notwithstanding the gloom and despondency that hover around our people, on account of their peculiar condition, and the political status of our section of country, the prospect of an abundant harvest will go far toward mitigating these evils, and reproduce in some measure that cheerfulness and elasticity of spirit, that formerly characterized them in their halcyon days. As to the crop of cotton, we cannot speak with the same degree of certainty, as it is subject to many casualties, but at the present time, the prospect of a bountiful yield is very encouraging to the Agriculturists. During the past winter, an unusual amount of Fertilizers has been transported over the line of road to different parts of South-Western Georgia, and the result of its application to the cereals, as well as cotton, is so apparent in their increased production, that not only those who have used it the present year to a limited extent, will greatly increase its quantity, but others, who have not done so, will be induced to use it, having seen it practically demonstrated in their immediate neighborhoods.

The price of transportation is merely nominal, as our chief object was its introduction and application, believing that its results in the end would more than compensate us for the low tariff of freight. In my last annual report I remarked, that I saw no reason why regular dividends of eight per centum per annum should not be paid the stockholders for the future; and would take this occasion to reiterate the same sentiment, believing at the same time that it would be a wise and judicious policy, to appropriate the surplus earnings beyond this amount, for some time to come, in the improvement of our road and appurtenances, and in the enlargement of our warehouses, as well as workshops, which are so contracted, that we find our operations materially retarded.

It is generally conceded, that our line of road penetrates a section of country unsurpassed by any other in the State for the production of cotton, and although we cannot with certainty predict the result of the growing crop, still we cheerfully congratulate our planting friends upon the flattering prospects of an abundant yield of that great staple. The prices of material, labor and everything else connected with the operations of the road continue so high, that we are compelled to arrange our tariff of freights to some extent correspondingly; and whilst they do not bear the same ratio in proportion, they are apparently high when compared to the tariff of 1860. We believe the stockholders should receive a reasonable interest upon their investment, and that the road and appurtenances should be kept in good order, so as to insure a safe and speedy transit of freight and passage. In order to do this effectually, we are compelled to arrange our tariff of freights and passage to correspond with our expenditures.

The following is a statement of the receipts and disbursements of the company to August 1, 1867:

Received for capital stock		$3,203,900 00
Bond account issued for twenty years	$328,000 00	
Bond account issued for ten years	58,000 00	
Bond account issued for twenty years, endorsed	51,000 00	
		437,000 00
Fare tickets issued		6,579 65
Freight earnings since August 1st, 1866	$677,805 68	
Passenger earnings since August 1st, 1866	302,091 02	
Post office department mail service	10,804 26	
		990,700 96
Due other railroads		28,810 97
Unclaimed dividends, Nos. 1 to 25		76,021 00
Unclaimed dividends, Nos. 15 to 22, Savannah list		21,794 00
Dividend No. 23, Savannah list		15,571 00
Premium and discount		3,237 67
Bills payable		632 77
Profit and loss		271,168 43
		$5,055,416 45

Construction		$3,388,131 38
Locomotive engines	$110,660 14	
Passenger cars	24,000 00	
Freight cars	132,266 10	
Macon depot	51,629 63	
Tools and machinery	12,454 59	
Land and negroes	83,185 00	
		414,195 46
Current expenses		535,454 55
Interest on bonds		34,160 00
Internal revenue tax		23,763 68
Annuity to city of Macon		1,250 00
Stock in other companies		47,394 73
City of Columbus bonds		5,000 00
Montgomery and West Point Railroad Bonds		1,000 00
Dividend No. 26, paid		153,140 00
Suspense account		201,985 10
Bills receivable		56,173 05
Cash		193,768 50
		$5,055,416 45

President.—William S. Holt.

Directors.—William A. Black, Timothy M. Furlow, John McNab, John E. Jones, William M. Wadley, Virgil Powers, Alex. R. Lawton.

Treasurer.—John T. Boifeuillet.

Engineer and Sup't.—Virgil Powers.

Virginia and Tennessee R. R.

The earnings of this road for the year ending June 30, 1867, have been $764,147 93, and the running expenses $478,130 13, giving a net balance of $286,017 80, or 38 per cent. of the gross earnings. During the year an additional and extraordinary expense of $209,538 09 was incurred for ballasting the road, rebuilding bridges, and erecting new depots and other structures. Seventy miles of the road were ballasted with broken stone one foot deep, leaving now only about twenty-five miles to be ballasted. All of the bridges except Elk, Ivy and Otter, (which are under contract, and will be completed during the present year,) have been rebuilt, and are in excellent condition. A number of new depot buildings have been erected, as well as a large number of houses for the use of the road employees. Nearly one-half the road has been furnished with new cross-ties, and hereafter it will require probably not more than 60,000 cross ties per annum.

The increase in earnings from passengers has been $61,312 75, and from freight $148,054 01.

The receipts of the road in 1860, were $740,486 88. This year they have been $764,147 93. This amount would have been still greater but for a suspension of business for several weeks, caused by the heavy floods over the whole of Tennessee and Western Virginia. The receipts for the present year, it is estimated will reach $1,000,000. The floating or current expense debt of the company is stated to be $333,590 53, and the funded debt $2,393,381 96. In addition to this latter amount there is due upon matured coupons $203,000—which will make the whole funded debt of the company $2,586,381 66; and this added to the floating debt will show the whole indebtedness of the company to be $2,929,872 49. Against this there is a balance in the hands of the treasurer and other agents and cash resources amounting to $174,231 07—which would leave the entire indebtedness of the company, apart from its cash resources, $2,755,741 42.

The report shows that since 1860 the debt of the company has been decreased $1,066,985 70, notwithstanding the devastation of war.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1867.

The receipts on capital account during the half year amounted to £13,703 0s. 2d., and the total receipts to July 31, 1867, to £5,256,086 12s. 4d. The aggregate expenditure to the same period amounted to £5,360,011 7s. 0d. From this amount £19,479 9s. 1d. had been deducted, being a portion of the amount to be received under agreement from American lines as contribution to the narrow gage system, making the actual charge to capital account at July 31, 1867, £5,340,531 17s. 11d., and leaving a balance to the debit of capital account of £84.445 5s. 7d.

The outlay on capital account during the half year has been £18,758 11s. 11d. This expenditure includes additional works on the car ferry boat the Great Western, and slip dock at Windsor; further narrow gage siding accommodation and signals; additions to rolling stock for blue line; proportion of cost of rebuilding bridge over Twenty Mile Creek at Jordan; cost of a new heating furnace, and two additional boilers for the rolling mill; sundry additions to stations and platforms; ballasting station yard and furnishing buildings and platforms at Petrolia, and one additional telegraph wire and poles between Hamilton and London, a distance of 76 miles.

The receipts and expenditure on revenue account were as follows:

Gross receipts		£365,704
Working expenses, including renewals		182,768
		£182,936
From which there has to be deducted—		
Interest on bonds, loan, &c.	£51,717	
Loss on conversion of American funds	52,820	
Amount charged on account of Detroit fire claims	4,110	
Erie and Niagara Railway, deficiency in working	1,169	
		109,816
Profit on half year's operations		£73,120
Add surplus from last half year		1,129
Welland Railway Co., old debt received		159
Available for dividend		£74,408

From this amount the Directors recommend a dividend at the rate of 4 per cent. per annum, free of income tax, which will absorb £70,726 5s. 0d., and leave a surplus of £3,681 7s. 11d. Fully concurring in the views expressed at the last meeting as to the expediency of providing a reserve for the renewal of the ferry steamers, the Directors propose to appropriate £2,000 of the surplus for this purpose, leaving a balance of £1,681 7s. 11d. to be carried to the credit of the current half year.

The loss on the conversion of American funds for the half year amounts to £52,820 10s. 0d., as compared with £39,806 7s. 5d. for the corresponding half year of 1866. The average rate of conversions made during the half year was 136⅝, the average price of gold for the same period having been 137¼.

The following table exhibits the receipts and expenses for the last five corresponding half years:

	Receipts.					Expenses.	
Half year. July.	Pass., mails, and sundries. £	Freight. and live stock. £	Rents. £	Total. £	Including renewals. £	Per centage of gross rcpts. £
1863.	111,671	180,772	625	293,067	171,262	58.44
1864.	125,282	189,081	577	314,940	171,452	54.44
1865.	139,821	144,028	716	284,565	158,804	55.81
1866.	172,731	169,577	854	343,162	175,747	51.21
1867.	165,367	199,221	1,116	365,704	182,768	49.98

Notwithstanding the traffic returns of American connecting lines have been less during the past half year than for the corresponding period, it will be seen that this company's gross receipts for the half year amount to £365,704 4s., against £343,162 7s. 5d. for the corresponding half year of 1866, being an increase of £22,541 16s. 7d. The increase has been entirely in the through or American traffic, which shows an excess of £37,437 7s. 10d. over the corresponding period, while the local traffic shows a decrease of £15,157 8s. 5d. An increased amount of £261 12s. 2d. has been received for rents. The working expenses, including renewals, are at the rate of 49.98 per cent. of the receipts against 51.21 for the corresponding half year; but the aggregate expenses for the half year exceed those of the corresponding period by £7,021 16s. 4d. This arises partly from the extra mileage and additional labor consequent upon the increased traffic, but a considerable portion of the excess is owing to the general advance in the cost of labor and in the price of stores used by the company. There are also other special charges against the past half year, viz.: the proportion charged for the Detroit fire claims, £4,109 11s. 9d., and the deficiency in working the Erie and Niagara Railway, £1,168 15s. 5d.

The Directors have the satisfaction of being able to announce the entire success that has attended the opening of the narrow gage system over the main line between Suspension Bridge and Windsor, and to which is attributable the increased traffic of the past half year. It will also be seen by the engineer's report that the success of the car ferry boat on the Detroit River has been complete.

In the last report reference was made to the completion of the Petrolia Branch to the Oil Wells at a cost of about £10,000. The result of the opening of the line has amply justified the expenditure, the earnings from traffic in and out of Petrolia station during the half year having amounted to £8,451 10s. 4d. It will be seen from the engineer's report that an additional outlay of £501 6s. 9d. for extra siding and station accommodation has been found necessary.

The Proprietors are aware that negotiations were entered into with the Grand Trunk Company for the purpose of putting an end to undue competition. The Directors are happy to announce that an agreement (copy of which is annexed) has been concluded between the companies, which provides for a division of traffic between local competitive places, and binds the two companies to charge equal rates and fares for all competitive traffic. This agreement will be submitted to the Proprietors at the meeting.

The gross earnings of the Detroit and Milwaukee Railroad for the half year ending June 30th, 1867, were £158,509 16s. 4d., and the working expenses amounted to £96,852 12s. 10d., leaving a net revenue of £61,657 8s. 6d.; of this surplus, the sum of £41,299 18s. 7d. was absorbed in the payment of interest on all descriptions of prior mortgage bonds of the company, leaving a net surplus of £20,357 4s. 11d., as against £3,805 8s. 4d. in the corresponding period last year, which has been applied, as heretofore, towards capital outlay.

The arrangement referred to in the last report for the settlement of the various claims on the Detroit and Milwaukee Company, including that of the Commercial Bank of Canada, has been completed. The indenture defining the position of all parties was executed in November last; in pursuance of which the Great Western Company have received additional Detroit and Milwaukee securities to the amount of $595,000 on account of interest. The total securities of that company now held in respect of the original loan and on account of accrued interest amount to $2,095,000.

Reports from various points in Canada and the United States represent the harvest of the present year to be most bountiful as well as excellent in quality. The Directors, therefore, trust that both the local and through traffic of the company will be materially augmented during the ensuing half year.

Signed on behalf of the Board of Directors,
THOMAS DAKIN, President.
London, Sept. 27, 1867.

COPY OF AGREEMENT WITH THE GRAND TRUNK RAILWAY COMPANY.

An agreement made the twelfth day of June, 1867, between the Grand Trunk Railway Company of Canada (hereinafter called the Grand Trunk Company) of the one part, and the Great Western Railway Company of Canada (hereinafter called the Great Western Company) of the other part. Whereas the Grand Trunk Company are, by means of their various lines of railway, carriers of passengers, goods, and other traffic from various places in the districts accommodated by those several lines of railway to various places accommodated by the railways of the Great Western Company, and in like manner the last named company are carriers from various places in the districts accommodated by their several lines of railway to various places in the districts accommodated by the railways of the Grand Trunk Company. And whereas with a view to avoid undue competition and to facilitate and encourage the interchange of traffic between the systems of the two companies to the extent the circumstances of both will conveniently admit of, to establish uniform and remunerative rates and fares, and generally to place and continue the relations of the two companies upon a perfectly friendly footing, the said two companies have agreed to co-operate as hereinafter mentioned, and to secure to each other such rights and facilities, and to enter into such arrangements as are hereinafter contained. Now, therefore, it is hereby mutually agreed between the two companies parties hereto as follows:

1. Equal fares, rates and charges (to be from time to time agreed upon between the two companies) shall be charged by the said companies in respect of traffic between all competitive places which the two companies can respectively command, that is in respect of traffic to or from stations in Canada, the principal of which are as follows:

London and Toronto; Sarnia and Toronto; Paris and Toronto; Guelph and Toronto; Paris and Buffalo; Paris and Suspension Bridge; London and Buffalo; London and Suspension Bridge; Guelph and Buffalo; Guelph and Suspension Bridge; Sarnia and Buffalo; Sarnia and Suspension Bridge; Detroit and Toronto; Detroit and Buffalo; Detroit and Suspension Bridge; Detroit and London; Detroit and Guelph; Detroit and Paris.

All traffic between London, Guelph, Sarnia, Paris, and Detroit and Hamilton for places beyond, which enter into competition with the traffic of the Grand Trunk Railway, is to be included in the division mentioned in the next succeeding article.

2. The gross receipts received by each of the companies in respect of all local passenger and freight traffic between the above competitive points off the lines of either of the two companies to the east, shall be divided between the two companies in such proportions as may be mutually agreed upon between the respective managers of the two companies upon their return to Canada, or in case of difference may be settled by the Hon. Samuel Sloan, of New York, the present acting Commissioner of the American trunk lines, who is hereby nominated and appointed to be arbitrator between the two companies for the above purpose.

3. The Grand Trunk Company are to be permitted to sent their loaded cars from any station on their lines of railway east of Toronto, to any station on the lines of the Great Western Company west of Toronto, such cars being handed over to the Great Western Company at Toronto. The said cars to be returned loaded with freight from stations on the Great Western Company's line, to any station of the Grand Trunk Railway Company east of Toronto.

4. In like manner the Great Western Company are to be permitted to send their loaded cars from any station on their railways except Toronto to any station upon the section of the Grand Trunk line, west of and including the Buffalo and Gode-

rich line, such cars to be handed over to the Grand Trunk Company at Paris. The said cars to be returned loaded with freight for stations on the Great Western line, Toronto excepted.

5. The rates to be charged for freight from local stations on the Great Western railway to Toronto for places east thereof on the Grand Trunk railway are to be the same as those charged for traffic carried on the Great Western railway, from the same points to the Suspension bridge at Niagara, but, where the above will not apply, equal rates per ton per mile are to be charged for all traffic of a similar character exchanged between the two companies, and where the mileage of one company is less by one-third than that of the other company, a terminal allowance is to be made to the company having the shorter mileage, such terminial allowance, together with the through rate, to be from time to time settled between the general freight agents of the two companies, or, failing agreement, to be settled by arbitration in the manner hereinafter mentioned.

6. The rates to be charged by the companies respectively in respect of traffic from and to local competing stations west of Toronto to and from the terminal stations of Toronto and Hamilton Wharf are to be the same, whether carried over the Grand Trunk system or the Great Western system.

7. The through rates to be charged for traffic from Montreal to stations on the Grand Trunk and the Great Western lines west of Toronto and Hamilton, and *vice versa* respectively, shall be such as shall from time to time be mutually agreed upon between the two companies, or, failing agreement, as shall be fixed and settled by arbitration as hereinafter provided. The Great Western Company hereby agree not to quote less through rates *via* Hamilton Wharf in connection with the boats (including insurance and other charges) than the through all rail rates mutually agreed upon by the two companies, but should the boats to and from Hamilton at any time charge less than the all rail rates agreed between the two companies, then the Great Western Company are to be at liberty to charge local rates for traffic to and from Hamilton Wharf.

8. Teaming of freight traffic to and from competing places is to be henceforth entirely abolished by both Companies.

9. So far as can be, the passenger trains of both Companies at Toronto and Paris are to be so timed as to run in connection with one another.

10. The rates and fares to be charged in respect of through traffic shall from time to time be agreed upon and settled between the respective managers for the time being of the two companies, and in case any difference shall arise between such managers every such difference shall from time to time be referred to the boards of the two companies in England, and should the said boards be unable to adjust and settle any such difference, either company may by giving three calender months' previous notice in writing, under the hand of their chairman or secretary (such notice to be given by delivering the same at the principal office of the other company in England), determine this agreement, which shall at the expiration of such three months cease to have effect, except as to any act, matter, or thing done or omitted to be done in accordance with the terms hereof, prior to the expiration of such three months.

11. And in order to prevent all unnecessary or duplicate outlay of capital by the two companies, any projected new competing line of railway west of Toronto shall be either undertaken and constructed jointly by the two companies, or the option shall be given by the one to the other company to occupy and work the same jointly, upon such terms and conditions as may be mutually agreed upon, or, failing agreement, as may be determined by arbitration in manner hereinafter mentioned. The object of the two companies being, whilst meeting the just wants of the country, to keep the outlay of further capital within the smallest amount.

12. Wherever the lines of the two companies are connected with each other, and in the opinion of the two companies it would be for the convenience of the companies, and a saving of expense, that arrangements should be made for the joint working of any station or stations at such points of connection, such arrrangements shall accordingly be made by the two companies, and the terms and conditions thereof shall be such as may be mutually agreed upon.

13. Subject to the sooner determination thereof under article 10, this agreement shall remain and continue in force for a period of seven years from the 1st day of August next.

14. Each of the said companies parties hereto will from time to time make, do, execute, and perform all such acts, deeds, matters, and things as may be necessary for carrying into effect the terms of this agreement which may be necessarily required by the other of them.

15. Except as is hereinbefore specially provided, all matters and questions hereinbefore referred to arbitration, and all questions in difference which may arise between the two companies as to this agreement, or the construction or effect thereof, or as to any matter or thing connected therewith or arising thereout, shall, as and when they respectively arise, or as soon thereafter as conveniently can be, be referred to and determined by an arbitrator to be mutually agreed upon between the two companies, or, him failing, an arbitrator to be appointed, upon the application of either company, by the Chief Justice for the time being of the Court of Queen's Bench of the Province of Ontario, heretofore called the Chief Justice of Upper Canada, and the decision of such arbitrator shall be final and binding upon both parties, and the costs of and incident to every such reference and award under this agreement shall be in the discretion of the arbitrator.

In witness whereof the Grand Trunk Company and the Great Western Company have caused their respective common seals to be hereunto affixed the day and year first above written.

Seal affixed this 21st June, 1867, by
ALEXANDER HOYES.
Witness, BLACKSTONE BAKER, Secretary.
Seal affixed by order of the board,
JOHN M. GRANT, Secretary.

Central Railroad of New Jersey.

The President and Directors of this company, accompanied by a few invited guests, made an excursion over their road on the 18th inst., from Jersey City to Easton, to inspect the improvements that have been made on the line during the past year. There are few roads leading from New York on which the improvements have been so liberal and extensive as on this road during the last two years. Commencing with the new wharves, ferry house and depot of the company recently completed on the made land south of Jersey City, the company has extended its improvements all along the line of the road to Easton, constructing everything with an eye to permanence and durability, and without regard to expense. At Fort Johnson, Bergen Point, a large coal depot has been built, which, when completed, will have a capacity of a million tons, and combine every facility for unloading and storing freight. The famous high bridge, twenty miles this side of Easton, has been all filled in with earth and stone, at an expense of $250,000, and now presents a broad and solid roadway over the entire chasm. The same thing has been done with the bridges at Bloomsbury and Springtown, further on, and three miles this side of Easton one of the finest viaducts has been constructed over the Lorpetcong Creek to be found in the country. It is built of solid stone; has five arches, each of seventy-five feet six inches span, and cost upward of $100,000. The road has a double track the entire distance, and arrangements are making for the construction of two more tracks the entire length of the road, to accommodate the immense coal freight from the Lehigh and Lackawanna coal regions, all of which is destined to come over this road. While thus providing for the future freighting business of the road, the company has not been unmindful of the traveling public, whose patronage over the first half of the road has more than doubled in the last two years. They have built three of the finest ferry boats to be found in our harbor, exclusively for the use of the road, and the passenger cars of the road are unsurpassed in elegance and comfort. The road passes through the richest and pleasantest part of New Jersey, including in its route the town of Bergen Point, twenty minutes from the City, Roseville, a new and charming spot, forty minutes' ride; Scotch Plains, with its new Fanwood Park, fifty minutes; Plainfield, one hour; Somerville, one hour and twenty minutes, and so on through the beautiful Raritan and Musconetcong Valleys, dotted here and there with charming villages, whither our city population, driven out of the metropolis by dirty streets, inconvenient locomotion and high rents, are flocking every year by thousands. Frequent trains are run by the company to accommodate the increasing travel—no less than fourteen trains per day passing each way at present between this city and Bergen Point. Under the present management the road has become one of the most favorite outlets for the overcrowded population of New York, which is rapidly making the eastern half of New Jersey a thickly settled suburb of the metropolis.

Western Maryland Railroad.

The annual meeting of this company was held at Westminster, Carroll Co., Md., on the 16th inst. David Zellar and Samuel Zeigler, of Washington County, G. S. Haines, of Carroll County, James McDougal, of Baltimore City, and Joshua Biggs, of Frederick County, were elected directors on the part of the stockholders. These, with John W. Randolph and Samuel Mackubin, appointed by the Mayor and City Council of Baltimore, constitute the board of directors for the ensuing year. The board unanimously re-elected John Lee Chapman, Esq., as President, J. B. Boyle as Secretary and Treasurer, and P. H. Irwin, Superintendent. The report of the President and Directors of the company of the operations of the road for the past year will be published in a few days. The meeting of the stockholders was characterized by a unanimous sentiment of feeling in favor of the early completion of the road to Hagerstown.

☞ The City Council of Vicksburg has ordered the collection by taxation of the unpaid balance of that city's stock in the Vicksburg, Shreveport and Texas Railroad, amounting to $57,000, to be collected in three installments, the last falling due 1st January next. This will nearly complete the road to Vicksburg.

☞ At the annual meeting of the stockholders of the Savannah, Griffin and North Alabama Railroad, at Newnan on the 1st inst., H. J. Sargent was elected President, and John I Whitaker, Benjamin F. Milner, C. H. Johnson, G. J. Drake, Glenn O. Wynn and W. W. Thomas were elected Directors for the ensuing year.

☞ The double track on the Western, Mass., Railroad will be completed to Chester in about two weeks. Between that place and Becket—nine miles—there will be only a single track during the winter, and this will be the only break in the double track between Boston and Albany.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100 $1,675,139		
Allegheny Valley	50 1,498,400		
Alton and St. Louis	100 125,000	J. A. J & O	Oct. '67 1½
Atlanta and West Point	100 1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina	100 5,145,225		
Atlantic & Gt. Western	50 11,522,150		
" " " pref.	50 1,919,000		
Atlantic & St. Lawrence*	100 2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah	100 733,700	J. & J.	Jul '67 3½
Baltimore and Ohio	100 16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.	100 2,960,000	A. & O.	Oct. '67 5
Baltimore City Passenger	670,000	F & A.	Aug.'67 3
Boston and Chelsea	100 110,000	A. & O.	Oct. '67 4
Bellefontaine Line	100 4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware	100 997,112		
Berkshire*	100 600,000	J. A J & O	Oct. '67 1½
Blossburg & Corning*	50 250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont.	100 459,400		
Do. do. pref.	100 1,340 400	J. & D.	Jun. '67 3
Boston and Lowell	100 183,000	J. & D.	Jun. '67 4
Boston and Maine	100 4 076,974	J. & J.	Jul. '67 5
Boston and Providence	100 3,360,000	J. & J.	Jul. '67 5
Boston and Worcester	100 4,500,000	J. & J.	Jul. '67 5
Broadway (Boston)	100 325,000		
Broadw'y & 7th Av. (N.Y.)	100 2,100,000	J. & J	Jan. '67 5
Brooklyn City	10 1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n	100 394,800		
Buff., New York & Erie*	100 850,000	J. & J.	Jul '67 3½
Buffalo and State Line	100 2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)	100 727,800	A. & O.	O. '67 4½
Camden and Amboy	100 6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic, pref.	50 600,000		
Cape Cod Branch	60 721,926	J. & J.	Jul. '67 3½
Catawissa	50 1,150,000		
Catawissa, pref.	50 2,200,000	A. & O.	Ap.'67 3½
Cayuga & Susquehanna*	50 589,110		Jul.'67 4½
Central of Georgia	100 4,666,300	J. & J	Jul '67 5
Central of New Jersey	100 13,000,000	J. A. J & O	Oct.'67 2½
Central Ohio, pref.	100 400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River	100 970,000		Ap.'67 2½
Charlotte & S. Carolina	100 1,201,000		
Chemung*	100 380,000	J. A. J & O	Oct. '67 2
Cheshire, preferred	100 2,017,825	Annual.	J'n'67 2½
Chicago and Alton	100 3,886,643	M. & S.	Sep.'67 5
" " pref.	100 2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy	50 19,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern	100 4,390,000		
Chicago, Iowa & Nebras*	100 1,000,000		Jul. '67 5
Chicago and Milwaukee*	100 2,227,000		
Chicago & N. Western	100 13,160,927		
" " pref.	100 12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific	100 9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton	100 3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago	100 350,000		
Cin. & Indianap. Junction	100 1,000,000		
Cincinnati and Zanesville	50 1,600,250		
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati	100 6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*	50 2,044,800	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta	100 5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg	50 5,403,911		Sep. '67 5
Cleveland and Toledo	50 4,841,000	A. & O.	Apr.'67 6
Col. & Indianapolis Cen.	100 4,000,000	J. A. J & O	A. '67 2½
Columbus and Xenia*	50 1,786,200	J. & J.	Jul. '67 5
Concord	50 1,500,000	M. & N.	N'v.'67 5
Concord & Portsmouth	100 350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn	100 500,000		
Conn. & Passump. Rivers	100		
Do. do. pref.	100 1,673,300	J. & J.	Jul. '67 3
Connecticut River	100 1,650,000	J. & J.	Jul. '67 4
Cumberland Valley	50 1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk	100 306,900		
Dayton and Michigan*	100 2,384,941		
Delaware	50 466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western	50 11,288,560	J. & J.	Jan. '67 5
Des Moines Valley	100 1,550,050		
Detroit & Milwaukee	100 462,359		
" " pref.	100 1,500,000		
D. Dock, E. B'dw. & Bat.	100 1,200,000		
Dubuque and Sioux City	100 1,673,641		
Do. do. pref.	100 1,987,351	Annual.	M'r.'67 7a
Eastern (Mass.)	100 3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.)	100 492,500	J. & J.	Jul. '67 4
East Pennsylvania	50 604,400		
East Tenn. and Georgia	100		
East Tenn. and Virginia	100		
Eighth Avenue (N. Y.)	100 1,000,000	J. A J & O	Jul. '67 4
Elm., Jeffers. & Canand*	100 600,000	F. & A.	Au.'67 2½
Elmira & Williamsport	50 600,000	M. & N.	M'y.'67 2½
Do. do. pref.	50 500,000	J. & J.	Jul.'67 3½
Erie Railway	100 16,570,100	F. & A.	Feb.'66 4
Do. pref.	100 8,536,700	Annual.	Jan. '67 7
Erie & North East*	100 600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.	100 1,142,834		
Fitchburg	100 4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester	100 247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.	100 750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50 491,620	J. @ J.	Jul. '67 3
Georgia	100 8,166,000	A. & O.	Apr.'67 6
Germantown (Phila.)	50 112,245	J. & J.	Jan. '67 3
Girard College (Phila.)	50 160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,121,430		
Granite	100	F & A.	Aug.'67 3
Great Western (Ca.)	16,802,788		1
Green and Coates St. (Ph.)	50 150,000	J. @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100 $3,000,000	J. A J & O	Oct. '67 5
Hannibal and St. Joseph	100 1,900,000		
Do. do pref.	100 5,253,830		
Hanover Branch	50 116,850	M. & N.	M'y '67 5
Housatonic	100 820,000		
" pref	100 1,180,000	M. & N.	M'y '67 4
Hudson River	100 13,937,100	A. & O.	Oct. '67 4
Hazleton	50 1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top	50 494,380		
" " pref.	50 190,750	J. & J.	Jul.'67 3½
Illinois Central	100 23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati	100 1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mnd. & Ind	100 2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*	100 1,500,000	J. A J & O	Oct. '67 1½
Joliet & North. Indiana*	100 300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb.	50 1 825,000		
Lehigh and Mahanoy	50 2,158,505	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50 6,104,050	M. & N.	M'y.'67 5
Lehigh Valley	50 19,784,100	J. A J & O	Oct. 67 2½
Lexington & Frankfort	100 514,646	M. & N.	M'y '67 3
Little Miami	50 3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*	50 2,946,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.)	25 90,000		
Long Island	50 3,000,000	F. M. A. N.	Aug.'67 2
Louisv., Cin and Lex. pr.	100 45,638	J. & J.	Jul.'67 4½
Louisville and Frankfort	50 1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville	100 5,500,000	F. & A.	Aug'67 4
Louisv., N. Alb. & Chicago	100 2,800,000		
Lowell and Lawrence	100 200,000	A. & O.	Oct. '67 3
Macon and Western	100 1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount'n*	50 921,615		
Maine Central	100 1,600,860		
Manchester & Lawrence	100 1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati	50 2,029,778		
" " 1st pref.	50 6,586,136	M. & S.	Sep. '66 5
" " 2d pref.	50 4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio	100 570,000		
Metropolitan (Boston)	100 1,250,000	J. & J.	Jul. '67 5
Michigan Central	100 7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind.	100 9,811,300	F. & A.	F. 65 3½
" " guaranteed.	100 787,700	F. & A.	Aug.'67 5
Middlesex (Boston)	100 400,000		
Millville and Glassboro'	100 368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien	100 3,014,000	F. & A.	Feb.'67 3
" " " 1st pref	100 3,082,000	Annual.	Feb.'67 8
" " " 2d pref.	100 1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul	100 3,627,000	J. & J.	
" " " pref.	100 7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven	50 3,775,600	J. & J.	Jul. '67 4
Mississippi Central	100 2,090,361		
Mobile and Ohio	100 3,588,300		
Montgomery & W. Point	100 1,419,769		
Morris and Essex	50 5,500,000	F. & A.	F. 67 3½
Nashua and Lowell	100 600,000	M. & N.	M'y '67 5
Nashville & Chattanooga	100 2,058,544		
Naugatuck	100 1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton	100 500,000	J. & J.	Jul. '67 4
New Haven & N. London	100 738,538		
N Haven & Northampton	100 1,224,000	J & J.	Jul. '67 3
New Jersey	100 5,000 000	F. & A.	Aug.'67 5
New London Northern	100 895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N	100 4,697,457		
N. O., Opel. & Gt. West'n	100 4,093,425		
New York Central	100 28,530,000	F. & A.	Aug.'67 3
New York and Harlem	50 6,255,050	J. & J.	Jul. '67 4
" " pref.	50 1,500,000	J. & J.	Jul. '67 4
New York & New Haven	100 6,000,000	J. & J.	Jul. '67 5
N. Y., Provid. & Boston	100 1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*	100 1,000,000	J. & J.	Jul. '67 3
Ninth Avenue	100 797,400		
North Carolina	100 4,000,000		
North Eastern (S. C.) pref.	100 4,518,900	F. M. A. N	Aug.'67 2
Northern Central	50 155,000		May '67 4
Northern of N. Hampsh.	100 3,067,400	J. & D.	Jun.'67 4
Northern of N. Jersey	100 158,800		
North Missouri	100 2,369,807		
North Pennsylvania	50 3,150,150		F'b.'67 5s
Norwich & Worcester	100 2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.	100 3,077,000	F. & A.	Aug.'67 3
" " pref.	100 641,200	A. & O.	Oct. '67 4
Ohio and Mississippi	100 20,222,647		
" " pref.	100 5,607,197	Annual.	Jan. '67 7
Old Colony & Newport	100 4,848,300	J. & J.	Jul. '67 3
Orange and Newark	100 281,550		
Oswego and Syracuse	50 482,400	F. & A.	Aug.'67 4
Pacific of Missouri	100 3,581,000		
Panama	100 7,000,000	J. A J & O.	Oct. '67 6
Paterson and Ramapo	100 248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv	100 630,000	J. & J.	Jul. '67 4
Pennsylvania	50 20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg	100 1,365,500		
Philadelphia and Erie*	50 5,069,450		Jan. '67 3
Philadelphia and Reading	50 21,191,087	J. & J.	Jul. '67 5
Do. Do. preferred.	50 1,551,800	J. & J.	Jul. '67 5
Phil., Germ'n & Nor'n	50 1,507,350	A. & O.	Oct. '67 5
Phila. and Trenton*	100 999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt.	50 9,019,300	J. & J.	Jul. '67 4
Philadelphia City	50 100,000	J & J.	Jul. '67 5
Philadelphia and Darby	50 100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville	50 2,733,032		
Pittsb., Ft. W. & Chicago	100 9,940,987	J. A. J & O	Oct. 67 2½
Pittsfield and N. Adams	100 450,000	J. @ J.	Jul '67 5
Portland and Kennebec	100 1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100 $1,500,000	J. & D.	Jun.'67 3
Providence & Worcester	100 1,800,000	J. & J.	Jul. '67 4
Reading and Columbia	50 605,019		
Rensselaer and Saratoga	100 500,000	A. & O.	Apr.'67 2
Richmond and Danville	100 2,000,000		
Richmond and Petersb'g	100 847,000		
Rich., Fred. and Potomac	100 1,041,800		
Rockport	100 88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb.	100 2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington	100 2,233,376		
St. L., Alt. and T. Haute	100 2,800 000		
" " " pref.	100 1,700,000	Annual.	Mar.'67 7
St. L., Jack'nv. and Chic'o	100 1,469,429		
Sandusky and Cincinnati	100 2,089,000		
" " pref.	100 393,073	M. & N.	M'y '67 3
Sand., Manaf. and Newark	100 900,000		
Saratoga and Hudson R.	100 1 000 000		
Saratoga and Whitehall*	100 500,000	A. & O.	Apr.'67 2
Savannah and Charleston	100 1,000,000		
Schuylkill and Susqueh'a.	50 1,269,150		
Second and Third St. (Ph.)	50 203,757	J. @ J.	Jul. '67 5
Schuylkill Valley*	50 576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke	100 868,200		
Second Avenue (N. Y.)	100 670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50 869,460	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.)	100 750,000		M'y. '67 5
South Carolina	100 2,819,275		
South Shore	100 259,685		
South Western, Georgia	100 3,204,400	F. & A.	Aug.'67 4
Southern Mississippi	100 1,000,000		
Staten Island	100 660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.	100 1,200 100		
Taunton Branch	100 250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama	100 595,922		
Terre Haute and Indiana	50 1,483,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)	100 1,750,000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw	100 1,650 000		
" " " 1st pref.	100 1,700,000		
" " " 2d pref.	100 908,176		
Tol., Wabash and West	50 5,400,000		
" " pref.	50 1,000,000	M. & N.	M. '67 3½
Troy and Boston	100 607,111		
Troy and Greenbush*	100 274.400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd	100 800.000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)	100 200,000		
Union Pacific	100		
Union Pacific (E. D.)	100		
Union Pacific (Cent. Br.)	100		
Union (Phila.)	50 291,475	J. @ J.	Jan.'67 3
Utica and Black River	100 834,400	J. & J.	Jul. '67 4
Vermont and Canada*	100 2,250,000	J. & D.	Jun.'67 4
Vermont Central	100 8,000,000		
Vermont and Massachu'ts	100 2,800,000	J. & J.	J'n.'67 1½
Vermont Valley	100 516,164		
Virginia Central	100 3,353,679		
Virginia and Tennessee	100 3,452,815		
Western (Mass.)	100 6,710,800	J. & J.	Jul. '67 5
Western Union	100 2,687,237		
West Jersey	100 731,050	M. & N.	M'y '67 4
West Philadelphia	50 249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester	100 1,130,470		
Wilm. and Weldon	100 1,340,223		
Worcester and Nashua	75 1,141,000	J. & J.	Jul.'67 4

CANALS.

Chesapeake and Delaware	50 1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio	25 8,228,595		
Delaware Division	50 1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson	100 10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan	100 2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania	50 64,000		
Lehigh Coal and Navigat.	50 6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	50 728 100	J. & J.	Jul. '67 5
Morris (consolidated)	100 1,025,000	F. & A.	Feb.'67 3
" (preferred)	100 1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.)	50 1,508,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,898,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50 2,052,088		
Union	50		
" preferred	50 2,907,850		
W. Branch and Susq.	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship	100 4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamsh'p	100 20,000,000	MJS&D.	Sep.'67 3
Union Navigation	100 4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100 28,450,000	J. & J.	Jul. '67 2
American Coal	25 1,500,000	M. & S.	M. '67 3½
Ashburton	25 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 500,000	J. & J.	Jul. '67 4
Central Coal	100 2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal	50 3,200,000	FMA&N	Feb.'67 6
Roaring Brook Coal	200,000	J. A. J. O.	Oct.'67 2½
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal	10 1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. '66
Rutland Marble	25 1,000 000	M. & N.	Nov.'66
Adams Express	100 10,000,000	FMA&N	Nov.'66 2
American Express	500 9,000,000	FMA&N	Nov.'66 3
Merchants Union Express	100 20,000,000		
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—			—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,151	168,846	44,203	7	....	55
30 Nov'66	27.43	—			—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4¼	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	....	....
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep.'66	10.76	—	—	33	—	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	158,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep.'68	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	....	....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	143,000	36,545	123.014	loss.	—	100	....
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep.'66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	—	—	....	....
30 Sep.'66	12.20	—	—	80	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,865	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N Y.)	2,408.509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease d.)		—	....	....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	....	....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep.'66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	....	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30.000	—	2,000	.....	.....	—	....	....
31 Dec.'62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	360,000	80,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	120,000	56.300	7,756	143,111	61,093	20	50	....
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50000	21,750	6,184	loss.	—	50	....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	25½
31 Oct.'66	34.41	—	267	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51,954	18½	50	30½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 600	4,824	11,463	507	—	25	....
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	12½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct.'66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	.....	39,291	13,479	....	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,938	20½	50	....
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by S. & P.)	.....	—	....	....
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	77½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	.....	.....	57,662	12,333	—	50	19
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	.....	.....	101,996	38,491	8	50	27
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,945	99,612	31½	50	65
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	18
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67,574	7½	50	36
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	.....	292,461	80,847	10	50	66
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	.....	6,260	9,168	3,424	—	....	....
31 Oct.'66	1.03	—	9	4	—	Williamsport	15,282	15,600	.....	1,124	7,662	1,157	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	19
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,918	150,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,387	60,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	146,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	10
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	163,600	7	J. & J.	1869	....
Hoboken and Weehawkon:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	1871-72	41½
Malden and Melrose:					
1st Mortgage authorized	58,727	6	.....	1880	9½
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	....
Maldan & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	85,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,707,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	141½
" " " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	116
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,345,100	6	Jan & July.	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,235,860,750	6	May & Nov.	1882	104
" " " (5-20s) ..... coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	104
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	103½
" " " (5-20s) ..... coupon		6	" "	1885	109½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	106½
" " 3d series (5-20s) ... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	106½
Loan of March 3, 1864, (10-40s) ... registered	171,408,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds ..... (currency)	16,746,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	365,499,100	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	104½
Matured Debt not presented	17,959,257	---	presentation.	----	----
Gold Certificates of Deposit	14,867,920	---	presentation.	----	----
Coupon Interest Notes 1864 '65	78,839,680	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	361,164,844	---	----	----	----
Fractional currency	29,864,713	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) ... "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	98
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free) ...	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	82½
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	73½
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	918,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	98
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	" "	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	" "	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315.000	3	J. A. J & O.	1890	----
" — " " (S & T.W.Can.) sterl.	1,017,022	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,339	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	6	" "	1810	----
" — " " (Ches. & Ohio Can.)	2,000,000	6	" "	1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6	" "	1870	100½
" — " " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	160,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	2'5,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	----
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100
" —Western R.R. Loan (sterling)	4,819,620	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100.000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) ..	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	105
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	83½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	204½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	94½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'06	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700.000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,659,000	7	Jan. & July.	1877	107½
" — " " " ..... registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,199,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400.000	6	" "	'75-'77	99½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	51
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	99
" — " " ..... registered	5,083,052	5	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,620	6	" "	1882	104½
" — " " 3d series	9,270,017	6	" "	1892	105
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
—Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
—New Bonds	6,000,000	6	" "	1892	61
Vermont—State War Bonds ..... coupon	1,567,600	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,365,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,859,398	6	" "	long.	40½
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — " " (new) ..... registered	1,379,500	6	"	1876	45½
" — " " (") ..... coupon	489,300	6	"	1886	35
" — " " (")	89,600	6	"	1890	38
Wisconsin—State Bond	406 100	6	Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,715	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,888	668,589	633,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,757	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,603	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142 947	238,262	283,921	338,691	343,471	356,142	421,484	422,164	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	163,385	257,220	209.099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	517,702	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	868,848	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40.641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,087	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	96,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39.600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division	1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,209,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	468,378	510,100	423,678	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,206
1866	603,063	505,266	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	660,488	554,201	417,352	420,365	477,607	496,616	497,879	681,377	705,259	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,703	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	96,453	1,038,185
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,089	245,701	244,564	98,787	1,983,900
1867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,000	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	368,996	366,361	413 974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4.826 727
1865	312,846	277,234	412,715	413,970	418 024	384,884	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	------	------	------	------
Michigan Central:													
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,601	478,631	490,694	447,670	328,870	4,520.560
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	464,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,065	46,474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,991
1866	131,707	123,404	123,957	121,533	245,822	244,376	208,785	188,815	276,416	466,359	323,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	958,228	1,002,756	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,425	1,029,736	1,055,793	1,272,117	1,450,076	1,227,118	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,924	1,495,752	1,524,434	1,526,839	1,456,356	1,117,853	14,575,126
1866	1,086,360	895,887	1,135,746	1 190,491	1,170,415	1,084,533	1,135,461	1,295,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	280,466	309,281	289,443	224,957	223,242	268,176	302,596	332,400	278,006	246,243	275,950	3,311,079
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,339	240,126	234,693	313,165	355,901	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	446,994	483,873	466,557	454,826	4,068,831
1863	285,685	261,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	528,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,186	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	603,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,234	1,196,966	702,681	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,796	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	402,987	427,094	395,845	350,763	407,077	483,509	506,814	466,300	457,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	680,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	678,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,738	143.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	163,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	158,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,505	151,052	134,563	111,839	1,469,798
1864	79,735	95,843	132,896	123,987	127,010	166,838	139,626	244,116	241,840	221,570	220,209	265,164	2,060,822
1865	144,084	139,171	155.763	144.001	138,736	194,625	271,799	374,024	377,981	375,534	361,910	247,023	2,924,843
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,894,975
1867	287,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	38,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	699,382
1866	45.102	36,005	39,301	43,332	86,913	102,913	85,276	60,693	84,462	100,813	76,948	44,468	814,036
1867	39,078	27,667	36,292	40,710	57 852	60,568	68,282	73,525	128,495	------	------	------	------

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	628,500	6	Jan. & July.	"	1880	99
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	9s
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000	---			1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,362	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86½
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	841,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1875	80
Income	1,192,200	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1893	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1888	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort, a. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	90½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	89
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	82
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	687,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Dividend bonds	13,314	---				
Income bonds	3,500	---				
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1878	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	800,000	7	Jan. & July.	New York.	1893	83½
Construction bonds, 2d Div'n	666,000	---				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'68–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---				
Mortgage (ordinary)	780,490	---				
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000	---				
1st Mortgage (after State)	74,000	---				
2d Mortgage bonds	14,000	---				
Income Bonds	8,500	---				
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		61½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	32½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1892	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	74
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	83½
Land Security	3,344,60	7	April & Oct	" "	1891	82½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	858,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						62
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1883	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	75
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	94½
Db'ts of former Co s outst'ding	100,000					
Funding [S. F.] Bonds	1,898,000	7	Feb. & Aug	" "	1876	101½
Exchanged St'ks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	94
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	106½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	97½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	90
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York.	'78-'79	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	388,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peters'b'g and Lynch'b'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1891	90½
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	91½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1896	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	87
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	312,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	197,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Steri. 8kg i'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	90
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1873	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1873	
3d or Income Mortgage	314,500	6	" "	" "	1905	55
Enlarged Mortgage	598,300	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	986,500	6	" "	Boston.	1875	96½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	896,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1875	
Income Bonds	160,000	7	March & Sept.		1904	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
" "	197,777	7		"	1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461.506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261.927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189.562	—	3,615,400	7,861,831	1,691,391	17.922.359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	845,798	66,483	8,256	306,900	100.000	—	.....	23.8	53,885	108,338	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,438	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,982	254,000	1,403,095	3,000,000	927,000	104,183	4,946.027	75.2	546,113	1,685,334	59?,283	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	247,819	2,000,000	202,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	----
30 Nov. '66	85.0	8.5	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353.283	122.500	1.370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	121
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	97
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
.. .. '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '62	100.0	8.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	----
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	12	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,874	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202.900	437,000	146,067	3,855.7.1	228.8	306,335	1,006,553	337,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365,542	18,957,024	400.0	2,421,556	6,146,862	2,793,463	20	135
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1.152	.....	10,161,735	2,226.967	—	67
31 Mar. '67	181.8	181.5	.....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	95
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,328	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	8,546,741	2,175,447	10	125
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	51
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,089	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	70½
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '66	78.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	169½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	406,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	156 5	319,880	805,271	227,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,366	—	----
30 Jun. '66	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	113,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	30.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,966	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,785	54,278	1,109,594	294,519	7,430	1,586,923	66.1				6	----
30 Jun. '66	185.0	149.0	28.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	*	
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	----
31 Aug '60	58.7	—	----	136.2	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	42,950,000	4,250,000	.....	9,008,309	188.0	.....	340,898	.....	—	----
31 May '67	284.8	—	28.4	—	97	83	1,728	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,496,713	10	108½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,340	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,869	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13 2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	50
26 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	515,083	266,715	2,469,540	4,400,000	103,235	8,028,361	182.0	.....	1,020,069	267,804	—	----
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1.794,356	400,836	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	----
28 Feb. '66	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,199	90.1	280,189	399,291	129	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies no... Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,688	205,584	757,881	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	5,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,451	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,241	*	57,091	1,447,050	2,733,800	1:0,597	4,301,457	109.2	171,565	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	629,325	230,825	6	99½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,633,113	286.8	3,498,376	8,577,692	3,807,188	10	120½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '6	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,622,789	1,382,962	1,739,080	4,518,900	5,424,500	1,913,611	12,644,731	326.0	1,738,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,990	20,126,330	94.9	113,400	84,579	—	—	15½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	128½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,780	104.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	230	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	143
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,584	437,416	1,259,810	4,900,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144½
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,925	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	8.4	11.9	—	14	25	205	Connecticut River	1,747,155	159,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,148	177,322	8	115
30 Nov. '66	44.1	50.4	38.1	—	38	82	579	Eastern	4,452,999	508,090	467,611	3,578,300	1,818,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	110½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	360,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	1	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,559	370,185	(Op	er. by B	oston &	Lowell)	8	125
30 Nov. '66	14.5	—	17.4	—	11	13	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,000	773,226	41.6	215,731	441,304	90,996	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	455,582	46,018	184,000	500,000	134,000	—	684,000	30.7	72,492	259,107	71,332	9	101½
30 Nov. '66	180.6	10.5	30.5	—	33	74	641	Old Colony and Newport	6,866,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,807	509,790	7	90½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	15.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,458,596	302,798	121,286	1,750,000	—	127,080	1,877,080	44.4	294,180	701,147	149,599	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	248,305	228,900	660	471.171	(Op	er by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	38,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	3,584,321	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.8	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,985	140,643	8½	57
30 Nov. '66	156.1	17.3	144.4	—	83	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,223,176	6,710,800	5,945,020	—	17.190,503	156.1	1,660,062	3,932,017	1,408,791	10	143
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	21	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	7½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	70
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	.....	.....
31 Mar. '67	89.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,463	3,674,262	82.2	352,510	681,301	242,997	8	111½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,331,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	3,607,662	1,444,705	15	124½
31 Dec. '66	30.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,981,484	*	—	1,001,993	1,034,776	107,482	2,244,201	60.2	.....	393,975	129,869	—	64
31 Dec. '66	74.0	12.0	71.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964.600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,284,815	3,581,244	1,617,268	10	120½
31 Dec. '66	63.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	206,699	3,500,000	5,516,950	124,822	9,625,429	63.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	836,651	.....	—	65
31 Dec '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	95.5	—	7.4	41.5	18	12	216	Albany & Susquehanna	4,286,593	343,098	—	1,675,138	2,114,000	19 643	4,623,601	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	28	736	Buffalo and State Line	2,277,338	503,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,158	25,101,121	22,429,927	5,085,864	54,237,874	784.0	7,109,139	14,496,413	2,238,704	9	125
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,982,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,790,099	9	125
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,812	—	1,852,715	982,000	—	2,994,474	120.0	366,439	590,225	352,050	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,368,804	815,170	44,119,904	892.2	6,607,261	14,596,786	3,201,112	6	110½
30 Sep. '66	130.8	2.1	45.5	—	42	132	646	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	18	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	5,818,331	122.0	451,196	851,783	284,606	—	63
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	586,880	—	—	206,900	222,000	157,050	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.527	125,910	—	482,400	386,000	19,876	1,057,737	36.3	90,260	252,178	80,272	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	58,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g.	3,439,989	563,316	—	2,385,500	1,575,794	55,988	4,003,204	189.6	556,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	980,207	—	—	500,000	400,000	—	980,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,676	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,685,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,882	7½	.....
30 Sept. '66	10.3	—	—	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	.....
31 May, '67	223.0	—	.....	—	26	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	208,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,660,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	32½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	136.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,058,592	1,933 700	521,906	8	98
3 1 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962 041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	208.5	1,440,681	2,351,906	654,726	5	81½
31 May '67	109.2	79.4	.....	—	40	39	886	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	101½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	694	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,956,038	469,205	9	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,772	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,370,000	4,343,042	20,649,420	192.3	.....	829,932	119,032	—	.....
30 Jun. '66	158.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	596 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	846,571	694,220	134,081	—	83½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,283,900	6,700,000	14,345,000	795,301	22,113,900	250.6	.....	3,717,388	906,200	—	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtennances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,850,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	366,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,406	29,999,900	1,156,819	60,721,124	507.0	2,041,771	4,833,496	1,476,036	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	15
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,406	852,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	111
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,084	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,581	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	166,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	226,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,892	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	58,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,911,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	128.5	1,078,411	3,718,680	2,260,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	6	68
31 Oct. '66	55.6	11.9	14.8	—	28	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,285	67.5	345,568	902,219	382,500	—	56½
31 Dec. '66	354.8	33.8	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,338,686	20,000,000	18,038 236	—	44,251,544	365.5	7,080,026	16 563,883	5,967,520	9	51½
31 Oct. '66	17.0	8.0	19.2	—	19	42	119	Phila., German'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,939,733	—	—	5,683 700	13,000,000	600	18,084,300	287.5	1,424,110	2,641,062	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	49,898,408	3,765,774	2,399,386	22,742,867	6,719,562	—	32 577,548	474 8	4,361,386	10,9 2,819	6,016,531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195.478	849,446	316,754	15	222
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,968	1,067,687	10	62
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73.108	3,349,237	70.9	824,066	589,109	245,966	—	—
31 Dec. '66	468.5	—	188.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,565	1,760,501	35.4	144,402	357,590	142,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,261	500,000	—	.....	62.0	340,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	161,586	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,142,331	*	51,078	893 950	1,028,000	272,259	2,199,209	102.0	154,496	517,775	66,687	—	—
21 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,382	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,294	448,922	5,312,725	2,885 990	1,462,314	11,093 891	291.0	406,061	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01f,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,516	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,550	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	182,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,657	*	100,124	1,961,800	573,800	521,102	3,171,611	110.3	171,490	498,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,653	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.8	1,030,304	1,477,782	834,328	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	68½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516.164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,583,500	*	—	832,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492.194	42,000	—	1,403,018	86,188	88,131	1,834,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,003,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	466,666	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,566,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	90.6	.....	326,554	218,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	100.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,800	1,041,380	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	3	10	121	Richmond and Petersburg	979.274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,363,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,882	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	42
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	890,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (g. y.)	11,038,000	*	—	11,750,000	188,000	—	11,038,000	16.10	.....	236,796	67,652	—	15
31 Dec. '52	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,811	1,631,018	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	66
30 Jun. '68	1,096	137.0	.....	78.0	204	180	2,399	Grand Trunk	71,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,855	—	—
31 July '68	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	.....	768,959	5,678,989	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,705	—	—	.....	108.0	.....	148,339	55,777	—	—
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02	85	1,380,000	13,100	136 000	1,729,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '67	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	228,34	—	—	6 278,281	52.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
					11	22	120	Panama	9 000,000	*	—							7 87,438	1,138,09		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	127
Chicago & Northwestern (pref.)	14,789,125	7	7	65⅛
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,973,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	872,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	62½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	80
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	91½
2d Mortgage	3,980,670	6	J. & J.	1882	72½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	37½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	95
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,903,207	---	15
" " (preferred)	50	2,888,988	---	27
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @	45 —
Pig, American, No. 1		44 — @	45 —
Pig, American, No. 2		40 — @	— —
Bar, Refined, English and American		85 — @	90 —
Bar, Swedes, assorted sizes	(gold)	92 50 @	105 —
		Store Prices.	
Bar, Swedes, ordinary sizes		155 — @	— —
Bar, English and American, Refined		105 — @	110 —
Bar, English and American, Common		95 — @	100 —
Scroll		132 50 @	180 —
Ovals and Half-round		130 — @	140 —
Band		132 50 @	— —
Horse Shoe		127 50 @	— —
Rods, ⅜ @ 3-16 inch		110 — @	165 —
Hoop		137 50 @	190 —
Nail Rod	per lb.	— 9 @	— 10½
Sheet, Russia, Med. No's		— 17½ @	— 18½
Sheet, Single, D. and T. Common		— 6 @	— 7½
Rails, English	(gold) per ton.	52 50 @	53 —
Rails, American (at works)		79 — @	82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 19 @	— 23
English Spring. (2d and 1st qlty.)		— 10½ @	— 12½
English Blister. (2d and 1st qlty.)		— 11½ @	— 20
English Machinery		— 13½ @	— 16
English German. (2d and 1st qlty.)		— 14 @	— 16
American Blister, "Black Diamond"		— 11½ @	— 17
American, Cast, Tool, do.		— 21 @	— 23
American, Spring, do.		— 12 @	— 15
American Machinery, do.		— — @	— 14
American German do.		— 11 @	— 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— 31½ @	— 33
Bolts		— 35 @	— —
Braziers'		— 35 @	— —
Sheathing, &c., Old		— 22 @	— 23
Sheathing, Yellow Metal		— 26 @	— —
Bolts, Yellow Metal		— — @	— 29
American Ingot		— 23½ @	— 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	9 50
Spanish	(gold)	6 50 @	6 55
German Refined	(gold)	6 50 @	6 55
English	(gold)	6 50 @	6 87½
Bar	(net)	10 50 @	— —
Pipe and Sheet	(net)	12 — @	— —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½ @	— 27
Straits	(gold).	— 25½ @	— 25⅝
English	(gold).	— — @	— 23½

	Gold.	Currency.
Plates, I. C. Charcoal, p. box	8 87½ @ 9 25	12 75 @ 13 50
Plates, I. C. Coke	7 37½ @ 8 —	10 62½ @ 12 —
Plates, Coke Terne	6 75 @ — —	9 75 @ 10 —
Plates, Charcoal Terne	8 75 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 13½ @	— 14
Crude, 40 @ 47 gravity (in shipping order)		— 20 @	— —
Refined, free, S. W.		— — @	— 51
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 31½
Refined, in bond, Standard White		— 34 @	— —
Refined, in bond, prime White		— 33½ @	— 34
Naptha, Refined, (60 @ 63 gravity)		— 27 @	— 30
Residuum	per bbl.	3 — @	3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th 17.	F. 18	Sat. 19.	M 21	Tu. 22	W. 23
Atlantic M. S. S. Co.	118	117½	----	116½	117	117½
Boston, Hartford & Erie	15½	----	----	15½	16	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	44	44	----	43
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	90⅛	----	----	----	----	----
Chicago, Burl. & Q.	137	136	135½	135	----	----
" " " 8 p.c.	----	----	----	111	----	111½
Chic. & Northwest'n	46½	46½	45½	46⅛	47⅞	47½
" " pref.	66½	67½	66	66½	67	66
" " 1st M.	----	84	83	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	95	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	97½ x	97⅞	96½	96⅛	96	95
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	----	----	----	91½	----
Clev., Col. and Cin.	97⅞	98½	----	----	98	----
Clev. and Pittsburg	83½	----	82½	83½	83	81
" " 2 M.	----	----	----	95	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	107 x	107	104	105	105½	101½
" " S. F. 7 p.c.	----	----	----	----	103½	----
Cumberland Coal, pref	29	----	----	----	28	27
Del. & Hudson Canal	----	----	147	----	----	----
Del., Lack. & West.	112½	113½	112	111½	111½	111½
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" "2M. 8p.c. '81	----	----	----	----	----	----
Erie	71½	72½	69⅝	71	73½	70⅝
" pref.	78	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	107	----	106½
" 2 M. 7 p.c. '79	----	----	----	102	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	99½
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	126½	126½	126	----	127½	125½
" 1M. 7p.c. '69	----	----	----	----	----	102
" 2M. S.F.	----	----	----	----	----	104
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	121½	----	122½	----	122	123
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	8½	----	8	8
" " pref.	17	17	16	----	----	16½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109½	109½	109	109	----	108½
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80⅜	81⅛	79½	79⅝	80½	79½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	100	100	100	----
" " 2 M.	----	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	44½	44⅜	44⅛	44	45½	43⅛
" " pref.	64½	65½	64⅛	66	65⅛	64
" " 1st mort.	----	----	----	----	----	87
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	105½	105½	105½	106⅛	106	107
" iss. to H. & St. J. R.	82½	83	----	----	83⅛	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	99	----	----	----	99	----
" 2d mort.	----	----	----	----	----	----
New York Central	112½	122½	111	111½	118⅛	110½
" 7s, S.F. '76	----	----	103	----	101½	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	94½	----	95	94½	94½	----
" 6s, S.F. '87	----	----	----	91	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 3M. 7p.c. '87	----	----	----	----	----	----
N. Y. and N. Haven	123	122	----	123	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	51	----	50½	----	----	----
" new	51	----	50½	----	51	----
Ohio & Miss. cer.	26⅛	26¼	26½	----	26⅞	26⅛
" " pref.	74⅛	----	----	----	----	----
Pacific Mail S.S. Co.	147½	146½	147	146½	146½	145½
Panama	----	----	305	299	----	----
Phila. and Reading	101	101½	98⅜	99½	99½	97
Pitts. Ft. W. & Chicago	99⅛	100	98½	99	99½	97½
" 1M.	----	----	----	105	----	105
" 2M.	----	----	----	----	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	22½	21	25	21	----	17½
St. L., Alton & T. H.	----	----	49½	51	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	95	----	----
" " 2M. pref.	----	----	83½	----	----	----
" " Inc. b'ds.	80	----	80	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	60½	----	----	----	64½	64½
" new	60	60½	61	61½	61½	60½
Tol. Wab. & Western	----	----	41	41½	42	40½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	89	----	89	----	89	----
" " 2M.	----	----	----	80½	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	----	----	41
new	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th.17.	F.18	Sat.19.	M.21.	Tu.22.	W.23
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100½	100⅝	100½	100½	100⅝	100½
U. S. 5s, 10-40s, reg.	----	99⅝	----	----	----	----
U. S. 6s, 1881, reg.	111¼	111¼	----	111⅛	----	----
U. S. 6s, 1881, cou.	111¼	111⅛	111¼	111⅜	111⅜	
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	144	----	----	----	----	----
U. S. 6s, 1868, reg.	141½	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	103⅞	104	----	----	----	103⅞
U. S. 6s, 5-20s, c. '62	111⅞	111⅛	112	111¼	112⅛	112⅛
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108⅛	108⅛	108⅜	108⅜	109⅛	109⅛
U. S. 6s, 5-20s, reg. '65	----	----	108¾	----	----	----
U. S. 6s, 5-20s, c. '65	108⅛	108⅛	109	109	109⅛	109⅛
U. S. 6s, 5-20s, c. n. '65	106⅛	106⅛	106⅛	106⅛	106⅜	106⅜
U. S. 6s, 5-20s, c. n. '67	106⅛	106⅛	106⅛	106⅛	106⅜	106⅜
7.30 Notes, 2d series	104⅛	104⅛	104⅛	----	104⅛	104⅛
" " 3d series	104⅛	104⅛	104⅛	104⅛	104⅛	104⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	W. 16	Th.17.	F.19.	Sat.19.	M.21.	Tu 22
Catawissa	----	----	----	----	----	----
" preferred	27½	27½	----	26½	26½	26½
Camden & Amboy	----	124½	124⅝	----	124½	124½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	87	----	----	----	----	----
" " 6s, '83	----	----	----	86¼	----	----
" " 6s, '89	----	----	----	86	----	----
" mort. 6s, '89	----	----	97	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	38¼	38	38	37⅝	37⅝	
" " 6s, '84	----	----	85	----	----	----
Lehigh Valley R. R.	52⅜	52⅜	52⅛	52⅛	52	
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	58½	58½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	90	----	95	95	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" 6s	----	87	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	43½	----	----	----	----	----
Pennsylvania R. R.	52	52½	52	52	52	51½
" 1st m.	100	100	----	99⅞	----	----
" 2d m.	----	----	----	93⅞	----	93⅞
Penn. State 6s	----	----	----	----	----	----
" " 5s, coupon	91	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	98	98
Philadelphia City, 6s	98	----	----	98	----	----
" " new	101½	101½	101½	101½	101½	101½
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	64	----	----	----
Phila. & Reading	50⅜	50⅜	50⅛	50	----	49⅞
" 6s, '86	----	----	----	----	----	----
" 6s, '70	----	----	----	94½	----	----
Philadelphia & Erie	27⅛	----	27⅛	27½	----	27⅛
" " 6s	----	----	----	90½	90½	----
Philad. & Sunbury, 7s	----	----	----	----	----	91½
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	27	----	----
" 6s '82	----	72½	----	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	60¼	----	60¼	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	76	----	76
Hestonville, (Horse)	----	----	12½	12½	12½	----
Chestnut & Wal. "	46½	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	78	78	78	----	77½
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	W.16	Th 17	F.18.	Sat.19.	M 21	Tu.22
Baltimore City 6s, 1875	97½	96	----	----	----	----
" " 1886	97	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	97	97	----	97	----	----
" " 1893	94½	----	----	97	----	----
Balt. and Ohio	120½	120½	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	99	----	----	----	----	----
" " " '85	97⅜	----	----	----	97½	----
Northern Central	43⅜	----	----	----	----	----
" " b'ds, 1885	----	85	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22	W.23
Boston and Lowell	----	----	----	----	----	136½
Boston and Maine	136½	----	----	----	----	----
Boston and Providence	----	142	----	142	----	----
Boston and Worcest.	----	----	----	----	----	----
Boston, Hartford & Erie	15½	15⅝	15⅛	15½	15⅞	15⅞
Cheshire, pref.	64	----	61⅛	----	----	----
Concord	----	70	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	110½	110¼	----	110¼	111½	110½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	120	120	120	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	111¼	----	----	----	----	----
Ogdens. & Lake Champ	64	64	63½	63	----	
Old Colony & Newport	89½	----	90	----	----	90½
Ph., Wil. & Baltimore	53	53½	53½	----	----	52
Portl'd, Saco & Ports.	101	----	101	----	101	99⅞
Vermont & Canada	97½	----	----	----	----	98½
Vermont & Mass.	----	----	57½	----	----	----
Western	143	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	90½
Metropolitan "	----	----	----	55½	----	55½
Middlesex "	----	40	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	27	26½	26¼	26½	----	26¼
Franklin "	16½	16⅛	17	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	13½	14	----	13½	----	
Pittsburg "	25	----	----	25	----	
Quincy "	----	25	----	----	26	
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of Sept. and 4th of Oct.:

	Closing Prices. Oct. 4	Sept. 27.
United States, 5-20s, 6 per cent 1882	71½ @ 71⅝	72⅛ @ 73
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	69½ @ 69⅝	70⅛ @ 71
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22 @ 23	23 @ 24
Erie shares, $100 (all paid) 8 p. c.	40 @ 41	40 @ 41
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	65 @ 67	65 @ 57
Illinois Central, 6 p. c., 1875	82 @ 85	89 @ 91
Do., 7 p. c., 1875	85 @ 90	72 @ 75
Do., $100 shares (all paid)	76 @ 77	76⅛ @ 77¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1889, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @ 105	100 @ 102
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	92 @ 94
Do. $50 shares	-- @ --	83 @ 88
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 88	84 @ 86
Do. with option to be paid in Phil.	83 @ 88	84 @ 86

American Railroad Journal.

Saturday, October 26, 1867.

Stock Exchange and Money Market.

Money has been fairly active, since our last, chiefly in the line of call loans, for which lenders have generally shown most partiality. The governing price of accommodation has been 7 per cent. per annum. At this rate the supply available to responsible borrowers, in a temporary form, has been gradually increasing from day to day. The increase has been most apparent in the offerings of capital on private account, both home and foreign. Large amounts of foreign capital continue in this market, in quest of secure and profitable employment. The country drain of currency continues, showing its effects most perceptibly in the notable modifications of the city bank averages. Discount applications have been numerous and urgent, but have not met with much favor, either at bank or through private channels. The extreme, and unexpected dullness and depression in legitimate business, together with the violent speculative movements in progress in produce, chiefly in breadstuffs, and the reports of financial disturbance in Europe, tend to lessen the disposition of lenders to place their means beyond their control, for any considerable period, even in the discount form. Best commercial paper has been quoted at from 7 to 10 per cent. per annum, as extremes; but the volume of completed negotiations on this basis, and within this range, is unusually limited. Some of the strongest city banking institutions decline to take produce paper at all, and most of those, who deal in it, shave it keenly, and severely, exacting very high rates for accommodation. Government has been again a seller of bonds and gold, and a purchaser directly or indirectly of maturing Seven-Thirties, and Compound Interest Notes, through the local office. Yet the cash balances of the Sub-Treasury, here, were augmented by over four and a half millions, last week. No further important developments have been made in the Seven-Thirty counterfeit case. Government has demanded reclamation from the parties, who had sent in for redemption some eighty of the counterfeit notes, received by them in the regular order of business. These parties refuse to recognize the claim, or to comply with the demand. Washington advices state that Assistant Treasurer Van Dyck here, writes, that in all cases the distinct understanding between the party sending in the notes and himself has been that he only received the bonds for transmission and conversion, and to that effect he requires all parties to indorse the notes as a means of their identification, so that if found to be spurious or *cavcated*, they may be returned to the owner without difficulty. On the other hand, the bankers claim that the payment which Mr. Van Dyck makes when he receives the notes is a complete transaction, and that the Government becomes responsible for the notes after that time just as fully as they, the bankers, would become responsible for a counterfeit received over their own counters. The business public generally sympathizes with the bankers, and concurs in their view of mutual obligations. The specie reserve of the banks is now $7,319,010, against $7,371,487 same time last year. The city bank deposits are now $173,438,375, against $225,085,853 week ending Oct. 13, 1866. The legal tender reserve amounts to $54,845,832, against $78,625,460 same time last year. The circulation now stands at $34,037,450, against $30,415,240 same time last year. The loans are now $247,553,911, against $279,735,793 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $98,027,118 a day, against a daily average of $97,722,045 the preceding week, and $95,031,270 the week ending with Sept. 28. The current week's exchanges average about $96,500,000 a day. The city banks, last week, lost $3,697,259 of deposits, $2,284,761 of specie, and $1,769,000 of legal tender. They reduced their loans, $279,222; and augmented their circulation, $51,409.

National Bank notes to the amount of $84,080 were issued last week, making the total issue to 1,671 banks thus far, $304,129,991, against $282,555,440 at the close of the fiscal year ending June 30 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to $4,988,245, leaving, with the existing 1,639 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date of $299,141,746. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,646,250; and for the public deposits, $38,270,450—making a total of $378,916,700. The Treasury Department last week redeemed and destroyed $503,800 of worn and mutilated fractional currency, and issued $423,757 of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $34,223; a decrease of $9,589 in specie; a decrease in legal tenders of $80,416; an increase of $7,338 in deposits; and an increase of $6,619 in circulation. The Bank Clearings show an increase of $1,100,899, and the balances, a decrease of $520,864.

The Commercial Bank of Canada, the failure of which was reported on Tuesday morning, had a capital of £1,000,000. The bank had a branch in this city, through which it did a considerable business in exchange.

The U. S. Sub-Treasury receipts, week ending with Oct. 19, were $17,238,243, including $2,037,259 from customs duties; payments, $12,659,117; balance at the close of the week, $113,779,145, against $109,200,019, at the close of the preceding week, showing an increase of $4,579,126. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,354,489 including $286,969 from customs; and payments, $9,552,783; on Tuesday, receipts, $1,147,414 including $302,000 from customs, and payments, $907,581. The balance at the close of business on Tuesday stood at $112,820,683, against $111,647,493 a week previous.

Government revenues have been quite limited since our last. The excises, last week, yielded $1,683,000, against $2,600,000 the preceding week; customs at the port of New York $2,037,259, and at the outports, about $680,000 (in coin) more, making the grand total income for the week equal about $5,623,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $67,500,000.

Government received $5,954,640 from customs, through the port of San Francisco, from Jan. 1, to Sept. 27, 1867, against $5,600,315 same time in 1866.

Gold has been quite variable, during the week, though the extreme figures have not been radically different. The speculation has been less vigorous, in the absence of anything like an active export or customs call; and of the later and more pacific news from Europe, Government has been selling gold, moderately; while it has been absorbing less specie, in the customs line. The customs call thus far in the current week, have fallen below the recent daily average. There has been no foreign inquiry of moment. The liberal produce exports, not only serve to prevent any considerable outflow of treasure, but tend to foster the belief in early imports of coin, to pay for as much of our breadstuffs, provisions, cotton, tobacco, &c., as will be required by the European nations, over and above the aggregate of our diminishing imports of foreign goods. The extremes of gold, during the week, have been 143@144¾; and the closing prices on Wednesday, 143½. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,632,511, against $8,265,926 same time last year. The customs demand for Gold last week, averaged $339,543 a day; thus far, this week, it has been equal to $294,000 a day, or equal to a weekly aggregate of $1,764,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $4,711, and from California, $576,992. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $101,152,480, against $112,370,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $24,432,596, against $35,357,013 same time last year, showing a decrease this year, of $10,924,417. The exports of specie from this port, last week, were $119,982. The total outflow of specie from the port, since Jan. 1, 1867, has been $44,042,672, against $54,180,135 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $33,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,401,924, against $31,951,989 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 27, reached $30,607,453, against $33,587,844 same time last year, showing a decrease, in 1867, of $2,980,391.

A good supply of Bankers' and commercial bills of Exchange on London and Paris, especially the former point, has been offering in the open market, this week, to the depression of rates, in the absence of anything like an active demand. The failure of the Royal Bank of Liverpool, connected with this city, in the Exchange line, has tended to create distrust in commercial bills. The bank's liabilites were over four and a half millions sterling. It was intimately connected with the embarrassed cotton interests of Liverpool, and the manufacturing districts of England. Bankers' 60 day bills on London closed at 108½@109, and on Paris to 5.21¼@5.17½; sight bills on London to 109@109½; and on Paris to 5.16½@5.15. The offerings of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,355,743, making the total value of exports since Jan. 1, 1867, $147,264,985, against $155,224,803 same time in the preceding year.

Government securities were unusually dull and heavy, during most of the week, in the absence of any considerable investment inquiry for either bonds or notes. Within a day or two, however, the demand has partially revived, especially for the six per cent. coin bearing bonds, as also for the Seven-thirties of June and July issues, all that remain now in the hands of the people. The Five-twenties, May and November coupons, are picking up again, in view of the proximate disbursements of the maturing half year's coin interest, payable in about a week. Pending these disbursements, it is believed that Government will not be a seller of gold to any notable extent. Compound interest notes have not been in much request, yet have been quoted a trifle higher, on light offerings. The Government office is exchanging the new three per cent. certificates for maturing compound notes, as freely as they are called for. There has been much less inquiry for Ten-forties, which closed less buoyantly. The general market closed rather in favor of buyers on Wednesday, the demand having fallen off. U. S. sixes of 1881 closed here on Wednesday at 111⅜@111½; U. S. Five-twenties of 1862, 112⅛@112¼; U. S. Five-twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 109⅛@109¼; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾; U. S. Five-twenties of 1867, 106⅝@106¾; U. S. Ten-forties at 100⅛@100⅜, and U. S. Seven-thirties at 104¾@105⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..118¾	September, 1865..115¾
May, 1865 .....117¼	October, 1865 ....115½
August, 1865....116⅜	

Railway and miscellaneous share property has been in fairly active demand, through the week, mainly on speculative account, but prices have been quite variable, and at the close, weak and depressed, though money has been working in favor of the speculators for a rise.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 9.	Oct. 16.	Oct. 22.
Consols.....	94¼	93⅞	93⅛
U.S. 5-20's of 1862....	71¼	71¼	69¼
Erie.....	43⅛	46¼	45¾
Ill. Central.....	77⅜	78	78¼

General business has been less animated. The breadstuff movement has been less confident, and prices of the leading articles in the line close less buoyantly. The export inquiry has been checked by the stringency in the freight market, and the depression in foreign exchange, as well as by the less favorable market reports from the other side. There has been considerable local speculation in corn and oats, which have been quite variable in price. Provisions have been less active; hog products have been depressed. Cotton has been quite freely offered and purchased opening at advancing, and closing at declining prices with middling grades on Wednesday at 19@20½ cents per lb. as extremes. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged about 2,900 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1,1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 95,000 bales, against 88,000 bales same time last year; exports, same time, 18,900 bales, against 56,400 bales same time last year; stock on hand at latest dates, 123,000 bales, against 275,000 bales same date last year. At the live stock markets this week beeves ranged from 10@17½c., and veal calves, at 8@12½c., on a less active business; sheep from 3@6½c., and lambs from 5@

7⅛c., on a moderate demand. Swine from 5@7¾c. per lb., live weight, on a livelier market. The week's receipts have been 6,342 beeves, 1,312 calves, 28,063 sheep and lambs, and 26,449 hogs.

Foreign merchandise has been in comparatively light request, though holders have been more eager to realize, and have shown more willingness to meet the wants of buyers, on their own terms. Dry goods have been pressed for sale, and have been generally depressed in price, while the inquiry even for seasonable fabrics, has been extremely moderate. We have never known a time when the "hand to mouth" system was more generally adopted by purchasers than it has been thus far this season. Nobody seems disposed to buy more than will meet pressing calls. The total imports of foreign dry goods, last week, were $1,451,270, and the total amount marketed $1,314,222. The value of foreign merchandise imported last week, was $3,830,007—making the grand total specie value of last week's imports of dry goods and merchandise, $5,281,277, and since Jan. 1, 1867, $203,509,290, against [$239,863,403 same time in the preceding fiscal year. The ocean freight market has been less active, since our last, and less firm with 530 vessels of all classes in port. For Liverpool we quote flour at 3s. per bbl. grain at 10½c.@11d. per bushel; cotton at ¼d. per lb.; and heavy goods at 27s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Oct. 22, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,680,159	$4,355,743
Prev. reported	150,544,644	142,909,242
Since January 1	$155,224,803	$147,264,985

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,100,437	$1,451,270
Gen. merchandise	2,961,544	3,830,007
Total for the week	$5,061,981	$5,281,277
Previously reported	234,801,422	198,228,013
Since January 1	$239,863,403	$203,509,290

The balance in the Sub-Treasury on Wednesday was $113,368,118 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1873, 100; do., 7s, Bounty Loan, 107⅜; do., 5s, 1875, 91; Brooklyn 6s, W. L., 96; Ohio and Mississippi 1st mort., 89; Chicago and Great Eastern 1st mort., 65; Dubuque and Sioux City 1st mort., 83½; Toledo and Wabash Equipment bonds, 70; Great Western 2d mort., 74; N. Y. and New Haven 6s, 96; Long Dock bonds, 98; Peninsular R.R. 1st mort., 79½; Cleveland and Toledo 7s, 1886, 96; Indianapolis and Cincinnati R. R., 70½; Hannibal and St. Joseph, 50; Joliet and Chicago R. R., 93; Norwich and Worcester R. R., 92; Pennsylvania Coal, 175½; Central Coal, 40; Boston Water Power Co., 16; Adams' Express, 67¼; Am. Exp., 67¼; U. S. Express Co., 68¼; Merchants' Union Exp., 28½; Wells-Fargo Express, 55½; Harlem Gas, 160; Western Union Telegraph, 33½; Mechanics' Bank, 122; Am. Ex. Bank, 113; Bank of Commerce, 116¾; Nassau Bank, 108; Ocean Bank, 105; Continental Bank, 105; Fourth National Bank, 106½; Park Bank, 148½; Merchants' Bank, 117½; St. Nicholas Bank, 104½; American Flag, 0.65; Brevoort, 0.60; Benton Gold, 0.70; Consol. Gregory Gold, 5.95; Corydon, 0.73; Columbian G. & S., 0.10; Edgehill Mining Co., 4.50; Gunnell Union, 1.25; Harman G. & S., 9.00; Keystone Silver, 0.01; La Crosse Gold, 0.55; Liberty Gold, 0.03; Montana Gold, 0.15; New York and Eldorado, 1.90; Nye, 0.03; N. Y. Gold, 0.90; Quartz Hill Gold, 1.35; Rocky Mt. Gold, 0.43; Smith and Parmalee, 3.95; Seaver Gold, 11.40; Sensenderfer, 9.75; Texas Gold, 0.03; Walkill Lead, 0.42; Pit Hole Creek Petroleum, 0.50; Bennehoff Mutual, 0.11; Buchanan Farm, 0.41; United States, 3.00; Rynd Farm, 0.15.

Philadelphia.—Penna. State 6s, 1st series, 103½; do., 2d series, 104½; do., 1870, reg., 99¾; do., coupon, 94; Philadelphia 5s, 1871, 89¾; Allegheny County coupon 5s, 75; Elmira and Williamsport 5s, 61½; West Jersey R. R. 6s, 87½; Phila., Wil. and Balt. R. R. 6s, 95; Belvidere Delaware bonds, 82; Warren and Franklin 7s, 78; Sunbury and Erie 7s, 96; Camden and Amboy scrip, 95; Philadelphia and Trenton R. R., 122; Girard College R. R., 27; Big Mt. Coal, 3; Hazleton Coal, 49⅞; Ocean Oil, 4; Keystone Zinc, 1; Farmers' and Mechanics' Bank, 142½; Mechanics' Bank, 32; Girard Bank, 59¼; Commonwealth Bank, 64; Bank of Commerce, 70; Manufacturers' Bank, 32. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101¼@101⅜; State 5s, reg., 96½@97; do., coupon, 93¼@93⅝; do., 6s, W. L., 101½@102¼; Reading, 48¾@48⅞; do., 6s, 1870, 94½@95; do., bonds, 91½@91¾; Camden and Amboy, 124¼@124¾; do., 6s, 1889, 96½@97; do., 1883, 86½@87¼; Penn. R. R., 51⅛@51¼; do., 1st mort., 99¾@100; do., 2d mort., 93½@94; Little Schuylkill R. R., 25@27; Morris Canal, 35@40; do., pref., 90@95; do., bonds, 80@90; Wyoming Valley Canal, 40@45; do., 6s, 74½@77; Susquehanna Canal, 14@15; do., 6s, 59@60; Sch. Nav., 14@16; do., pref., 26½@27⅛; do., 6s, 1882, 72@73; Union Canal bonds, 15@20; Delaware Div. Canal, 54⅞@55; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 93@94; do., 5s, 61@62; Lehigh Coal and Navigation, 37¾@38; do., bonds, 1884, 84½@85; North Pennsylvania, 30¼@35; do., 6s, 86@86¼; Philadelphia and Erie, 26½@26⅞; do., 6s, 90@90½; Minehill, 57¾@58; Catawissa, 8@11; do., pref., 25¾@26; Lehigh Valley, 50¾@51; do., bonds, 92@94; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 77¼@77¾; West Philadelphia, 65@66½; Spruce and Pine, 26½@27½; Green and Coates, 30@32; Chestnut and Walnut, 46@46⅛; Thirteenth and Fifteenth, 19@19¼; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 35@37; Hestonville, 12@12½.

Boston.—Boston, Hartford and Erie 7s, 61; Sandusky, Dayton and Cincinnati 6s, 1900, 75; Central Pacific R. R. 7s, 1883, gold, 100; Old Colony and Newport 6s, 1875, 93¼; Phila., Wil. and Balt. 6s, 1887, 95: Eastern R. R. 6s, 1874, 96¼; Union Pacific 6s, 1st mort., gold, 88; Vermont Central 1st mort., consolidated, 63; Nashua and Lowell R. R., Rights, 26; Indianapolis and Cin. R. R., 35¼; Cary Land Co., 7⅛; Boston Water Power Co., 17; Short Mt. Coal, 6; Ophir (N. S.) gold, 1.50; Maine 6s, 98⅛; Massachusetts 6s, 100; do., 5s, 1874, gold, 104; Lynn 6s, 1877, 98; Salem 6s, 1877, 99½; Portland 6s, 1887, 91¾; Albany 6s, 95; St. Louis 6s, W. L., 84; Chicago 7s, 1892, 95⅛; East Boston Gas, 27½; National Bank of North America, 104½; State National Bank, 100½; National Bank of Commerce, 115¾; National Bank of Redemption, 110; Maverick National Bank, 104; City National Bank, 105; Washington National Bank, 119¼; Bank of Republic, 129⅛; Tremont National Bank, 119¾; Howard National Bank, 105¾; Traders' National Bank, 99; Hide and Leather Bank, 144; North National Bank, 104½; Massachusetts National Bank, 120; Webster National Bank, 105½; Merchants' National Bank, 110¼; Globe National Bank, 108¼; Everett National Bank, 104; Eliot National Bank, 108½; Allouez Mining Co., 4¾; Concord, 8½; Calumet, 35; Hancock, 11⅛; Hecla, 36; Humboldt, 1⅝; Native, 1¼; Phœnix, 2¼.

Baltimore.—Virginia 6s, old, reg., 40⅛; do., new coupon, 45¼; do., 1866, 38; North Carolina 6s, old, 46; Union R. R. bonds, 90; Western Maryland bonds, 75; Marietta and Cincinnati 1st mort., 83½; N. W. Va. 1st mort., 94½; Virginia and Tennessee 3d mort., 55; Central Ohio R. R., 32½; do., pref., 35; Liberty Copper, 0.45; Springfield Mining Co., 0.03; Atlantic Coal, 0.70; Union Bank, 57¾; Farmers' and Planters' Bank, 31¾; Third National Bank, 103½; Franklin Bank, 13½; Mechanics' Bank, 9⅛; Bank of Baltimore, 106⅛. The latest quotations are: Balt. and Ohio, 116@116½; do., 6s, 1875, 99@100; do., 1880, 99@99½; do., 1885, 97⅛@97½; Northern Central, 42¾@43⅜; do., bonds, 1885, 85@85¼; do., 1900, 78¼@—; N. W. Va., 17@18; do., 1st mort., 94½@95; do., 2d mort., 91½@92; do., 3d mort., 1873, 89@90; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 82¾@83½; do., 2d mort., —@65; Central Ohio, 32½@33; do., 1st mort., 82@85; Western Md. 6s, 1890, 76@77; do., guar., 94@95; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 95½@97; do., 1886, 97@98; do., 1890, 96½@97; do., coupon, —@97; do., Park, 97@98; do., 1893, 94¼@95; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@19; Canton Co., 43@—; Gardner, 1.20@1.75; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@70; Santa Clara, 3@5; Balt. Chrome, —@0.19; Bare Hill, 0.30@0.40; Atlantic Coal, 0.65@0.95; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

Grand Trunk (Ca.) Railway.

The half-yearly general meeting of this company, to be held in London on the 31st inst., for the purpose of receiving the half-yearly report of the directors, etc., is to be made special for the purpose of considering and, if so determined, of authorizing and approving an agreement between this company and the Great Western Railway Company of Canada, a copy of which is published elsewhere in our present issue in connection with the report of the latter company.

☞ The Northport Branch of the Long Island Railroad, from Huntington to Northport, a distance of four and a half miles, has been contracted for, and the work will be immediately commenced.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Alton Railroad for the second week in October, 1867, were $115,839 00
Corresponding period previous year.. 88,384 00

Increase..... $27,455 00

The earnings of the Western Union Railroad for the second week in Oct., 1867 .... $25,860 04
Corresponding week previous year.... 22,495 63

Increase $3,364 41

The earnings of the Atlantic and Great Western Railway for the second week in Oct., 1867, were..... $127,951 00
Corresponding week previous year... 145,365 00

Decrease $17,414 00

The earnings of the Chicago and Northwestern Railroad for second week in Oct., 1867. $347,549 11
Corresponding week previous year .. 279,412 04

Increase $68,137 07

The earnings of the Detroit and Milwaukee Railroad for the week ending October 17, 1867, were $45,400 00
Corresponding week of 1866..... 48,498 00

Increase..... $3,098 00

The earnings of the Chicago and Rock Island Railroad for the second week in Oct., 1867, were..... $132,700 00
Corresponding week of previous year. 102,110 00

Increase $30,590 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2nd week in Oct. 1867, were..... $114,760 00
Corresponding week of 1866..... 108,651 00

Increase $6,109 00

The earnings of the Michigan Central Railroad for the 2nd week in Oct., 1867, were. $119,883 72
Corresponding week of previous year. 99,857 05

Increase $20,026 67

The earnings of the Marietta and Cincinnati Railroad the 2nd week in Oct., 1867.. $30,449 00
Corresponding week previous year.... 22,067 00

Increase $8,382 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the second week in October, 1867, were $51,386 06
Corresponding week of previous year. 50,911 44

Increase $974 62

New York, Housatonic and Northern R. R.

A meeting was recently held at Lewisborough, to take into consideration the present condition of the finances of this road. The following summary of the balance sheet up to September was presented:

Stock subscribed, $215,200; stock issued, $179,900; unpaid installments, $10,000; cost of road exclusive of land, $178,706; actual right conveyed (cost), $11,500; given, not conveyed, 15 miles, $18,000; total, $228,206; outstanding indebtedness from stockholders, which has since been paid in, $13,000. Mr. Luke said that he was convinced that the traffic in the first year after the completion of the road would enable the Board to declare a dividend of at least 12 per cent. The President said, in reply to a question, that the Purchase cutting cost only $15,000 instead of $40,000, as had been stated. The following amounts were subscribed before the close of the meeting; Col. E. Avery, $2,000; M. R. Mead, $2,500; G. W. Mead, $5,000; G. S. Avery, $2,000.

☞ The South Side (L. I.) Railroad was formally opened from Jamaica to Babylon on the 12th inst. The distance is 27 miles.

Journal of Railroad Law.

RAILROAD COMPANIES BOUND TO FENCE TRACK NOTWITHSTANDING COVENANT OF THE INJURED PARTY TO DO SO.

It is decided by the case of Shephard *vs.* Buffalo, N. Y. & Erie R. R. Co. just determined by the Court of Appeals, that a company is required to fence both sides of its track, and are liable for damages done to cattle so long as such fences are not made, notwithstanding that a party whose cattle are killed is bound by covenant between his assignor and the company to build the fence. The facts of the case will be found in the opinion of the court by

PECKHAM, J.—It appeared on the trial of this cause, that the roadway of the defendant, and also of the New York Central, ran through plaintiff's farm, side by side, each of the width of fifty feet. The roads adjoined each other, the west line of defendant's road abutting upon and forming the east line of the Central. That the outside or east line of the defendant's road was always properly fenced with suitable cattle guards at the highway or farm crossings, but there were neither cattle guards or fences on the west line, nor, in fact, on either line of the Central, the fence once built, on its west line, having been destroyed, and the cattle guards filled up. No fence had ever been built on its east line. The plaintiff's cattle were pastured on his meadow, adjoining the Central on the west, and the plaintiff knew that there were no fences except as stated. From this meadow the cattle strayed across the central on to defendant's road, and were killed. The Justice found all these facts and that the damage sustained was $150. The Central road along there, was formerly the Tonawanda Railroad. On the 20th of August, 1842, Josiah Newman a prior owner of plaintiff's farm granted to the Tonawanda road its roadway, and "for himself his heirs, executors and assigns covenanted and agreed to, and thereby did release, discharge and forever acquit said road, its successors and assigns, of and from any and all liability which they now are, or forever hereafter may be under, to erect, maintain or keep in repair any fence or fences along the line of said railroad."

On the 4th of January 1857, the plaintiff granted, to the defendant a roadway through his farm, and in the deed thereof it was provided as follows: "Said party of the second part, (the road) is to erect and maintain a fence upon the easterly line of the lands above described, of the height and strength of a division fence as required by law."

It is insisted on the part of the defence that the plaintiff was bound by the covenants in the deed of his grantor to the Tonawanda Railroad. That those covenants run with the land, and were "a perpetual release to that road, and to its successors and assigns from all obligation to build any fence on the line."

Assuming that these covenants did run with the lands, as they probably did, (Norman *vs.* Wells 17 Wend. 136) they were made in 1842, prior to the passage of the act, requiring railroads to fence on both sides of their roadway. (3 statutes at large by Edmonds, 365 § 44 enacted in 1840.

This covenant must therefore be construed in reference to the rights of the parties, and their liabilities as then existing. The Tonawanda Railroad, as the proprietor of adjoining land, was not bound under the then statutes, to make all the fence on both sides of the road, but to make and maintain one half of the partition or division fences. From this obligation, that road was released, and so was its assignee, the Central road, therefore, neither the Tonawanda road nor its assignee, the Central, was bound to make or maintain any part of a division fence.

But suppose the owner of the farm who made the covenant chose to let his land lie open, (1 statutes at large by Edmonds, 326, § 1) as he may, could the railroad compel him to erect fences on both or either side of the railroad under a simple covenant, releasing the company from their erection? Clearly not.

There is nothing in the deed which requires the grantor to erect any fence. The plaintiff therefore is not within the provision of the act which requires "an owner of land adjoining any railroad who or whose grantor has received a specific sum for fencing along the line of land taken for the purpose of said Railroad, and who has agreed to build a lawful fence on the line of said railroad, to build and maintain" the same; and in cases of neglect the railroad may build and maintain it at his expense. (1 statutes at large by Edmonds, § 9 Laws of 1854. The railroad act of 1850 and the act as amended in 1854, section 6, makes the railroad company liable for damages done to cattle, &c., so long as the fences &c., shall not be made and when not in good order.

I do not perceive that the plaintiff's grantor has in any manner released the railroad from any obligations or liabilities imposed by that act. The parties could not have had that act in view, as it was not in existence when the covenants were made, and they did not qualify its obligations.

The act was passed from public considerations, its purpose was to give protection to the traveling public as well as redress to farmers contiguous to the road. (Corwin *vs.* New York Central Railroad Company 13, New York, 112, opinion of Denio, J.) So that if the covenant under consideration related to the defendant's road instead of a road outside and adjoining, I do not think it would have been a defense. But it was not a covenant with this defendant, nor is this defendant an assignee thereof, or in any manner privy to it.

How then can the defendant claim its benefits. If it were a defense to the Tonawanda or Central Railroad, it does not seem to follow that it would also shield the defendant under the circumstances of this case.

But it is said the plaintiff was guilty of negligence in turning his cattle into his meadow when he knew the railroads were not fenced, and hence they could stray thereon and be injured. His negligence therefore contributed to the injury, and he cannot recover upon this ground.

The complaint was dismissed.

If this be true, then the railroads need never fence their roads so far as respects adjoining owners. Landowners could not of course occupy their lands adjoining railroads, but must pasture their horses, cattle, sheep and hogs on some other farm, unless they volunteer to discharge the duties which the statutes impose upon the roads This cannot be law; such a construction was never intended by the Legislature. It virtually nullifies the act. It is not negligence within the meaning

of the rule for an owner to pasture his cattle on his own farm, because a railroad fails to discharge its statutory duties and fence its road. Such a construction as that adopted at the circuit, not virtually, but entirely nullifies the act, so far as regards any protection or relief to farmers adjoining the railroads.

If the railroads neglect to keep the fences in repair, it may be urged that a farmer with ordinary diligence will know it, and send his cattle off from his farm, otherwise if injured he can have no redress; or plainer still if the railroad not partially performs, but wholly omits, its duty and makes no fence at all, then of course the adjoining owner will know it, and should abandon his farm, as his cattle, if they were killed, the wilful refusal or neglect of the railroad to perform its statutory duty is its absolute defense.

The Legislature in declaring the absolute liability of the railroad for all such damages when it omitted to make the required fence, did not intend any such contradiction or qualification, and never would have passed a statute requiring an owner to abandon the ordinary use of his farm, because of the railroads neglect to do its duty; or if he should use it in an ordinary farmer like way he must lose his cattle, without redress, if killed by the railroads neglect. The damages resulting to the owner of a farm from this construction of the statute contended for, I think, were never considered or allowed to him when the railroad obtained the roadway. But it was always assumed that he might continue to occupy his farm substantially as before. The statute does not authorize the owner himself to make the fence, if the railroad neglect or refuse, and recover of the road therefor. But the Legislature obviously intended to put that whole duty upon the railroad.

Hence they enacted, that if the adjoining owner who has received compensation for making the fence, and neglects to do it, the railroad shall build and thereafter maintain such fences, and may recover of the owner the expense thereof, (§ 9 of railroad act as amended in 1854.) Hence if the statute declaring that railroads failing to make and maintain the fences, &c., required shall be liable for damages done to cattle, &c., thereon, it had been proposed to add, provided the owners shall not keep or pasture their cattle, horses, sheep or hogs on any farm adjoining such railroad, so neglecting to make the required fence, I think we may safely say the provision would never have been enacted. It is not well therefore to add it by construction. As to this branch of the case then, I am of opinion first, that pasturing cattle, &c., on a farm contiguous to a railroad cannot be regarded as negligence, though the company has neglected to make the fence required by law. Second, I think the company cannot be allowed to set up that negligence, if it may be so termed, when it has itself omitted to fulfil the requirements of the statute, it should not be permitted to set up its own violation of a statute duty, as a basis of charging negligence upon others. Besides, this objection I think, is substantially disposed of on the authority of this Court. (Corwin *vs.* New York and Erie Railroad Company 18, N. Y., 42.)

This of course does not authorize a recovery when an owner has voluntarily and purposely incurred the damage.

Great Western Railway of Canada.

We give elsewhere the report of the directors of this company for the half year ending July 31, 1867. The Engineer's report states that the expenditures upon maintenance and renewals of way for the half year ending July 31, 1866, was £47,514, and for the half year ending Jan. 31, 1867, £39,682. The principal causes which have united to prevent any large reduction under this head are the increase in wages, averaging about 25 per cent. above the rate which prevailed less than three years ago, and the advance in the cost of timber and sleepers, amounting to an average of about 30 per cent. He then adds:

The light rails in general use on this continent, coupled with the excessive stress to which our severe winters expose them, render the permanent way of Canadian railways much less durable than those of English railways, and therefore the very best material ought alone to be used in the manufacture of rails sent to this country. But instead of this being the case, it has been the unfortunate experience of all the railways on this continent to receive from England, during the past eight or ten years, rails of a decidedly inferior quality, and a similar experience attended us in the re-rolling of our old rails in former years in the rolling mills of Canada and the Northern States. The result of this has, of course, been that the duration of Canadian and American railway tracks has universally fallen far below the standard of England, and even of this continent itself in bygone years, when sounder rails were furnished by the English manufacturers. But we are now independent of foreign markets by our own rail rolling mill, and I have recently effected a great improvement in the quality of our rails by introducing an increased percentage of good hard puddled iron in the heads of the new rails. This improved quality is, of course, only obtained at an increased cost of re-rolling, but the benefit thus accruing greatly outweighs the additional cost. If the quality of a rail can only be improved by twenty-five per cent., or one-fourth added to its life, it is worth accomplishing at a cost of £1 4s. 8d. a ton; but we shall certainly obtain a much better result at a smaller increase of cost.

The report of the locomotive and car superintendent states that the stock of engines comprises 52 passenger, 33 freight, 8 shunting, and 1 locomotive, making a total of 94 engines. During the half year considerable progress has been made towards the construction of 6 locomotives, the first of which is completed, and is giving the utmost satisfaction, being in every respect, without exception, a first class freight engine. Thirty-four engines have received heavy repairs, and 11 light repairs. Sixty-six cast steel tyres, 26 Lowmoor iron tyres, 2 Lowmoor iron crank axles, 11 iron straight engine axles, 5 tender axles, and 1 pair of new cylinders were supplied to the stock. During the half year £7,516 has been expended in renewals, which sum includes the amount laid out during the period on the new engines under construction. The following shows the expenses of the locomotive section for the past six months, compared with the corresponding period of the previous year:

	1866.	1867.
Total locomotive expenses	£40,799	£44,760
Percentage on earnings.....	11.91	12.27
Number of cords of fuel.....	17,586	22,996
Total cost of fuel.....	£9,937	£13,201
Cost of fuel per engine mile...	2.30d.	2.77d.
Ditto. Train ditto.....	3.88d.	3.84d.

To meet the demand of the Blue Line and other through traffic, 8 first class, 16 express baggage, and 100 cattle cars have been converted into narrow gauge cars; also 77 standard narrow gauge freight cars have been completed for that traffic. The sum of £3,287 has been expended during the half year for renewal and repairs, including the revenue share of construction of broad gauge box cars. Two of the palace sleeping cars for Pulman's line were finished and sent to work during the half year, and the remaining two are in a very forward state of completion.

Journal Box and Lining Metals.

The New Jersey National Metal Co., 179 Pavonia Avenue, Jersey City, N. J., are now manufacturing "J. R. Baker's National Anti-friction Journal Box and Lining Metals" for Railroad Car Boxes, Steamships, Rolling Mills, and all other kinds of machinery Journal boxes where brass or Babbitt's Metal has formerly been used in Journal bearings. This composition has achieved so decided a success, as to warrant the manufacturers in commending it to the attention of all who have occasion to use anti friction box metals. Its superior advantages gained and claimed to be, are: durability and unequaled power to resist friction; cheapness, both as regards first cost and the amount of services rendered; capability of resisting heat and non-liability to fuse like other soft metal by friction, except at a great degree of temperature; free from cutting or injuring the journals like soft metals; retaining oil and resisting heavy pressures; advantage in its first cost, saving a large profit to the purchaser, and saving one pound in six in filling cavities; it does not shrink in cooling, is not liable to corode or rust, and is capable of a high polish, rendering it very suitable for steamship pumps, and for ornamental work of various kinds. It may also be substituted for brass plated ware, for piano peddels, safe names, etc. For Trade Mark, see Advertisement in another column.

North Missouri Railroad.

A dispatch dated St. Louis October 17th, says that this company has sold nearly $4,000,000 of its bonds to James B. Eads and associates. Several heavy capitalists of New York and St. Louis are connected with Mr. Eads, and means are now secured to finish the road. Messrs. John J. Roe Barton Bates, Charles K. Dickinson and John G. Copelin go into the directory under the terms of the purchase, and E. W. Fox, of St. Louis, has been elected temporary President.

☞ The people of New Mexico held a meeting at Santa Fe on the 21st of September, to consider measures to secure the extension of the Kansas Pacific Railroad through New Mexico to the Pacific Ocean. Governor Mitchell presided, and speeches were made by General Palmer, Treasurer of the railroad company, Major Calhoun, Chief Justice Slough, C. P. Cleaver, delegate to Congress, and others, all taking strong ground in favor of the enterprise.

☞ The construction of a railroad has been authorized by the Emperor of Brazil, and the plan will at once be carried out. The road will have its terminus in the City of Rio Grande do Sul, and is expected to reach the coal regions of Candista, in the Province of San Pedro.

☞ It is believed that the projected railway from Guelph to Georgian Bay, in Canada, will be commenced next Spring.

Milwaukee and St. Paul.

By the completion of the Iowa and Minnesota divisions of the Milwaukee and St. Paul Railway, continuous railroad communication has been established between St. Paul and Milwaukee, and of course the entire system of railroads radiating from Chicago. The length of the entire road from Milwaukee to St. Paul, including the six mile link of the Valley road, between St. Paul and Mendota, is about 420 miles, of which about 220 is on the west side of the Mississippi. That portion of the road on the east side of the Mississippi, from Milwaukee to Prairie du Chien, about 200 miles in length, is at present called the Milwaukee and Prairie du Chien Railroad, but we believe is to receive the designation of Milwaukee and St. Paul as soon as the Wisconsin Legislature shall authorize the change. The part of the road west of the Mississippi from McGregor to Minneapolis was formed by the consolidation of two enterprises—the Minnesota Central and the McGregor Western—both being auxiliary to the great Wisconsin consolidation, which embraces the Milwaukee and Prairie du Chien Railroad and the Milwaukee and La Crosse, which is now called the Milwaukee and St. Paul. It is expected that regular trains will be running over the whole length of the road by the 1st of November.

Bayside Railroad.

The St. Michael (Md.) *Comet* says: It is rumored that New Yorkers interested in the Maryland and Delaware Railroad, contemplate building a branch road connecting with the main steam at Easton and running through Royal Oak, St. Michaels, and down along the bayside. From Easton to Oxford (the termination of the main line) is about twelve miles, and from Easton to say the Mineral Spring wharf on the bay shore—is about the same distance. The grade from Easton along the bayside is better than on the line to Oxford, and hence a railroad may be very cheaply constructed.

Boston and Albany Railroad.

The first meeting of the Boston and Albany Railroad Company, (formed by the consolidation of the Boston and Worcester, and the Western Railroads,) was held in Boston on the 23d inst. Judge B. F. Thomas presided, and the following gentlemen were chosen directors: Chester W. Chapin, Josiah Stickney, Ignatius Sargent, James D. Colt, Daniel Denny, Ginery Twichell, D. Waldo Lincoln and William Claflin. A meeting of the directors will be held on the 30th inst.

☞ At a recent meeting of the friends of the Kent County, Md., Railroad, it was stated that the citizens of the villages of Sassafras, Warwick and Middletown had determined to raise the sum of $100,000, in order to secure the construction of the road from Massey's Creek to Middletown, Del. The entire amount required is $150,000.

☞ The directors of the Great Western Railway of Canada have decided to recommend a dividend at the rate of four per cent. per annum, free of income tax, reserving £2,000 for the renewal of ferry steamers, and carrying forward to the current half-year the sum £1,681 7s. 11d.

☞ The managers of the Lawrence (Penn.) Railroad contemplate a route into Youngstown on the south side of the river.

Canadian Railway Enterprise.

It is reported that the government of the New Dominion has recently negotiated a railway improvement loan in London, which has been guaranteed by the home government in accordance with the act constituting the Dominion. The amount it three million and a half sterling, or about $24,500,000 in our currency, and the Bank of Montreal, as the fiscal agent of the new government, is said to be already drawing through its New York agents against the loan.

Panama Railroad.

This road has been opened eleven years, and during that period 400,000 passengers and 614,535 tons of goods have passed over the line. This year it is expected that 150,000 tons will pass over it. In 1856 the income was $136,741, and the expenditure $530,249. In 1866 the income was $2,423,977, and the expenditure $1,208,364.

☞ The following gentlemen have been elected directors of the Vermont and Canada Railroad: Worthington C. Smith, of St. Albans, John Porter, of Hartford, Edward Blake, Benj. P. Cheney, and Samuel Atherton, of Boston, John W. Newton, of St. Albans, and J. P. Clark, of Milton.

☞ The formal opening of the Dorchester and Delaware Railroad took place at Cambridge, Md., on the 23d inst. That part of the road from Seaford to the Maryland line is now under contract, and will be completed by the first of March next.

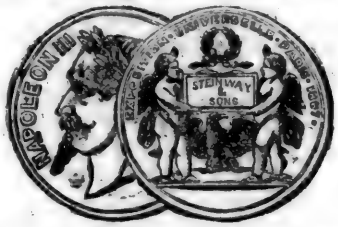
☞ The extension of the Lehigh and Mahanoy Railroad to Ashland is in contemplation.

WILLIAM H. PETIT,
FOREIGN & AMERICAN
RAIL ROAD IRON,
OLD AND NEW.
PIG, SCRAP IRON
AND OTHER METALS.
LOCOMOTIVES & R. R. SUPPLIES.
Old Rails Re-rolled & Exchanged for ...
72 WALL STREET, N. Y.

ESTABLISHED IN 1836.
GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
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THE LOBDELL
Car Wheel, Tire & Machine Co.
Wilmington, Del.

GILEAD A. SMITH,
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LONDON, W.
RAILROAD IRON,
Bessemer Steel,
STEEL TYRES AND METALS.
Railroad Bonds and U. S. and other American Securities negotiated, and Credit and Exchange provided for U. S. or Continent.
Consignments solicited on the usual terms of any of the staples.
Special Counting and Reception Rooms available for Americans in London, with the facilities usually found at the Continental Bankers.

Universal Exposition, Paris, 1867.



STEINWAY & SONS
TRIUMPHANT,
Having been Awarded
The FIRST GRAND GOLD MEDAL
for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, *over* all other American exhibitors, and *over* more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.
In proof of which the following

OFFICIAL CERTIFICATE
of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:
PARIS, July 20, 1867.
I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition.
First on the list in Class X.
MELINET, President of International Jury.
GEORGES KASTNER, AMBROISE THOMAS, ED. HANSLICK, F. A. GEVAERT, J. SCHIEDMAYER, } Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"
(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS
Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 260 Pianos from all parts of the world.
STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1862 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.
EVERY PIANO is WARRANTED for FIVE YEARS.
Warerooms, First Floor of Steinway Hall,
Nos. **109** and **111** East Fourteenth Street,
(Between 4th Ave. and Irving Place,) NEW YORK.

NOTICE TO CONTRACTORS.
PROPOSALS will b received until Nov. 1st, for the Grading, Masonry, Bridging and Iron of the Wallkill Valley Railroad, from Montgomery to Newpaltz, about 20 miles, or so much thereof as may be deemed expedient. Maps, plans and specifications will be ready for inpection on the 15th of Oct., at the office of the Chief Engineer, Levi Bruyn, Shawangunk Village, Ulster Co., N. Y.
All other information needed will be furnished at my office.
Dated Bruynswick, N. Y., Oct. 2d, 1867.
4t40 F. S. McKINSTRY, Pres't.

The Auburn File Works,
AUBURN, N. Y.
MANUFACTURERS OF
HAND CUT FILES OF THE BEST QUALITY, WARRANTED EQUAL TO ANY BRAND IN MARKET.
Railroad Companies, Machine Shops and Locomotive Works supplied on the lowest terms. 3m34

TO RAILROAD CAR BUILDERS AND OTHERS.

The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS,** Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. being MIXED READY FOR IMMEDIATE USE, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after TEN YEARS and found to be quite good and READY FOR USE. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS **CHEAPER AND BETTER THAN ANY OTHER** PAINT IN THE MARKET.

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FIRST PREMIUM.....PARIS, 1867.
EXPOSITION UNIVERSELLE!

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Grand Silver Medal and Diploma!
The Only One to the United States awarded to
F. S. PEASE,
For the Greatest Excellence in Oils for Lubricating and Burning.

London .....1862.
WORLD'S FAIR—TWO PRIZE MEDALS
Awarded to F. S. PEASE for Improved Engine, Signal, Lard, and Premium Petroleum, as the Best made!

These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made fr

Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.
N. B.—Reliable orders filled for any part of the world.

RAILROAD CROSS TIES,

OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

DARNELL & NASH,
83 Pearl Street,
New York.

3m36

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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AND
FIRE PROOF CONSTRUCTION.

E. T. LITTELL & CO.,
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Plans and specifications prepared for all classes of Railway and other buildings.
Iron and wooden bridges and roofs of all practicable spans, Station Buildings, Depots, Warehouses, Fire Proof and other constructions generally, designed and superintended.

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ENGLISH AND AMERICAN
RAILROAD IRON,
(OLD AND NEW.)

Pig, Scrap Iron and other Metals,
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Old Rails Re-rolled or Exchanged for New.

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22 Nassau Street,

Dealers in Government Securities, Gold, Exchange, Notes, &c.

Stocks and Bonds Bought and Sold on Commission.
Interest allowed on Deposits, subject to Draft at Sight.
F. L. LELAND, MEMBER GOVT. SECURITIES BOARD.
C. H. LELAND, MEMBER GOLD EXCHANGE.
WM. CARPENDER, MEMBER N. Y. STOCK EXCHANGE. 6m41

NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise **FOR SEALED PROPOSALS** for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the **FIRST DAY OF NOVEMBER, 1867.** And that he prepare, as soon as practicable, before the **FIRST OF NOVEMBER** plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,
WM. W BLACKFORD,
Chief Engineer

6t38

FOR SALE.

LUMBER FOR BRIDGES, WHARVES AND Railroads, Burnettized (with chloride of zinc) for preserving timber from wet and dry rot.

Apply to
T. M. MAYHEW & CO.,
117 Wall Street,
New York.

Agents for the Eastern Burnettizing Works at Bangor, Maine. 3m36

HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size. If not satisfied as to price or quality, return at our expense.

P. O. Address, **TRENTON, N. J.**
MEAD & MANNING,

June 6th, 1867.

PLASTIC SLATE ROOFING
JOINT STOCK COMPANY.
OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice-Pres't.
I. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

PLASTIC SLATE
FOR
Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was
PATENTED FEBRUARY 21ST, 1865.
It is a combination of
Pulverized Slate and Viscous Matter,
(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

PUMPS.
STEAM, POWER AND HAND PUMPS,
OF ALL SIZES FOR
Railway Stations, Factories of all descriptions, Public and Private Water Works, &c., &c.

The Steam Ram for Feeding Boilers.
THE STEAM SIPHON FOR RAISING WATER.

Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for circulars to

PHILAD. HYDRAULIC WORKS,
No. 247 South 3d Street,
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IMPORTING COMMISSION MERCHANTS,
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Erbschloe's Double do. do. do.
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To Railroad Companies.

FOR SALE—Several Superior 1st Class Railroad Cars of Modern Construction—Raised Roofs, Saloons, &c., ready for early delivery. Apply to.

GRICE & LONG,
1,340 Beach St., Philadelphia.

6tf

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

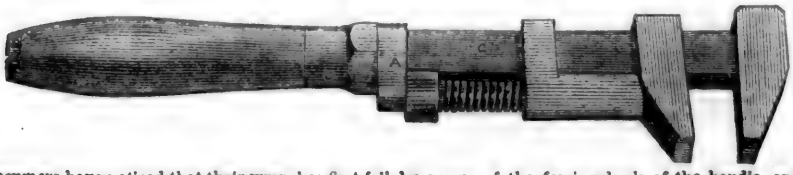
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

COLLINS & CO.'S NEW PATENT SCREW WRENCH.

THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as *the best* by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

COLLINS & CO., 212 Water Street, New York.

BOYNTON'S CELEBRATED FURNACES.

FORTY-EIGHT DIFFERENT SIZES and PATTERNS, of PORTABLE and BRICK SET FURNACES for COAL or WOOD, suitable for all classes of PUBLIC and PRIVATE BUILDINGS.

ALSO,

American Kitcheners
Progressive and Morning Star Ranges,
Combination Range and Heater,
Baltimore Fire Place Heaters,
Laundry Ranges and Flat Heaters,
Parlor, Office and Cooking Stoves.

ALSO,

SOLE AGENTS FOR NEW YORK AND BROOKLYN, FOR THE SALE OF

RATHBONE & CO.'S "BRILLIANT,"

the finest SELF-FEEDING, BASE BURNING, REVERTIBLE FLUE HEATING STOVE, ever offered the public. Send for Circulars.

Richardson, Boynton & Co.,
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RAILROAD IRON

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Pig, Bar and Sheet Iron. Boiler Plate, Fire Bricks, etc.

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Samples and Prices furnished on application.

Machinists Tools,

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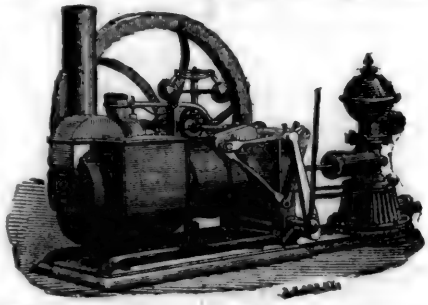
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American Railroad Journal.

New York, Saturday, November 2, 1867.

Toledo, Peoria and Warsaw Railway.

We learn that this company are progressing with great rapidity in the building of the Western Division of their road between Peoria and Warsaw and Keokuk.

Messrs. Henry Hill & Co., will have finished their contract for the division between Warsaw and Bushnell, on the first of December. The rolling stock is all ready and will be placed upon the line at once. The locomotives were made by the Rhode Island Locomotive Works, at Providence, R. I., and are said to be very superior machines,

The opening of this line will be of great benefit to the Des Moines Valley Railroad Co., and will throw a large amount of Southern Iowa business over the Chicago, Burlington and Quincy Railroad until the line is completed to Peoria and the Chicago connection east of that place.

We learn also that all the work between Peoria and Bushnell has been placed under contract to be finished for the rails by the 1st of June next, and that the iron has been purchased, and will be shipped to New Orleans, to be forwarded up the river upon the opening of navigation in the spring.

The Division between La Harpe and Burlington is only 19 miles, and will be built as soon as the road is opened to Warsaw and Keokuk.

We learn further that the company have sold their First Mortgage Bonds on favorable terms to a party of capitalists in Wall st. and the Eastern States.

The Union and Logansport Road will be completed and open for business on the 1st January next, and a connection East will then be made from Peoria over the Columbus and Indiana Central and Pan Handle Railroads.

Iowa and Missouri State Line Railroad.

We have before us a communication from E. Robinson, Esq., President of this company, dated Farmington, Iowa, September 12, 1867, in which he says: I have recently passed over the line of our road to this place. The work is progressing in Van Buren, Davis and Appanoose Counties, Iowa.

I at first thought of organizing a grading party in Wayne County, to do the work through that county this fall; but I believe it will be better to concentrate all our energies on the eastern end, and close up the grading as we go.

The work through Wayne County is light, and the people there will prepare the road bed ready for the iron as fast as it can be laid, after we commence laying iron.

If we had iron for 40 miles, (the distance to Bloomfield,) or even for 20 miles, coming on now, it would create a powerful excitement among the people, to the Missouri River, and they would crowd the work with amazing rapidity, to its final completion. We have not fully determined. We have our location made to Lineville, near the southwest corner of Wayne County, Iowa, 109 miles from Farmington. Our line, so far, is the best that can be found in the west, as we follow for 80 miles a prairie divide, with only two bridges in that distance.

The distance from the Mississippi to the Missouri River, opposite Nebraska City, is 234 miles, and from Nebraska City to Fort Kearney, 168 miles, according to the official report of the Government surveys—making only 1,506 miles from New York to Fort Kearney. Of the distance between the Mississippi and Missouri Rivers, we can have the use of nearly 40 miles of road already constructed—28 of the Des Moines Valley road from Keokuk to Farmington, and 12 of the Council Bluff and St. Joseph road.

A charter has been obtained for a road from Nebraska City to Fort Kearney; and Otoe County, Neb., has voted $200,000 for the road, a portion of which, however, we have had encouragement will be appropriated to the west end of our line.

The west bank of Missouri joint at Nebraska City is a rock bluff, affording an abundance of good rock for abutments. The current of the river at this place passes from the Iowa side and strikes strongly against this rock bluff, forming a natural protection, and making it one of the very best bridging points on that river, which is here narrower than usual, being, I should judge, from ⅓ to less than ½ mile in width. The east bank is ordinary bottom land and will require piling foundation.

Two miles out, we connect with the Council Bluff and St. Joseph Railroad, over the track of which we can, if we choose, run 12 miles to Hamburg.

The seat of Government of Nebraska has been located in the great salt basin of that State, 50 miles west of Nebraska City, directly between there and Fort Kearney. This basin abounds with salt, coal and rock, all of which is a great help to our enterprise. We shall push the work as rapidly as possible, and make vigorous efforts to have nearly or quite 100 miles of grading done by the 25th of December next. Some portions of the grade needs a little dressing up, having stood some time, but we have available subscription to cover all that. The road bed will be prepared for the iron to Lineville, 109 miles, and I believe to Missouri River, as fast as it can be laid, after the people know we have commenced getting iron.

Danville and Wilkesbarre Railroad.

The grading of this road from Sunbury to Boyd's Mills, three miles above Danville has been let to John Bowen and Jeremiah and Samuel G. Savidge, of Sunbury, and the balance to Wm. M. Wiley, of Lancaster, and J. V. Crisswell, of Harrisburg. We understand that Messrs. Wiley & Crisswell have contracted to lay the sills and rails on the whole road.

Winona and St. Peter Railway.

The Chicago *Times* says that the Chicago and Northwestern Railway Company have purchased the Winona and St. Peter Railroad, together with the unfinished link from La Crosse to Winona, as an offset to the lease by the Illinois Central Railroad Company of the Dubuque and Sioux City Railroad. The purchase of this road by the Northwestern Co. assures the speedy continuation of the proposed link from Winona to connect with the Northwestern Railway at Madison, Wisconsin. It also assures the ultimate construction of a bridge across the Mississippi at Winona.

New Railroad in Vermont.

A correspondent of the Boston *Journal*, writing from Montpelier, Vt., October 25th, says that Messrs. H. Burden & Sons, of Troy, N. Y., have made application to the Vermont Legislation for a charter of a short line of railway in the town of Bennington. These gentlemen are the owners and operators of extensive iron works in Troy, and the owners of iron mines in Bennington, Vt. Their two Vermont mines are respectively about two and three miles from the nearest railroad stations, and the way to them leads over hilly roads. It is the purpose of these applicants, in the event of obtaining a charter, to construct a line of road from their Bennington mine to East Bennington, and thence along the Walloomsack river to the State line and connect with the Troy and Boston road at some point in New York. They ask no other aid than a charter, and propose from private funds exclusively to build and operate the road. The application, it is said, meets with considerable opposition from some of the members from that part of the State.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$831,245 11	$1,166,318 31
" freight	924,075 86	1,465,373 25
" mails	39,035 25	44,183 28
	$1,794,356 22	$2,675,874 84
Expenses, viz:		
Repairs of road bed	$83,802 18	$82,652 85
" track	339,490 75	543,216 69
" bridges	65,443 12	14,692 72
" b'ld'gs, etc.	78,589 63	55,603 83
" locomot'ves	132,993 83	153,000 99
" cars	90,070 77	157,021 39
" tools, etc.	8,700 15	11,292 06
Fuel consumed	120,419 80	223,193 17
Oil and waste	24,148 72	40,982 90
General superintend'ce	9,701 50	28,573 24
Agents and clerks	40,663 88	62,400 45
Train hands	134,323 00	212,371 22
Flagmen, watchmen, etc.	73,955 22	84,196 84
Handling freight	44,682 27	82,530 61
Loss and damage	27,493 53	36,077 45
Office exp., stationery, etc.	19,182 88	38,028 53
Telegraphing	9,103 78	10,740 74
Expenses for trains	16,389 39	33,926 16
All other expenses	74,102 68	70,123 00
	$1,393,530 08	$1,956,644 84
Net earnings	$400,826 14	$719,230 00

At the commencement of the fiscal year 1865–'66, the road was completed to Warrensburg, 218 miles from St. Louis; leaving a gap of 65 miles unfinished. On the 28th of May, 1865, trains commenced running to Holden, 232¼ miles; on the 14th of June to Kingsville, 237 miles; on the 26th of July to Pleasant Hill, 248½ miles; and on the 19th of September to Little Blue, 265 miles, where a connection was made with the track which had been laid eastward from Independence, 7.6 miles—the road having been opened and operated from Kansas City to Independence same months previous—and on the 2d of October, 1865, the trains commenced their regular trips over the whole line of road from Kansas City to St. Louis, a distance of 283 miles. The following statement will show the earnings of the road from commencement to February 28, 1867:

Year ending December	31, 1852	$108 15
" "	31, 1853	41,323 29
" February	28, 1855	97,176 39
" "	28, 1856	330,222 34
" "	28, 1857	426,285 97
" "	28, 1858	668,346 59
" "	28, 1859	674,248 95
" "	28, 1860	648,600 00
" "	28, 1861	683,644 28
" "	28, 1862	457,183 69
" "	28, 1863	679,956 06
" "	28, 1864	906,745 95
" "	28, 1865	1,097,967 69
" "	28, 1866	1,794,356 22
" "	28, 1867	2,675,874 84

At the commencement of the last fiscal year, March 1, 1866, the trains had been for some months running to the city depot in Kansas City, and the graduation was nearly completed along the levee of that city to the State line, the track was laid to that point during the month of April, and since that time freight has been regularly delivered there, and transferred to the cars of the Union Pacific Railway, Eastern Division.

The Missouri River Railroad having been constructed from State Line to Leavenworth, a distance of 26 miles, and having been leased by this company, was taken possession of July 2, 1866, and both passenger and freight trains have been run regularly to and from Leavenworth since that date. The earnings for the eight months ending February 28, 1867, were: from passengers, $30,294 87; freight, $13,695 76; mail, $1,733 28—total, $45,823 91.

The Telegraph line, which had been previously built to Kansas City, has been extended to Leavenworth, and the company have now the use of an independent line for the whole distance.

During the year a depot was constructed at Kingsville, and a dining station at Sedalia, in place of one destroyed by fire at Smithton. Arrangements were being made for putting up a Union passenger depot and dining house at the State line, with a view to making the passenger transfer with the Union Pacific Railroad at that point. An engine house holding seven engines has been built at Holden, and a passenger house at the Seventh street depot grounds in St. Louis.

During the year 96,800 new cross ties were put in the track, being equal to about 43 miles of road, at a cost of $61,500, and 10,450 new chairs have also been used in repairs.

There have been re-rolled during the year 2,165 tons of iron, being 21.6 miles of track, and 160 tons of new iron were purchased for repairs, at a cost, including new rails, fish joints and spikes, hauling, re-rolling and relaying, of $165,934, or about 6.3 per cent. of the gross earnings of the road, all of which has been charged to operating expenses.

Ten new locomotives had been received from the Rogers Locomotive Works, and an order for ten more was then in their hands. Eight passenger cars had been purchased, and two built at the company's shop in St. Louis. There had also been built at the shops of the company seven baggage and express, five caboose, one magazine and twenty stock cars; and there had been purchased seventy-five box and twenty platform cars. There had also been rebuilt two passenger and forty-eight freight cars. The President, in his report, says:

The second year of peace, and the fiscal year ending February 28, 1867, has been more fruitful to the company than the preceding one, notwithstanding the visitation of the terrible scourge, cholera; for our receipts show a gross of $2,675,874 84, and net earning of $719,230 00, being 73.1 per cent. for operating expenses, and comparing favorably, it is believed, with the leading roads of the country.

Your road, as you well know, only reached Kansas in October, 1865. All the available resources being absorbed in its repairs and extension, and leaving very little more rolling stock than was in service when the road was operated to Warrensburg, 218 miles, with the additional 91 miles, and, adding the Missouri River Railroad, extending from the State Line to Leavenworth, in the aggregate 309 miles in length. To meet this necessity, the credit of the Directors was invoked, and the same was with unanimity accorded, and it is mainly through this source that ten locomotives and ten passenger coaches were furnished, costing in the aggregate $312,345 18, nearly all of which has been paid; yet at the end of the fiscal year the present Board of Directors are in money and indorsements creditors for a large amount.

It will be seen from the accompanying reports that in addition to the locomotives and coaches, the following have been added: 100 box cars, 20 platform cars, and 2 passenger coaches, made at the company's shops, aggregating in cost $166,345, also at the shops the following: seven baggage and express cars, five caboose cars, one magazine car; twenty stock and forty-eight box cars, and two passenger coaches were rebuilt, the cost being charged to operating expenses.

It will also be seen that the business of the road is largely in advance of any preceding year, and it may be safely estimated, unless unforseen accidents occur, that the ensuing year will show a gross earning of three million of dollars; but it becomes our duty to say that the necessity for new or re-rolled iron in the track east of Jefferson City is *imperative*.

The iron and track between St. Louis and Labadie is in good condition, there being nearly twenty-two miles of new track laid the past year, at a cost of $165,934.

It will appear from the report of the Chief Engineer and Superintendent, that large expenditures have been made, and our indebtedness increased, from the imperative necessities for new iron, locomotives, coaches, box and platform cars, etc., etc.

All these expenditures were a necessity, in order to keep the road bed in repair, and rolling stock to do the business; and it is believed that no additional rolling stock will be needed other than ten locomotives now being finished at the New Jersey shops during the ensuing year. In this connection it becomes our duty to say that large additions of either new iron or re-rolled iron must at an early day be furnished and placed in the track between Labadie and Jefferson City. Where the means to accomplish this end are to come from is a subject of anxious consideration of your Directors. If any considerable part of the floating debt daily maturing, could be postponed for a year or two, it is believed the anticipated net earnings of the road would enable us to furnish this iron; and it is for yourselves to

aid the Directors to devise the ways and means for this necessity.

The bridges west of Franklin are in excellent condition, and some of those east of that station will need replacing the present year. The cost of re-rolling and placing in the road one-half of the entire distance between Labadie and Jefferson City, about forty miles, is estimated by the Chief Engineer at $245,000, and with this iron the road could be put in complete repair.

The ten locomotives ordered from the Rogers Locomotive Works are far advanced, and will be ready the ensuing spring; two of them having been already finished.

The Southwest Branch, on the 1st of March last, became the property of the State, and a satisfactory arrangement made, and the road is daily operated to Rolla as before. A contract has been made with "The St. Louis and Pacific Fast Freight Line," and twenty-five cars during the fiscal year were furnished, and since that date, fifteen more, and the line operated since October last.

The excitement incident upon the sales of the Iron Mountain and Southwest Branch roads has not been without its effects on this road; for at the adjournment of the Legislature there were influences at work with the view of obtaining the State's interest and equity in the road.

It is our duty at this time to attract your especial attention to the financial condition of the road, with the view that you may devise the ways and means of aiding those entrusted with its management. The original seven millions of State bonds is, as you well know, a lien or mortgage on the road, as well as the interest due since January, 1861. The payment of any part of this debt, it is believed, has been postponed by legislation until 1870.

By the terms of the act of February 10, 1864, a lien and mortgage was created from Dresden westward to the State Line, and the same becomes due in 1868, 1869 and 1870.

There is seven hundred thousand dollars of St. Louis county bonds loaned the company to repair the damages incident to Price's raid! not due, however, for a long period. In addition to these incumbrances, there is a debt of "bills payable," and known as the floating debt, incurred for rolling stock, supplies, &c., &c., approximating twelve hundred thousand dollars. The directors, as has been stated, are liable for a large proportion of this debt, and in these excitable times, when the financial future is so uncertain, and legislation so prolific, it ought not to be expected that they alone should incur additional liabilities. In view, then, of the immediate and pressing necessities of the company, you are earnestly solicited to inaugurate some plan which will afford the necessary relief, and we recommend that a committee be appointed from amongst yourselves who shall be instructed to examine into the financial condition of the company, as well as the *material* condition of the track, &c., and report to an adjourned meeting such recommendations as shall be found expedient and necessary. If the lien of the State could be obtained, the remedy is at once made plain; but the Legislature has adjourned until the ensuing January, and until then temporary relief must be provided.

When we review the past, and reflect on the great financial and material benefits that the State has derived in products, immigration, taxables, &c., from the construction of this road, and the damage and destruction of its property during the years of the rebellion, and which the State was powerless to avert, aggregating in millions instead of thousands, it is not unreasonable to expect some liberal legislation affording the necessary relief. Indeed, well informed persons are impressed with the belief that the Legislature would be willing to sell to the stockholders of the road all of the company's indebtedness for three or four millions of dollars, which it is believed could be obtained. If such legislation could be had, little if any embarrassment would be felt in the future. Efforts were made, as you are aware, to effect a sale of the State's interest, and the measure was postponed; and surely some policy ought to obtain amongst our own people to prevent the ownership and management of this road from passing into the hands of parties not citizens of our own State, and who may be inimical to our interests.

The number of locomotives placed on the road since commencement has been 58; of these 33 were in good order, 9 in running order, 2 in shop for repairs, and 3 re-building; 5 have been condemned, and 6 turned over to the S. W. P. R. R.

The rolling stock consists of 41 passenger, 7 mail, 17 baggage and express, 29 caboose, 269 box, 144 stock, 221 flat, 2 magazine, 1 paymaster and 4 tool cars. The company have also 25 stationary engines for pumping water.

The number of miles run by engines with passenger trains has been, 430,008; with freight trains, 671,978; with other trains, 97,674—total, 1,199,660, at a cost for fuel, oil and waste, enginemen, firemen, labor and materials for repairs, of $464,829 82. Average cost per mile run, 38.73 cents.

The receipts from all sources, and expenditures during the fiscal year ending February 28, 1867, have been:

Balance from previous year		$439,156 61
Received for Jackson Co. bonds and balance of subscriptions		27,516 45
Received from Land Notes		68,272 67
Received for transp.	$2,631,469 74	
Less exp. and repairs	1,956,644 84	
		674,824 90
Received for notes granted during the year ending Feb. 28, 1867	$2,810,848 01	
Less paid	2,622,208 04	
		188,639 97
Accounts audited	$5,791,622 22	
Less paid	5,774,569 44	
		17,052 77
Due on pay-rolls		149 37
Total		$1,415,612 74
Paid for construction		$230,640 35
Rolling stock and machinery		500,679 79
Extra sidings, switches, buildings, etc., on Missouri River R. R.		6,511 26
Office expenses and stationery		22,730 21
Interest account		222,691 80
Balance, as per General Statement		432,089 33
Total, as above		$1,415,612 74

The balance ($432,089 33) is accounted for as follows:

Due by Southwest Branch	$62,161 11
Cancelled debts	169,629 91
Suspended debts	53,518 18
Cash in hands of Fund Commissioner	284 04
Material on hand	147,109 70
Due by other companies	13,388 80
	$436,091 74
Less due to Missouri River R. R.	4,002 41
Total	$432,089 33

The General Financial Statement of the company up to March 1, 1867, is as follows:

Capital stock	$3,609,115 23
State bonds	7,000,000 00
Land grant sales	200,102 28
" rents	255 90
Total receipts from transportation	11,092,480 49
Mortgage construction bonds	1,500,000 00
St. Louis county bonds	700,000 00
Bills payable	1,100,328 13
Audited accounts unpaid	255,807 43
	$25,458,089 46

Construction	$11,418,794 14
Rolling stock and machinery	2,049,674 33
Missouri River Railroad	6,511 26
Office expenses and stationery	173,989 89
Contingencies	75,960 84
Interest account	1,176,259 77
Discount on Construction and Anticipation bonds	8,860 00
Commissions on purchases	17,375 95
Interest, discount and commissions	1,238,933 13
Land grant expenses	6,834 61
Total transportation expenses	8,852,806 21
Balance	432,089 33
	$25,458,089 46

President.—GEORGE R. TAYLOR.

Directors.—George R. Taylor, Robert Campbell, Adolphus Meier, George Patridge, Oliver A. Hart, Robert Barth, Hudson E. Bridge, Henry L. Patterson, Daniel R. Garrison, Samuel B. Wiggins, Benjamin Stickney, Charles H. Peck, and Wm. M. McPherson.

Vice President.—DANIEL R. GARRISON.

Secretary and Treasurer.—J. C. PORTER.

Chief Engineer & Sup't.—T. MCKISSOCK.

Graff's Railway Fastening.

Patented 28th August, 1866, for 17 years. Drawings and descriptions in RAILROAD JOURNAL of Sept. 13, 1866. This fastening has been examined by many Engineers, Railroad and practical men, all of whom pronounce it "the perfection of Railway fastenings." With a view to introduce it into use, I will enter into an agreement with any responsible Company or Rolling Mill, who will manufacture this fastening and adapt rails to it, to give the party, *the gratuitous and exclusive right during the term of my patent*, to manufacture the same, and in addition thereto, will allow the party *one-half of all proceeds* to be received by me for the use or sale of the same in the United States. The first Railroad using my fastening will be allowed to do so gratuitously. Its use, will be the saving of millions of dollars annually, in repairs of tracks, rolling stock, labor, &c. Models may be seen at HOY, KENNEDY & Co., No. 111 Liberty st., N. Y., J. W. CLARK & Co., No. 413 Washington Avenue, St. Louis, and at my office,

E. Beatty Graff,
No. 5 St. Paul st. Baltimore, Md.

Dorchester and Delaware Railroad.

This road will be 35 miles in length, extending from Cambridge, Md., to Seaford, Del. The first sod was turned at Cambridge on the 23d ult., by Governor Swann and W. W. Byrn, Esq., the President of the company. The contract for building the road calls for its completion by the 1st of August, 1868. The construction of this road will bring the counties of Worcester, Somerset, Caroline, Dorchester and Wicomico into closer communication with Baltimore, besides enabling the residents of the lower portions of Delaware and the eastern part of Virginia to reach Baltimore at least two hours earlier than Philadelphia and at a much cheaper rate. By the construction of the Delaware Railroad, much of the business and travel of the above section was diverted from Baltimore, and with the aid of steamboats running from Annemesic to Norfolk, Philadelphia was brought into as quick communication as Baltimore with Norfolk. By the aid of this new road, two routes will be established to Norfolk, as persons may leave Baltimore for Cambridge, take the railroad to Seaford, thence to Crisfield, and by boat to Norfolk. When the road is completed

arrangements which have been made to run fast steamboats, so as to make the quickest time between Baltimore and all the points indicated, will be promptly carried out.

Atlantic and Great Western Railway.

REPORT OF COMMITTEE OF INVESTIGATION.

The committee appointed by the bondholders and creditors of the Atlantic and Great Western, at their meeting on 5th March last, with whom Mr. Oewel, on behalf of the Dutch and other continental interests, was subsequently associated, beg leave to report—

That they have made the line, its situation, capabilities, and prospects, and the affairs of the company generally, the subject of careful and continued inquiry and investigation. Two of the committee—Mr. Cave and Mr. Oewel—separately visited America, and were each for several weeks engaged in examining the line or its connections and business; and Mr. F. H. Trevithick, the engineer previously sent out by the committee, has been upon the line about four months, and has given every part of its condition and traffic the most detailed and thorough examination.

Condition of the Line.—Your committee are bound to say, with entire frankness, that they found the condition of the property much worse than had been anticipated. The railway was never thoroughly completed—the earthworks, both embankments and cuttings, were left too narrow, while some of the valleys were only crossed by trestles. The ballast and workshops were very insufficient, and the working equipment too heavy for the superstructure. Doubtless it was better to have opened the line for traffic before it was properly completed, than to have longer deferred putting it into operation. But, with the importance of other connections and works pressing upon the managers, the proper renewal, maintenance, and repairs of the line, after it was opened, were deferred, and it thus rapidly deteriorated, until, at the close of the last winter, it was in a very bad condition.

At the same time the railway is not without great merit, and in the best judgment of your committee, if it were now in complete order, it could at once be made to earn the interest on most of its mortgage debt, with every prospect of a continuous increase of its traffic and profits.

Until, however, the railway can be put in order, it must of course be worked at less profit and with less favorable results than otherwise might be obtained; and your committee regret to say that the sum necessary to complete the line and put it in proper repair, at date of April 1st last, is estimated by Mr. Trevithick to have been about $2,600,000. Your committee would also add that they find the tariff rates of railways in America less in many respects than those charged for like service upon railways in England, and the fares for passengers being limited by law, are now, when paid in a depreciated currency, quite inadequate for fast trains; while the less perfect condition of the lines and the increased cost of labor and much of the materials combine to increase the necessary working expenses of a line in America. Upon 1st April last, the line passed into the hands of the receiver, and with a new administration commenced new results.

Appointment of a Receiver.—In March last parties holding about $6,000,000 of divisional bonds and the coupons upon some $6,000,000 of consolidated bonds instituted actions in the different States in which the railway is situated, to enforce the mortgages on the railway, with the view of obtaining possession of the property for the benefit of all bondholders, in the order of their priority, and, if necessary, of bringing it to sale.

Your committee had nothing to do with initiating these proceedings; but, being satisfied, after careful inquiry and communication with the parties concerned, that such action was in every way for the protection and benefit of all classes of creditors, they gave to the proceedings, and to the selection and appointment of the receiver, their full concurrence.

As the result of these proceedings, to which the trustees of the divisional mortgages are parties, Major-General Robert B. Potter was, at the end of March, appointed receiver. By the terms of his appointment the receiver, after maintaining and working the line and putting it in repair, is to pay for the requisite stores and supplies and the expenses of the proceedings, and is then to bring the remaining moneys to the court, to be distributed among the bondholders in accordance with their respective priorities.

Powers and Duties of the Receiver.—It should be understood that a receiver is an officer of the court, to hold the property for the benefit of all interested. It is believed that the office does not differ essentially from a like office in England. But, inasmuch as the mortgage deeds upon this line convey not only the income of the line, but, by virtue of the American charters, the right also of working the line itself and taking the tolls, the bondholders were entitled to have the receivership extended to the actual possession, control, and working of the railway, as well as to the mere custody of its net earnings. Accordingly the receiver was required by the courts to take the line into his possession and work it himself. To that end he can employ such servants as he finds best, but over the funds resulting he has no control. He must monthly report to the court all the receipts of the line and the disposal thereof. He has no power to apply any moneys except as he may have been directed by the courts. His accounts must be filed monthly among the public records of the courts of each of the three States by which he is appointed—open to every scrutiny—and each month they have to be passed with the vouchers by an official auditor. With great propriety this auditor has been selected from the trustees of the divisional bonds; that is to say, he is a person whose interest and duty it is, as trustee of these bonds as well as auditor, to see that no improper or doubtful disbursement is allowed. Thus it will be observed that while the receiver has absolute power in the mere working of the line, he has positively no discretion over the destiny of the resulting funds and cannot divert a shilling of them to any purpose whatever. Your committee refer to this particularly, because they understand complaint has been made of the expense they are incurring in their investigations; and they beg, therefore, to say that none of their disbursements, whether for officers, engineers, or clerks, or their own expenses, have been paid from the railway; but, on the contrary, all have been borne by the committee, in the confident expectation of being, in due time, remunerated.

When, therefore, a railway is in the hands of a receiver, the disposition of its funds would seem to be as secure as possible. And it is a matter of much satisfaction that this great railway should have been transferred to the protection of the courts with so little delay or litigation.

Your committee refer, indeed, with satisfaction to the present condition of the road as contrasted with its state when the receiver entered upon his duties; and they are bound to say that so far the results of the past six months are of a gratifying character, and strongly evidence the value of an upright and energetic administration.

Proper control of the railway for the present being assured, it is to be considered what action in the future will be the best for the various interests concerned. This, of course, must depend upon the extent and value of the property, and the order and priority of the company's debts.

Property of the Company.—The railway consists of the following lines and branches:

	Miles.
Main line in New York State	49
" Pennsylvania "	92½
" Ohio "	246
Franklin Branch	33
Mahoning, Cleveland, & Hubbard branches, under lease for 99 years	81
Silver Creek Branch	6
	507

The Franklin Branch runs from three miles west of Meadville to Oil City. Some confusion has arisen from its having been confounded with the Oil Creek, running from the main line at Corry to the Oil Regions, and it may be remarked that the latter is an entirely separate undertaking which has never belonged to the Atlantic and Great Western. The Franklin Branch, owing to the present stagnation of the oil trade, is not remunerative, and until this business shall resume its usual activity a satisfactory traffic cannot be anticipated.

The Mahoning, Cleveland and Hubbard branches are under lease from the Mahoning for a period of ninety-nine years from 1863, at an annual rental of $273,072. This lease is a profitable one for the Atlantic and Great Western not only in itself but in the traffic which it throws upon the main line. Indeed, it is one of the most remunerative portions of the company's system.

In connection with this lease your committee would especially direct attention to a projected branch from Niles, on the Youdgstown branch, to New Lisbon, a distance of 35 miles, of which 12 miles from Leetonia to New Lisbon, at the further end of the line have been already completed and are in operation. This branch is an entirely distinct undertaking, but the importance of its completion for the interest of the Atlantic and Great Western cannot be too strongly stated. It will run through a valley abounding in coal and iron, both of which can be worked at moderate cost, and, if economically constructed, it ought to return a handsome profit on its cost besides throwing a large traffic on the main line and on the branches to Cleveland. As the capital required to complete this undertaking is but small, your committee hope that some means may be devised for obtaining so desirable an end without entailing any charge upon the Atlantic and Great Western.

The Silver Creek branch, running a short distance of six miles to certain coalfields, is at present entirely unproductive.

Leases and Connections.—Apart from the leases referred to in the previous paragraph there are certain engagements entered into with a view to obtaining a more direct and independent route to New York, and which consist of leases entered into with the Morris and Essex and Catawissa. It was intended, by the construction of an intermediate link, to form a new and distinct communication with New York over these lines, in addition to the present mode of access over the Erie. The capital requisite to carry out these plans has, however, never been raised, and the connecting links have never been made. As regards the Catawissa lease your committee are informed it is not binding on the company, while the Morris and Essex lease will yield a net revenue nearly or quite equal to the amount of rent to be paid. No charges in respect of these leases can in any event, however, rank before the mortgage debts of the Atlantic and Great Western. The only connections to which reference need now be made are with New York over the Erie, and with the West over the Cincinnati, Hamilton and Dayton and Ohio and Mississippi. Harmonious relations are preserved with all these companies, and there is no reason to apprehend any difficulty thereon.

Traffic.—Your committee have pleasure in reporting that the position of much of the line is very favorable and gives promise of a considerable and constant increase of traffic in the future. Although the gross earnings during the past twelve months have not shown any augmentation, it may be fairly estimated that the growing development of the country alone will add largely to the revenue. In considering this, one of the most serious questions of all, your committee have preferred not to indulge in any very sanguine anticipations, the opinions as to the future of the road being varied and numerous. They feel, however, that when the line is fairly in order—and it is now gradually assuming that condition—a steady and substantial increase in the earnings may reasonably be expected. The completion of

the New Lisbon branch alone would throw a large and profitable coal traffic upon the road. From the 1st April last, the date of the receiver entering into possession, to the 31st March next, the gross traffic will probably reach five millions and three quarters, a very satisfactory amount when the scantiness of last year's harvest and the general stagnation of trade, especially of the oil business, throughout the United States, is taken into consideration. It should be remarked that while the Cleveland and Mahoning branch is one of the most profitable parts of the system, the Western portion of the main line yields the smallest return in the present. The growth of the population, the extension of cultivation in Ohio, and better arrangements for through traffic will in course of time possibly remedy this shortcoming.

Working Expenses.—In considering the rate at which the traffic of the line can be worked, it is needful to remark that the general mode of stating a certain percentage of the receipts as being consumed in this manner is calculated to mislead. The percentage of working expenses must always depend largely on the rates received for carriage, as it is quite possible to carry a large and increasing quantity of material without any increase of net profit. The future policy of the company should be directed to the cultivation of such business only as yields a fair return, and the calculations of your committee are based upon a present working expenditure of 68 per cent., exclusive of rent and taxes, subject to considerable reduction in the future.

Capital.—Having referred generally to the condition and prospects of the railway, it behoves your committee to give a short and succinct account of the various classes of bonds and other securities forming the capital of the company, in the order of their legal priorities.

First Mortgages.—These mortgages, which are charged upon the separate divisions of the line, but with mutual guarantees, are as under:

Having Interest payable in Currency.

Erie and New York City	$14,000
Ohio section	3,740,900
Franklin Branch	349,000
	$4,103,900

Having Interest payable in Sterling.

New York section	$876,000	
Pennsylvania ditto	2,150,500	
		3,026,500
Total first mortgages		$7,130,400

A very small and inconsiderable proportion of the Ohio bonds are payable in sterling.

Second Mortgages.—These mortgages, also charged upon the divisions of the line, are all payable in sterling, and are as under:—

New York section	$740,500
Pennsylvania ditto	757,600
Ohio ditto	2,410,000
	$3,908,100

Consolidated Mortgages.—The amount of these actually outstanding, after providing for exchange of the Buffalo bonds, should be $18,961,500 to complete the bond debt of $30,000,000; but, in point of fact, it may possibly be somewhat larger, owing to an apparent discrepancy which cannot be definitely cleared up at present. The Buffalo Extension bonds, which are dealt with as being represented in this mortgage, are secured upon the branch to Buffalo, on which only a small portion of work has been done. In themselves they are therefore practically worthless; but power was reserved in the deed of trust to issue consolidated bonds in lieu of them, and your committee have assumed, for the purpose of their calculations, that this plan will be adopted.

Certificates of Debenture.—These securities, to a total amount of £2,800,000 (bearing 8 per cent. interest guaranteed by the Consolidated Bank,) were issued in November, 1864, for a term of three years maturing 15th November next, and are secured by a deposit with trustees of the following bonds and shares, with the accruing interest thereon:

Atlantic and Great Western, 1st mortgage bonds	$1,415,900
2d ditto	2,438,700
Buffalo Extension bonds	1,382,000
	$5,236,600
New Lisbon bonds	300,000
Oil Creek bonds	331,000
Ditto shares	50,000
Atlantic and Great Western ordinary shares	7,638,150
Ditto. preference shares	1,919,000
Ditto. Buffalo Extension shares	3,084,000
Erie and Niagara Railway bonds	250,000
Ditto. shares	1,900,000
	$20,708,750

The certificates of debenture do not, however, in any way constitute a mortgage on the road, and the holders have to rely upon the value of the securities deposited, and the probable growth of the railway. Further reference will be made to their position in the plan submitted with this report.

Open Creditors and Share Guaranteed Debentures.—The exact amount of these claims cannot be precisely ascertained. They can, however, only be paid out of any surplus after satisfaction of the prior claims, and really represent advances against shares. Further allusion will be made to them hereafter.

Shares.—The total share capital of the company is $30,000,000, but the greater portion is hypothecated against the claims above enumerated, and for security of the certificates of debentures.

Observations.—While inquiries were being prosecuted in America, Mr. Clarkson Potter, the counsel for the prosecuting bondholders, came to England, and your committee had the opportunity of availing themselves of his valuable advice and assistance. There can be no question that the line is worth considerably more than the amount of the divisional bonds, and at the same time is not now worth the full amount of all the claims against it. If the securities were held in America, where such a method of re organization is not uncommon, it would probably be best at once to sell the line under the mortgages, and form a new company to issue new bonds to the divisionals for their debts and preference shares to the other creditors according to their priorities and interest, requiring each person participating in the new organization to contribute *pro rata* a small percentage of his claims to complete and reform the line. But this proceeding would be so novel to English creditors, and would meet with such objection, that your committee feel unwilling now to propose it, although they entertain a decided opinion that ultimately such a plan may have to be adopted should a voluntary arrangement not succeed. Indeed, they have become satisfied that any scheme for raising the money by contribution from the creditors and shareholders of the company would, under the circumstances, be generally adopted with great reluctance, and could only be very slowly carried out, and that there is no other practicable way but to have the railway put into condition day by day out of its own earnings, and there remains no doubt that these will suffice to complete and repair the property.

The receiver has now been in possession six months. Owing to the bad harvest of previous years this period has been one of exceptionally light traffic. By reason of the competition of other railways, and the stagnation in the petroleum trade arising from an over production of oils, the through goods traffic has been necessarily carried at low rates. The receipts of the line for these six months have only reached $2,658,000, against $2,838,702 for the corresponding period of 1866, and $2,782,044 for 1865. And in addition to this falling off of traffic, the receiver has had to contend with an incomplete and dilapidated railway, and an absence of any capital fund or collateral resources. And yet, in the meantime, from the net earnings of the railway, very considerable and important renewals have been effected, in addition to the maintenance of the railway in safe, regular, and satisfactory working.

Proposed Plan.—As the result of their labors and after careful consideration of the numerous and extreme schemes which have been suggested by various parties, your committee have resolved to submit the following plan for the future for your consideration and adoption.

There have been some complaints of delay in presenting this report, and the committee beg to state that they have delayed it, not only that the examination of the condition of the line by the committee and their engineers might completed, but that they might have the actual experience of the past six months as the basis of any scheme to be proposed, knowing well that no estimates of what is deemed practicable would be so satisfactory to creditors as a statement of what had really been done.

It would probably be cheaper and better if the means to complete and repair the line could at once be raised, inasmuch as it will take somewhat longer and cost somewhat more to do so from its own earnings, and meanwhile it must be worked at a less profit. But there are no creditors of any class who have been consulted who have not indicated their unwillingness or inability to take part in such an advance, nor has there been any reason to believe it would be practicable to agree upon what security could be given for it.

Estimating therefore the total cost or completing and repairing the line at $3,000,000, and the debt for supplies and like contingencies at $1,000,000, gives a total required of $4,000,000.

Assuming that this sum of four millions of dollars for repairs and supplies must be taken from the earnings of the line, it will be necessary to defer the interest on the first divisional bonds for two years, on the second divisional bonds for three years, and on the consolidated bonds for four years from 31st March last.

Possibly the payment of interest could be earlier resumed if the practice of allowing a large floating debt for stores and supplies were continued. But to work the railway with economy all purchases should bo for cash. This, which is true of purchases everywhere, is particularly true of the interior of the United States. Indeed, one great embarrassment of the direction arose from the company's loss of credit.

As declared at the meeting in March, it is not proposed to ask the divisional holders to abate a single shilling of their debt—principal or interest. Indeed, had the line been in the condition the committee supposed, and as was then generally believed in England, payment of their interest would before this have been resumed.

Periods of two, three, and four years are proposed, because it may be treated as fairly certain that payments of interest can then be resumed, and because also it cannot be safely stated that they can be recommended sooner.

Doubtless it would be more agreeable to the divisional bondholders if money could be raised to pay their coupons. But this cannot be effected, and any attempt to enforce it, by bringing the railway to sale, would only result in litigation which must produce for the divisional bondholders, in addition to expenses, at least as great delay as is now asked of their forbearance; and further, it should be observed, that the divisional mortgage deeds provide for the maintenance of the road before the bondholders can be paid their interest.

It is not meant to intimate that the mortgage securities upon this railway are in any way invalid or of doubtful legality, or that the American courts will not be found in every way ready to administer the fullest equity. But a mortgage of lands does not give the creditor an absolute right, at once, to the land, in case of default. Both in this country and in America a debtor is allowed some right to redeem, nor can it be doubted that a court of conscience and equity (into which the

(Continued on page 1056.)

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,466		
Alton and St. Louis..... 100	125,000	J. A. J & O	Oct. '67 1½
Atlanta and West Point . 100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ..100	5,745,225		
Atlantic & Gt Western .. 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ..100	783,700	J. & J	Jul '67 3½
Baltimore and Ohio..... 100	16,151,962	A. & O.	Oct. '67 4
Do. Washington Br 100	1,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	F & A.	Aug. '67 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '67 4
Bellefontaine Line 100	4,420,000	F & A.	Aug. '67 3
Belvidere Delaware 100	997,113		
Berkshire* 100	600,000	J. A. J & O	Oct. '67 1½
Bloss burg & Corning.*.... 50	250,000	J. & D.	Jun. '67 2½
Boston, Concord & Mont.. 100	459,500		
Do. do. pref. 100	1,340,400	J. & D.	Jun. '67 3
Boston and Lowell..... 100	183,000	J. & D.	Jun. '67 4
Boston and Maine..... 100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence.... 100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...10?	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 150	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n.100	392,500		
Buff., New York & Erie*. 100	850,000	J. & J.	Jul. '67 1½
Buffalo and State Line 100	2,200,000	F. & A.	Aug. '67 5
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	O. '67 4½
Camden and Amboy..... 100	6,842,200	F. & A.	Aug. '67 5
Camden and Atlantic, pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Ap. '67 3½
Cayuga & Susquehanna.* 50	583,110		Jul. '67 4½
Central of Georgia..... 100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J & O	Oct. '67 2½
Central Ohio, pref..... 100	400,000	J. & D.	Jun. '67 3
Cen. Park, N. & E. River.100	970,000		Ap. '67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*..... 100	380,000	J. A. J & O	Oct. '67 2
Cheshire, preferred 100	2,017,825	Annual.	Jun. '67 2½
Chicago and Alton 100	3,886,645	M. & S.	Sep. '67 6
" " pref.. 100	2,425,576	M. & S.	Sep. '67 5
Chicago, Burl. & Quincy . 50	19,193,010	A. & O.	Ap. '67 10
Chicago and Gt. Eastern ..100	4,390,000		
Chicago, Iowa & Nebras*.1 0	1,070,000		Jul. '67 5
Chicago and Milwaukee*.100	2,247,900		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '65 7
Chicago, R I & Pacific....100	9 100,000	A. & O	Oct '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr. '67 1
Cin., Richmond & Chicago.10	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati.... 100	6,000,000	F. & A.	Aug. '67 4
Cleveland & Mahoning*.... 50	2,014,300	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...10	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,50	A. & O.	Apr. '67 6
Col. & Indianapolis Cen...100	4,000,000	J. A. J & O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '37 5
Concord 100	1,500,000	M. & N.	Nov. '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River..... 100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr. '67 4
Danbury and N rwalk ...100	300,000		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,152	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,560	J. & J.	Jan. '67 5
Des Moines Valley..... 100	1,560,050		
Detroit & Milwaukee..... 100	452,358		
" " pref.100	1,500,000		
D. Dock, E. B dw. & Bat..100	1,200,000		
Dubuque and Sioux City..10?	1,673,841		
Do. do. pref 100	1,987,351	Annual.	M'r. '67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...10?			
Eighth Avenue (N. Y.) ...10?	1,000,000	J. A. J & O	Jul. '67 4
Elm., Jeffers. & Canand*..10?	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,00	M. & N.	My. '67 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '67 3½
Erie Railway 100	18,570,100	F. & A.	Feb. '66 4
Do. pref..... 100	8,535,700	Annual.	Jan. '67 7
Erie & North East*..... 100	600,000	F. & A.	Aug. '67 5
Evansville & Crawfordsv.10?	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...10?	247,800	J. & J.	Jul. '67 3
Flint and Holly		M. & N.	My '67 5
Forty-Sec. St. & G. St Fy.10?	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr. '67 6
German town (Phila.) 50	112,245	J. & J.	Jan. '67 2
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,433		
Granite..... 10?		F & A.	Aug. '67 3
Great Western (Ca.)	13,302,745		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A J & O	Oct. '67 5
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,238,830		
Hanover Branch..... 50	116,850	M. & N.	M'y '67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 10	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug. '67 3
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	Jul. '67 3½
Illinois Central 100	23,386,450	F. & A.	Aug. '67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '66 .
Joliet and Chicag. *..... 100	1,500,000	J. A J & O	Oct. '67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Suequehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J. A J & O	Oct. 67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y. '67 3
Little Miami..... 50	3,572,400	J. & D.	Jun. '67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and S uth St (Ph.) 25	90,030		
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '67 2
Louisv., Cin and Lex. pr.100	48,638	J. & J.	Jul. '67 1½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug. '67 4
Louisv., N. Alb. & Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western..... 100	1,500,000	M. & N.	M'y '67 4
Mahanoy and B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,880		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '67 5
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).... 100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug. '67 5
Middlesex (Boston)..... 100	400,000		
Millville and Glassboro' ..100	368,200	F. & A.	Aug. '67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb. '67 3
" " " 1st pref 100	3,082,000	Annual.	Feb. '67 8
" " " 2d pref..100	1,014 000	Annual.	Feb. '67 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	
" " " pref..... 100	7,571,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '67 4
Mississippi Central..... 100	2,000,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,789		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov. '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck..... 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. Loudon..100	758,538		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Aug. '67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,098,425		
New York Central..... 100	28,530,000	F. & A.	Aug. '67 3
New York and Harlem.... 50	5,2e5,050	J. & J.	Jul. '67 4
" " pref. 50	1,500 000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,251	J. & J.	Jul. '67 3
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 2
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,800	F. M. A. N	Nov. '67 2
North Eastern (S. C.) pref.	136,000		May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun. '67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,30		
North Pennsylvania..... 50	3,150,150		F'b. '67 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug. '67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi..... 100	20,222,647		
" " pref.100	5,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '67 4
Pacific of Missouri..... 100	3,581,000		
Panama..... 100	7,000,000	J. A J & O.	Oct. '67 6
Paterson and Ramapo..... 100	248,000	J. & J.	Jul. '67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		Jan. '67 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,600	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Aug. '67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 50	100,000	J. @ J.	Jan. '67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,79 ,628		
Pittsb., Ft. W. & Chicago 100	9,940,987	J. A. J & O	Oct. 67 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec...100	1,000,000		Aug. '67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun. '67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	665,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr. '67 2
Richmond and Danville ..100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460	J. & D.	Jun. '67 4
Rome, Watert. and Og'ub..100	2,585,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,500,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Manuf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Suequeh'a. 50	1,269,150		
Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au. '67 2½
Sixth Avenue (N. Y.) 100	750,000		M'y '67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug. '67 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	860,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 150		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,923		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.)....100	1,750 000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*..... 100	274,400	J. & D.	Jun '67 3½
Troy, Salem and Kutt'd*..100	500,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific 100			
Union Pacific (E. D.)..... 100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River..... 100	824,400	J. & J.	Jul. '67 4
Vermont and Canada*..... 100	2,250,000	J. & D.	Jun. '67 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,000,000	J. & J.	Jul. '67 1½
Vermont Valley..... 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.)..... 100	6,710,600	J. & J.	Jul. '67 5
Western Union 100	2,687,257		
West Jersey 100	731,050	M. & N.	Nov. '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon..... 100	1,340,233		
Worcester and Nashua .. 75	1,141,000	J. & J.	Jul. '67 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun. '67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,550	F. & A.	Aug. '67 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Aug. '67 8
Delaware and Raritan..... 100	2,298,400	F. & A.	Aug. '67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated,..... 100	1,025,000	F. & A.	Feb. '67 3
" (preferred)..... 100	1 176,000	F. & A.	Aug. '67 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb. '67 6
" " (pref.) 50	2,888,505	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep. '67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep. '67 5
Union Navigation..... 100	4.000.000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	600 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal..... —	200,000	J. A. J. O.	Oct. '67 2½
Pennsylvania Coal 50	3,200,000	F M A & N	Feb. '67 6
Roaring Brook Coal..... —	200,000	J. A. J. O.	Oct. '67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000,000	M. & N.	Nov. '66
Adams Express..... 100	10,000,000	F M A & N	Nov. '66 2
American Express..... 500	4,000,000	F M A & N	Nov. '66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec. '66 3
Wells, Fargo & Co. Exp... 100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,206	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	49,536	40,000	—	—	20,359	3,261	—	....	....
30 Nov.'66	11.75	—	211	81	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,600	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	55¼
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	57,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.89	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,655	—	....	....
30 Nov.'66	7.78	—	48	12	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	....	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	....
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	....	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	634,000	10,003	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	....	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,267	23,408	6	100	....
30 Sep. '66	14.00	—	....	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep. '66	8.00	—	....	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,801	7,567	—	100	....
30 Sep. '66	24.00	—	....	51	22	Brooklyn Central & Jamaica	995,783	438,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	....	196	—	Brooklyn City	1,388,369	1,000,000	170,000	....	1.051424	356,658	12	10	....
30 Sep. '66	11.75	4.00	....	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	....	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	....	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	....	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,005	127,893	2½	100	....
30 Sep. '65	—	2.00	....	—	—	Clinton Avenue (Albany)	....	2,800	....	....	....	....	—	....	....
30 Sep. '68	—	2.00	....	—	—	Cohoes & Waterford	....	500	....	....	....	....	—	....	....
30 Sep. '66	19.75	—	....	—	—	Coney Island & Brooklyn	633,099	500 000	143,000	36,745	182.014	loss.	—	100	....
30 Sep. '66	23.25	—	....	180	—	D. Dock, E. B'dw. & Battery	592,246	1,200,000	550,000	393,961	89,540	—	—	100	....
30 Sep. '65	—	6.00	....	—	—	East & North River (W.Co.)	650	650	....	....	....	....	—	....	....
30 Sep. '66	18.00	—	....	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	....	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	....	—	—	Grand st. & Newtown (W'g)	....	....	....	....	....	....	—	....	....
30 Sep. '66	10.00	—	....	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,600	70,523	16,172	—	100	....
30 Sep. '66	3.00	—	....	—	—	Hudson Av. and Prosp. P'k	....	....	(Completed Sept., 1867.)				—	....	....
30 Sep. '66	12.20	—	....	30	—	Ninth Avenue	445,295	797,320	112,000	....	78,276	loss.	—	100	....
30 Sep. '65	11.00	—	....	—	—	Fort Morris & Westchester	1,200	1,200	....	....	....	....	—	....	....
30 Sep. '66	11.00	—	....	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	....	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,023	—	100	55
30 Sep. '66	8.37	—	....	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	....	....	....	....	....	....	—	....	....
30 Sep. '66	17.50	—	....	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5.00	....	—	—	Third Avenue & Fordam	975	975	....	....	....	....	—	....	....
30 Sep. '66	4.46	—	....	—	—	Troy and Cohoes	50,000	50,000	....	....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	....	—	—	Troy and Lansingburg	....	....	(no re	port.)	....	....	—	....	....
30 Sep. '66	6.50	—	....	—	—	Utica and Waterville	311,362	124.500	100,000	1,200	46.449	14,355	—	....	....
30 Sep. '66	1.75	—	....	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	....	15,850	390	—	....	....
30 Sep. '65	—	—	....	—	—	Westchester	5,949	7,370	....	....	....	....	—	....	....
30 Sep. '65	—	4.00	....	—	—	West Shore	1,457	2,200	....	....	....	....	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.82	—	....	7	—	Hoboken and Hudson City	32,000	30,000	....	2,000	....	....	—	....	....
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	26,294	294,683	121.721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,934	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	....	....	183,600	8,250	242,181	30,388	—	50	12½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	....	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	896,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,928	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	....	....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	77½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	....	994,950	—	—	123,955	45,196	2	50	19
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400.000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec '62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn).					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath, & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1886	....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica					
1st Mortgage	486,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1882	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [read]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	....
Maldon & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	160,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	450,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Oct. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,707,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	140
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	118
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	112½
" " " ..... coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,345,100	6	Jan & July.	1881	112½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,295,880,750	6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	104
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	103½
" " " (5-20s) ..... coupon		6	" "	1885	110½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ..... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,409,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds ..... (currency)	16,746,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	365,439,100	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	17,959,257	---	presentation.	.....	----
Gold Certificates of Deposit	14,867,920	---	presentation.	.....	----
Coupon Interest Notes 1864 '65	78,839,580	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	361,164,844	---	.....	.....	----
Fractional currency	29,864,713	---	.....	.....	----
Navy Pension Fund	13,000,000	---	.....	.....	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,543,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'91	98
" — " " Oct. 1861 ...	2,000,000	6	" "	'72-'92	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1'65 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	82½
" — " " (Act Mar. 12, '66. "	3,080,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	73½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " ..... registered	1,229,637	6	" "	1870	----
" —State Bonds ..... coupon	944,910	6	" "	'60-'70	----
" — " " ..... "	4,351,253	6	" "	'77-'79	1½
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	98
" — " " ..... "	209,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000		various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	----
" — " " (S & T.W.Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'ncy.	159,974	5	" "	89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	100½
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100½
" — " " (Bounty)	501,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6	"	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	6	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	119½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (ster.ing)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,185	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	466,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank).	2,000,000	6	.....	.....	'41-'71
" — " " (Union Bank)	5,000,000	6	.....	.....	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	93
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	83½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	93
" —*Southwestern R.R	4,500,000	6	" "	'86-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1864..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866...	609,500	6	April & Oct.	'67-'74	91½
" — " " July 1, 1866...	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds .... coupon	2,550,000	7	Jan. & July.	1877	107½
" — " " " ..registered	2,726,500	7	" "	1877	107½
" —General Fund Bonds	1,186,700	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " "	6,000,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	100
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	1,167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	4½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,096,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	94
" — " " ..... registered	5,043,052	5	" "	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	97,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	280,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,450	5	April & Oct.	1868	60
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	61
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	406,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469 398	6	" "	long.	40½
" — " " ..... coupon	10,000,000	6	" "	long.	----
" — " " (new) ..... registered	1,379,500	6	"	1876	45½
" — " " (") ..... coupon	489,300	6	"	1886	38
" — " " (") ..... "	89,600	6	"	1890	38
Wisconsin—State Bond	406 100		Jan & July	77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,498	410,800	493,882	696,584	541,481	675,446	634,243	576,365	5,625,385
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,757	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,434	422,164	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,233	251,916	261,483	274,800	404,600	517,702	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,621	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858.948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1 038,824	1,451,284	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,841	37,588	38,068	30,208	50,198	51,435	61,787	51,388	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110.079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,923	93,872	103,154	90,583	87,784	81,500	94,867	120,495	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	27,501	39,600	40,458	39,630	41,212	43,590	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,083	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948.059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,085,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,284,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division .. 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,248	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	including Buffalo Division .. 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	514,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,083	508,266	505,485	411,605	569,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	694,377	705,259	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	98,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,714	121,217	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,634	1,985,732
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116.224	150,989	245,701	244,854	91,747	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,080	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	349,018	3,302,545
1864	256,600	304,445	338,454	320,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1866	812,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,855	429,546	352,218	4,650,328
1867	305,857	311,038	379,761	391,163	358,601	304,232	312,879	428,762	437,868	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	228,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,945
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	297,241	401,456	365,663	329,105	413,501	476 631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,869	4,260,115
1867	304,095	283,861	375,210	362,783	333,952	284,977	313,021	393,923	461,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,682	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1866	131,707	123,404	123,957	121,533	245,622	244,376	202,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	239,497	221,630	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,197,505	1,118,829	13,357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,496,356	1,117,854	14,575,126
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,236.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	222,242	268,176	302,596	332,400	278,008	348,243	275,950	3,311,070
1865	259,228	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	281,729	282,939	240,135	234,683	313,165	356,901	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429.929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,238	416,311	566,979	957,194	1,121,205	1,351,579	1,419,382	1,196,955	702,685	10,033,028
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,593	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	456,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	578,504	857,583	733,866	637,186	646 935	594,523	712,495	795,938	858,501	712,383	580,964	8,489,062
1866	559,992	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654,926	757,441	679,935	555,242	7,467,217
1867	560,115	522,823	678,349	575,257	578,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157.786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,894	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105.554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	294,741	3,894,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,716	61,770	27,830	659,338
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	64,168	814,036
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,495	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,924,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	100
" " " 1884	915,280	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96
Bay de Noquet and Marquette:						
Income	100,000	6	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440.000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	800,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1884	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	----
C., B. & Q. Scrip	413,250	---	Jan. & July.	Frankfort o. M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.	"	1883	90½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	83½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	83
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'63-'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,846	6	Jan. & July.	" "	1892	78
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692.000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Indiana Central:						
1st mortgage	3,200,'00	7	Jan. & July.	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	243,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	189,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	80
2d Mortgage	250,000	7	June & Dec.	" "	----	60
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1876	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1868	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"	----	61½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						83½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var ," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	75
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82½
Land Security	3,344.60	7	April & Oct.	" "	1881	82½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	858,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	84
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,363,385	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		62
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Michigan Central:						
1st Mortgage Sterling	467,439	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	98½
Milwaukee and St. Paul:						
1st Mortgage	4,593.000	7	Feb. & Aug.	New York.	1898	88½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6 / 8	" "	London. Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'68	
" ten years	75,842	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	689,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	96
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	101½
" " [."]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	
" " " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1852, Convertible	460,000	7	Feb. & Aug.	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	116
New York and Erie:						94
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	106½
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	106½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						98½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb.	Aug. New York	'73-'78	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different period

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$839,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	165,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	91
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,021,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German'n and Norris't'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1891	90½
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	52
" 1848, "	101,000	6	" "	"	1880	51
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1900	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	342,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	144
2d Mortgage	937,500	7	" "	"	1862	35
3d Mortgage	440,000	7	" "	"	1862	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1876	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1860	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	81
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	800,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83.125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'72	
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1861	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
" "	197,777	7		"	1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,250	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,682	518,965	30.3	.....	65,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	263	*Mobile and Ohio*	9,255,002	2,189,562	—	3,615,400	7,961,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	....
28 Feb. '67	88.5	23.4	....	—	21	12	123	Montgomery and West Point.	2,439,420	308,967	315,199	1,614,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	183,402	—	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—				—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	845,798	66,483	8,256	306,900	100.000	—	.....	26.8	53,555	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	132.4	319,433	644,725	166,186	—	....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,268,932	254,000	1,403,095	3,000,000	927,000	104,153	4,948,027	75.2	546,113	1,685,384	592,288	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,560	150 848	2,787,594	124.0	192,989	478,095	65,463	—	....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,629	*	—	1,100,000	295,000	34,085	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766.000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '66	85.0	5.8	—	—	4	3	22	New London Northern	658,805	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,859	loss	—	....
30 Nov. '66	100.0	—	—	—	14	16	150	New York and New Haven	4,677,911	1,021,673	903 906	6.000 000	1,079,500	258.046	8.272,133	117 4	787,826	2,068,269	704,016	10	121
30 Nov. '66	69.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,666	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	280,529	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,661	138,970	41.466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,257	3,566	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '67	96.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,576	1,346,632	86.7	.....	991,477	68,830	3½	....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	186,988	95,612	—	....
30 Apr. '60	43.5	—	—	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	.....	—	—	—	....
30 Nov. '66	191.0	—	—	—	49	31	501	Central of Georgia (and Bank)	4 472.000	*	1,949,923	4,666,300	786,000	183 910	6 68 ,556	229.0	.....	1,734,749	359,214	—	....
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,93 ,761	4,156.000	386 00	241,932	7.17 .281	232.0	.....	1,136,142	2 6 ,5 6	6½	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500.000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249.000	—	1,926,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	53,355	3,202.900	437.000	146,067	3,866 7.1	228.8	306,235	1,066,163	332,551	9	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6.311,900	3,983,000	498,049	12,290,904	280 0	1,634,115	3,695,153	1,484,616	8½	124
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365,542	18.957 024	400 6	2,421,556	6,146,882	2,768,463	20	1 3
31 May, '67	491.0	661 4	30.0	—	248	138	5,556	Chicago and Northwestern	41.871,570	*	3,992,752	28 021,621	16,251 000	1,123,476	45,384.322	1.152	.....	10,161,733	2,226,967	—	48
31 Mar. '67	181.8	181.5	....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 5	1,621,307	3,974,054	1 41,994	10	97
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	....
31 Dec '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523.829	23,415,780	12,144.000	—	11,178.280	708.3	3,603,802	6,546,741	2,176,447	10	13
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,893	111.0	288,524	561,663	171,967	—	50
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,745	483,568	—	50
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	—	.....	224.0	.....	.....	.....	—	15
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,334	1,240,000	4,562	2,726.184	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,687,039	274,081	26.641	611.050	1,254,500	15,900	2,102,761	109.0	.....	442,898	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25.689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	70½
31 Dec. '64	84.0	—	....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,785,558	*	240,322	1.872.000	997.000	106,879	2,975,878	84.0	384,529	771,763	307,852	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,331	1.015.907	621,000	—	2.176,223	108.0	312,359	527.863	288,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819.900	640,000	—	1.588,750	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6.000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5.000	162,285	2,979,281	73 0	448,984	1,049,720	297,126	12	159
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3.215,917	*	235,796	1.541,804	1,902.110	7,717	3 451.713	75.5	125.325	466,745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960.000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	....
1 Jun. '58	58.5	—	....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,576	82,499	—	921,448	570.000	—	.....	58.5	11 mo's.	458,821	21,356	—	....
30 Jun. '66	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,950.000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63.000	1,790	690,976	29.0	248,021	510,519	153,217	7	....
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,785	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	....
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,499,100	3,125,491	453,051	12,754,348	334 0	959,947	3,143,189	1,592,055	8	....
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,780.600	2,804,768	8,628 793	80.0	105,960	414,741	200,220	—	....
30 Nov. '66	206.0	—	....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,633,042	886,268	—	....
31 Aug '60	58.7	—	....	135.8	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.283,015	248,969	105.434	1,710,519	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	$2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 070.663	7,268,989	254.486	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	109
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,540	736,951	20,473,991	523.8	2,386,183	4,673,193	1,609,387	—	79
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	—	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	676,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	584,342	328,052	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456 949	275,060	1,973,444	59.7	.....	176,462	116,455	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,500,000	—	.....	83.2	.....	250,047	121,65	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,0	—	....
28 Feb. '66	132 0	—	17.7	210	23	27	429	*North Missouri*	6,944,583	815,063	286,716	2,469,540	1,400,000	108,236	8,023,361	182.0	.....	1,020,049	267,804	—	50
31 Dec. '62	152 0	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '66	288.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439.157	3.581,500	9,200,000	1,150,743	15,628,186	288.0	851,433	1,794,556	400,826	—	....
28 Feb. '61	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	....
28 Feb. '64	86.5	3.0	8.2	.....	16	13	219	*St. Louis and Iron Mountain*	5,427,063	260,029	—	1,971,242	3,501,900	40 568	6,252,109	90.1	280,180	389,291	126	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "no Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	63.5	76,344	79,761	43,462	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,373	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1.0,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	116½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	133.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,930	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,128,330	94.9	113,400	84,579	—	—	16½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,495,434	183.345	521,732	1,850,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	128½
30 Nov. '66	74.3	8.8	60.4	—	38	80	744	Boston and Maine	3,982,547	446,557	881,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,061	3 360,000	15,000	—	3,917,061	61.8	441,186	1,190,784	384,646	10	141½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,301	10	147½
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	125,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	206	Connecticut River	1,747,156	189,816	300,144	1,650,000	250,000	594	2,287,115	53.4	255,853	617,143	177,222	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,949	506,090	467,611	3,578,800	1,848,400	271,200	5,428,700	94.5	805,800	1,422,167	477,714	8	111
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,640,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	121½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,980	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	382.883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	13	219	Nashua and Lowell	558,919	95,684	114,623	660,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	269,107	71,332	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6 666,571	384,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	91
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	442,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,184	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	880,284	63,729	7,188	243,305	226,900	660	471,171	(Op	er by B.	& L Co.)		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	235,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	26.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,348	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,225,176	6,710,800	5,945,020	—	17,190,503	156.1	1,680,062	3,962,017	1,408,791	10	145
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,625,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	58.0	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,18⁵	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	—	—	—	—	5	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	121.4	527,364	867,957	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.0	—	—	—	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,100	*	605,862	3,068,400	145,400	140,453	3,674,252	82.2	352,610	681,301	242,997	8	111½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,989	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	6,607,662	1,444,705	15	128
31 Dec. '66	90.2	—	.....	—	—	—	—	Camden and Atlantic	1,961,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	84
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,944,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,821	2,781 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	93.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,665	1,580,141	5,000 000	855,000	—	6,512,449	85.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487.803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	osa.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	—	49,050	1,547,650	511 400	—	2,059,050	18.2	—	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	W st Jersey	1,219,604	*	454,219	781.050	1,010,500	—	1,741,550	54.0	—	268,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,286,598	343,095	—	1,675,188	2,114,000	19 643	4,628,891	98.5	191,672	885,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,350,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	271	180	3,825	Erie	49,122,686	*	5,165,168	25,101,121	22,429,922	5,085,864	54,237,874	784.0	7,109,139	14,396,413	2,238,704	4	73½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	127½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	358.1	432.8	—	276	292	5,309	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	113½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,396,786	3,201,112	6	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,375,893	942,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	62½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,380	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	49	Oswego and Syracuse	921.827	135,910	—	482,400	886,000	19,876	1,057,737	36.8	90,260	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	798,472	339,200	—	800,000	498,760	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	666,026	—	—	557,660	109,000	—	666,560	Incl	uded in	Erie.	83,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	38	27	423	Rome, Water'n & Ogdensb'g.	2,489,989	563,316	—	2,385,600	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.82	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	1.3	—	3	6	6	Staten Island	807,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,685,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	380,799	—	607,111	1,497,000	875,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	86	Utica and Black River	871,348	65,231	—	811,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,767	8	.....
								NORTH CAROLINA.													
31 May, '66	84.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	239,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	'69	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep.	'66	161.5	15.0	.....	17	10	127	Wilmington and Manchester	3,280,173	*	498 866	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep.	'66	161.9	—	.....	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	32½
31 Mar. '67	60.3	—	.....	—	34	30	455	Cinc., Hamilton and Dayton	3,930.423	991,196	1,276,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	348,700	10	80
31 Dec. '64	131.9	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.5	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790.000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1 055,592	1,933 700	521,908	5	93½
30 Nov. '66	100.0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	3,582,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
31 May '67	109.	79.4	.....	—	40	39	880	Cleveland and Toledo	9,066,895	*	499,267	5,403,953	3,872,861	169,197	9,566,262	208.5	1,440,681	2,351,906	654,726	5	83½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	105
31 Mar. '67	142.0	—	7.9	—	18	6	413	Columbus and Indiana	1,425,368	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
30 Nov. '66	83.6	—	4.6	—	45	40	694	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
31 Dec. '65	173.5	77.5	13.1	—	58	29	485	Little Miami	3,710,305	—	1,615,128	3,572,400	1,400,000	35,790	5,225,433	163.2	1,160,900	1,936,035	469,205	9	105
30 Apr. '62	192.3	—	.....	—	48	34	628	Marietta & Cincinnati, re-org.	15,850,775	*	1,576,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Jun. '66	153.1	14.0	.....	—	26	17	423	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky and Cincinnati	3,988,354	591 400	391,992	3,382,163	1 218,372	109,913	4,272,748	205.9	346,671	694,520	134,081	—	23½
— '66	412.0	46.2	.....	—	102	47	1,692	Sandusky, Mansfield & New'k	2,863,486	*	106,623	900,236	2,041,600	28,223	2,970,059	126.0	240,755	420,453	128,800	—	.....
								Toledo, Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	796,301	22,118,900	250.6	—	3,717,388	906,200	—	39

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	292,578	1,948,400	614,000	318,542	2,876 942	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,420	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	268	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	852,281	8	50
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	100
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,678	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,148	517,531	loss.	5	20
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	96.6	313,902	618,566	235,155	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct, '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,540	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct, '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	255,010	—	—
31 Oct. '66	71.0	57.5	180.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	128.5	1,078,411	3,718,650	2,260,027	20	51
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,966	2,606,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	("	"	"	)	8	58
31 Oct. '66	55.6	11.9	14.8	—	28	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2 5	67.5	345,588	902.213	382,500	—	31
31 Dec. '66	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0 8 256	—	44,251,544	365.5	7,080,026	16 563,883	5,967,529	9	51½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,956	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64½
31 Dec, '66	287.5	—	68.3	—	—	—	—	Phila. and (Sunbury) Erie	17,969,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541.062	454,077	—	25
30 Nov. '66	147.0	—	256 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	52 577,548	474 5	4,361,336	10,9 2,819	6,016 531	10	49½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,087,687	10	51½
31 Oct, '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	824,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	488.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,600	113,865	1,760,501	35.4	144,402	357,540	145,650	—	—
31 Oct. '65	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	28,292	1,095,913	36.6	120,064	264,123	123,812	25	45
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,541	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429.008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,14 ,131	*	51,076	898 950	1,028,000	272 259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,491	9,827,5 76	242.0	.....	1,812,738	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	.....	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,187,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,964	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885 990	1,462,314	11,093 891	291.0	405,051	1,274,307	624,142	—	—
1859.....	271.6	16.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,017,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22.369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	53,316	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,592	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,884	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	22	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,245	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	26.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,300	573,880	521,102	3,171,811	110.3	171,490	455,706	184,852	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	423.027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	28.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1.477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	33,188	88,131	1,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	3.9	3.8	105.6	9	5	221	Manassas Gap	2,942,648	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	68.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,681,900	124,931	3,565,187	133.4	.....	289,581	49.581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.6	11.2	—	23	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	254,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,285	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,922	804,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	529,522	7,362,250	214.9	276,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	.....	18,508,374	275 0	986,727	2,538,800	984,103	—	42½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,651,130	911,029	22,984	2,603,376	49.0	.....	242.798	117,842	—	68
30 Jun. '66	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,450	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,935,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	387	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,950	5,678,939	98.1	402,670	467,266	191,183	—	—
								NEW BRUNSWICK.													
31 Oct. '66	166.0	1.2	12.0	—	18	12	179	European & North American	4,747,713	—	—	2,655,760	—	—	.....	108.0	.....	148,330	55,777	—	—
July, '61	66.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,745	02,155	—	1,300,000	18,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	(,,3,,41	—	—	4,278,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
	8.		.....	—	11	22	120	Panama	8,000,000	*	—	(6,000,00	—	—	19,763,735	48.7	.....	7 317,438	1,321,934	—	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	128
Chicago & Northwestern (pref.)	14,789,125	7	7	68½
Cocheeho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	63½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,000,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	6,434,351	6	"	1884	85
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1885	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,907	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	72½
Improvement	1,601,670	6	M. & N.	1876	76
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816.000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	293,000	6	" "	1878	60½
Preferred Interest bds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	18
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
----	600.000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	55
Delaware and Hudson	100	10.000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	57½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	86
" (preferred)	100	1,175,000	10	95
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	15
" " (preferred)	50	2,888,988	—	28
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 50 @	44 —
Pig, American, No. 1		44 — @	— —
Pig, American, No. 2		40 — @	— —
Bar, Refined, English and American		85 — @	90 —
Bar, Swedes, assorted sizes	(gold).	92 50 @	105 —
	Store Prices.		
Bar, Swedes, ordinary sizes		155 — @	— —
Bar, English and American, Refined		105 — @	110 —
Bar, English and American, Common		95 — @	100 —
Scroll		132 50 @	180 —
Ovals and Half-round		130 — @	140 —
Band		132 50 @	— —
Horse Shoe		127 50 @	— —
Rods, ¾ @ 3-16 inch		110 — @	165 —
Hoop		137 50 @	190 —
Nail Rod	per lb.	— 9 @	— 10½
Sheet, Russia, Med. No's		— 17½ @	— 18½
Sheet, Single, D. and T. Common		— 6 @	— 7½
Rails, English	(gold) per ton.	52 50 @	53 —
Rails, American (at works)		79 — @	82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18 @	— 23
English Spring (2d and 1st q'ty.)		— 10 @	— 12½
English Blister (2d and 1st qlty.)		— 11½ @	— 20
English Machinery		— 13½ @	— 16
English German, (2d and 1st qlty.)		— 14 @	— 16
American Blister, "Black Diamond"		— 11½ @	— 17
American, Cast, Tool, do.		— 21 @	— 23
American, Spring, do.		— 12 @	— 15
American Machinery, do.		— — @	— 14
American German do.		— 11 @	— 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— — @	— 33
Bolts		— 35 @	— —
Braziers'		— 35 @	— —
Sheathing, &c., Old		— 22 @	— 23
Sheathing, Yellow Metal		— 26 @	— —
Bolts, Yellow Metal		— — @	— 29
American Ingot		— 22 @	— 22½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	9 50
Spanish	(gold)	6 50 @	6 55
German Refined	(gold)	6 50 @	6 55
English	(gold)	6 50 @	6 87½
Bar	(net)	10 50 @	— —
Pipe and Sheet	(net)	12 — @	— —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½ @	— 27
Straits	(gold).	— 25½ @	— —
English	(gold).	23 @	23½
	Gold.	Currency	
Plates, I.C. Charcoal, p. box	8 75 @ 9 25	12 75 @	13 50
Plates, I. C. Coke	7 37½ @ 8 —	10 62½ @	12 —
Plates, Coke Terne	6 75 @ — —	9 75 @	10 —
Plates, Charcoal Terne	8 75 @ 9 —	12 75 @	13 —

PETROLEUM—Duty: Crude 20 cents; Refined 40 cents per gallon.

Crude, 45 @ 47 gravity (in bulk)	per gall.	— 14 @	— 14½
Crude, 40 @ 47 gravity (in shipping order)		— 19½ @	— 19½
Refined, free, P. W.		— — @	— 50½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 30
Refined, in bond, Standard White		— 31½ @	— —
Refined, in bond, prime White		— — @	— 33
Naptha, Refined, (60 @ 63 gravity)		— 30 @	— 31
Residuum	per bbl.	3 — @	3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th. 24	F. 25	Sat. 26.	M 28	Tu. 29	W 30
Atlantic M. S. S. Co	117½	117½	118	117½	117½	116½
Boston, Hartford & Erie	----	16	15½	14½	----	----
California 7s	----	----	----	----	----	----
Canton Co.	42½	42½	----	----	----	43½
Chicago & Alton	----	----	124	----	----	----
" " pref.	125	----	125	128	128	----
" " 1 M.	----	103	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	13 ½	133½	----	----	----	----
" " 8 p.c	----	----	----	----	----	----
Chic. & Northwest'n	47	46½	47½	48	48½	48½
" " pref.	65½	65	65½	66½	65½	66½
" " 1st M.	----	----	----	84	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	83
Chicago & Rock Isl.	95x	94½	95½	95½	95	95½
" 1st M. '70	----	----	102	----	101	----
Chi., R. I. & Pa. 7s, 1896	91	91	91½	----	91½	91½
Clev., Col. and Cin.	----	----	97	93	98½	----
Clev. and Pittsburg	81½	80	81½	81½	81½	82½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	87	----
" " 4 M.	----	----	----	----	----	73½
Clev. and Toledo	101½x	102	103½	104	103½	104½
" S. F. 7 p.c	----	----	102½	----	----	103
Cumberland Coal, pref	----	----	26	----	26	26
Del. & Hudson Canal	147	147	----	146	146	146
Del., Lack. & West.	111	110	110½	111	----	----
" 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	71½	71½	72½	72½	72½	73
" pref.	----	76	76	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	106½
" 2 M. 7 p.c. '79	102½	102½	----	102	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	90	90	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	125	126	124½	126½	127½	127½
" 1 M. 7 p.c. '69	----	----	102	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	122	----	----	----	122	123½
" bonds	----	----	----	----	----	118
Marietta & Cin. 1st pref.	----	----	----	----	----	17
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	8½	----	8½	----	9
" " pref.	14½	14½	14½	15½	15	15½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	108½	----	108½	108½	----	108½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79	77½	78½	79	78	79½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	100½	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	95	95	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	42	43	44	43	42	42½
" " pref.	62½	62	63½	63½	63	63½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	107	106	106½	91½x	91½	92½
" iss. to H. & St. J. R.	----	----	82½	----	82½	82½
" " Pacific	----	----	----	----	----	x92½
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	110½	111½	112	113½	113½	113½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	98½	----	----
" " 6s, S. F. '87	----	----	94	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	103½
" " 3 M. 7 p.c. '67	----	----	98½	----	----	----
N. Y. and N. Haven	121	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	----	50
" new	----	----	----	----	----	49
Ohio & Miss. cer.	26½	25½	25	25	24½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	145½	144½	145	146½	146½	146
Panama	----	----	300	----	----	----
Phila. and Reading	9 ½	95½	96½	99½	96½	98
Pitts. Ft. W. & Chicago	97½	96½	97½	97½	97	97½
" 1 M.	----	----	----	----	----	----
" 2 M.	----	----	97	----	----	----
" " 3 M.	85	----	----	----	----	----
Quicksilver Mining Co.	18	18½	19	18½	18½	19
St. L., Alton & T. H.	50	----	----	----	----	----
" " pref.	----	----	65	----	----	65
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	83	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon	----	----	63½	63½	----	----
" new	60½	60½	60½	60½	60½	61½
Tol. Wab. & Western	40	40	39½	----	----	39
" Pref.	----	----	61½x	----	62½	62½
" " 1 M. ex.	----	----	88	----	----	----
" " 2 M.	81	----	----	----	81½	81½
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	47	----	----	----
" new	----	----	----	----	44½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th 24.	F.25	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100¼	100⅜	100⅜	100¼	100⅜	100⅜
U. S. 5s, 10-40s, reg.	----	100¼	100⅜	100⅜	----	100⅜
U. S. 6s, 1881, reg.	111⅜	111⅜	111⅜	----	----	----
U. S. 6s, 1881, cou.	111⅜	112¼	112⅜	112⅜	----	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	108	----	108	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	110	----	----
U. S. 6s, 5-20s, reg. '62	104	104¼	----	----	----	----
U. S. 6s, 5-20s, c. '62	112⅜	113	112¼	112¼	112⅜	----
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s. c. '64	109⅛	109	109¼	109¼	109⅛	109⅛
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109⅜	109⅜	----	109¼	109⅜	110
U. S. 6s, 5-20s, c. n.'65	106⅛	107	107⅛	107⅛	107	----
U. S. 6s, 5-20s, c. n.'67	106⅜	107	107⅜	107⅛	107	107⅜
7.30 Notes, 2d series	----	105	104¼	----	105	105⅛
" " 3d series	104⅞	105	104⅛	----	----	105⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23	Th.24	F.25	Sat.26.	M.28.	Tu 29
Catawissa	----	----	----	----	----	----
" preferred	27	----	24	24	23⅞	23⅛
Camden & Amboy	124½	----	124	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	86
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	96½	----	----	96⅛	----
Ches.& Del.Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	87½	87⅛	87⅛	----	----
" " 6s, '84	85	85	----	85	----	85
Lehigh Valley R. R.	51¼	51	50⅞	51	51	51
" " 6s	94	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	58	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	31	----	----	----	----
" " 6s. 86	----	----	----	----	----	86
" " 10s	----	----	----	----	----	----
Northern Central	----	----	42⅜	----	42⅛	----
Pennsylvania R. R.	51⅛	51	50⅞	50⅛	51	51⅛
" 1st m.	100	----	99⅝	----	----	----
" 2d m.	93⅞	----	93⅛	93⅛	----	----
Penn. State, 5s	96⅞	----	----	----	----	----
" " 5s, coupon	94	----	----	----	----	----
" " 6s. W. L.	102	----	----	----	----	----
Philadelphia City, 6s	98	98⅛	----	98	----	----
" " new	101⅜	101¼	101	100⅜	100¼	100¼
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	64¼	64⅛	----	----	----
Phila. & Reading	48⅛	48⅛	48	48	48	48⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	95	----	----	----	----	----
Philadelphia & Erie	26¼	----	26⅜	26⅞	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	25⅜	----	----	24⅜
" " 6s '82	----	----	72⅛	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	91⅛	----	90	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	12	12⅛	11⅛	----
Chestnut & Wal. "	46	----	----	45⅜	----	----
Green & Coates, "	----	----	----	30⅛	----	----
2d and 3d streets, "	----	----	77⅛	----	77⅛	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23	Th.24	F.25.	Sat.26.	M 28.	Tu.29
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	96⅛	99⅛	95	94⅛	94⅛	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	116⅛	----	116⅛	----	----	----
" " b'ds '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	99	----	99
" " " '85	97⅛	97¼	----	97	91	----
Northern Central	----	----	----	----	42⅜	----
" " b'ds, 1885	86	----	----	----	----	----
" " " 1900	----	----	----	----	82	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	136½	----	----	----
Boston and Providence	----	----	142	142	142	141⅞
Boston and Worcest.	144⅛	----	----	----	----	147⅛
Boston, Hartford & Erie	15⅛	15⅛	15⅞	15⅝	15⅝	15⅝
Cheshire, pref.	61	----	----	61	----	----
Concord	----	----	----	68	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	110⅛	110¼	----	111	111	111
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	121⅛
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	110	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	62⅛	63	62⅛	62⅛	----	----
Old Colony & Newport	----	----	92	92⅛	92	91
Ph., Wil. & Baltimore	5 ⅛	----	51⅞	----	----	51⅛
Portl'd, Saco & Ports.	----	----	----	----	----	100
Vermont & Canada	----	----	----	----	----	98½
Vermont & Mass.	----	----	----	----	----	----
Western	----	----	146	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	90
Metropolitan "	----	----	----	----	----	----
Middlesex "	40	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26¼	26	26	26	25⅛	----
Franklin "	16	----	----	15⅛	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	12¼	----	12¼	12⅛	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	23⅛	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 4th and 11th of Oct.:

	Closing Prices. Oct. 4	Oct. 11.
United States, 5-20s, 6 per cent 1882	71¼@ 71⅝	71⅝@ 71⅞
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	69¼@ 69⅝	69⅜@ 69⅝
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Virginia State, 6 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22 @ 23	20½@ 21½
Erie shares, $100 (all paid) 8 p. c.	40 @ 41	43½ @44
Do., convertible bonds, 6 p. c.	67 @ 69	66 @ 68
Do., 3d mort., 1883, 7 p. c.	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	82 @ 85	85 @ 90
Do., 7 p. c., 1875	85 @ 90	72 @ 75
Do., $100 shares (all paid)	76 @ 77	77½@ 78½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @105	100 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	90 @ 95
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 88	83 @ 88
Do. with option to be paid in Phil.	83 @ 88	83 @ 88

American Railroad Journal.

Saturday, November 2, 1867.

Stock Exchange and Money Market.

Money has been much more freely offered on call, since our last. The banks have gained largely in legal tender and national currency, and have been more liberal of accommodation in a temporary form. The demand has not kept pace with the increasing supplies, and rates have been yielding gradually, until on Wednesday, the governing figures were 5@6 per cent. to the large dealers in the public funds, and 6@7 per cent. to the Stock Exchange firms. The tendency at the close was decidedly in favor of responsible borrowers, for speculative purposes. In the discount line, there has been no noticeable relaxation. Lenders are chary of aid to the mercantile public, giving decided precedence to speculative applications. Business paper passed very reservedly at from 7@10 per cent. per annum, as the extremes, on all grades of commercial paper. The Sub-Treasury cash balance was augmented, last week, and is kept well up, this week, despite the free disbursements, especially in the form of coin interest. The next public debt statement will be made on light revenues, and heavy expenditures, for October, and will show only a very slight reduction in the net aggregate indebtedness. The greenback circulation will show a contraction to nearly the full amount authorized by law, for a single month. The statement will further show a considerable increase of the coin reserve in the Treasury, for the month of October. The coin interest, the payment of which was commenced on the 28th inst., will be formally charged off the books of the Department, on Nov. 1. Some persons unacquainted with the law are finding fault with Secretary McCulloch for anticipating the payment of the November interest, as he has been doing for the last few days, to the extent of probably a third of its entire amount. The fact is, that the Secretary has power, under a joint resolution of Congress, to anticipate, at his discretion, the payment of any interest twelve months in advance of the time at which it may be specifically due. It is under this law that he has now given the public the advantage of a few days in the matter of the November interest. The specie reserve of the banks is now $6,161,164, against $7,848,239 same time last year. The city bank deposits are now $173,064,128, against $223,840,572 week ending Oct. 20, 1866. The legal tender reserve amounts to $56,381,943, against $78,064,925 same time last year. The circulation now stands at $33,959,080, against $30,243,487 same time last year. The loans are now $246,810,718, against $274,725,456 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $85,298,776 a day, against a daily average of $98,027,118 the preceding week, and $97,722,045 the week ending with Oct. 5. The current week's exchanges average about $91,718,000 a day. The city banks, last week, lost $374,247 of deposits, and $1,157,846 of specie, and gained $2,036,111 of legal tender. They reduced their loans, $743,193; and their circulation, $98,370.

National Bank notes to the amount of $24,850 were issued last week, making the total issue to 1,671 banks thus far, $304,154,841, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,046,945, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,107,896. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,628,250; and for the public deposits, $38,270,450—making a total of $378,893,700. The Treasury Department last week redeemed and destroyed $337,800 of worn and mutilated fractional currency, and issued $572,664 of new. An abstract of the quarterly reports of the National Banking Association up to the first Monday in October shows the resources to be one thousand four hundred and ninety five millions, including over ten millions of specie and nearly fifty-seven millions of compound interest notes. The capital stock is four hundred and nineteen and a half millions; surplus fund sixty-six millions and two-thirds,

and undivided profits thirty-three and a half million dollars.

The Philadelphia Bank movement the past week shows a decrease in loans, of $447,728; a decrease of $21,279 in specie; an increase in legal tenders of $182; a decrease of $798,199 in deposits; and a decrease of $108 in circulation. The Bank Clearings show a decrease of $3,004,262, and the balances, a decrease of $142,757.

The U. S. Sub-Treasury receipts, week ending with Oct. 26, were $17,287,949, including $1,670,948 from customs duties; payments, $16,432,869; balance at the close of the week, $114,634,225, against $113,779,145, at the close of the preceding week, showing an increase of $855,080. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,938,427 including $270,000 from customs; and payments, $9,527,975; on Tuesday, receipts, $1,223,556 including $293,000 from customs, and payments, $1,934,715. The balance at the close of business on Tuesday stood at $113,356,517, against $112,820,683 a week previous.

Government revenues have been again quite limited since our last. The excises, last week, yielded $2,290,892, against $1,683,000, the preceding week; customs at the port of New York $1,670,943, and at the outports, about $550,000 (in coin) more, making the grand total income for the week equal about $5,511,342 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $69,000,000.

Government received $5,954,640 from customs, through the port of San Francisco, from Jan. 1, to Sept. 27, 1867, against $5,600,315 same time in 1866.

Under the influence of more liberal offerings of coin, improved financial advices from London, and augmented exports of domestic produce, the price of Gold has fallen full two per cent. from the highest figures of the week. The extreme rates have been 143⅝@140⅝, the lowest quotation having been made on Wednesday. The anticipatory payment of the November coin interest on the public obligations has tended to depress the premium. The latest dealings on Wednesday were on the basis of 140⅞@141. There has been no export call of moment, and only a restricted customs inquiry. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,700,886, against $8,392,249 same time last year. The customs demand for Gold last week, averaged $278,490 a day; thus far, this week, it has been equal to $281,500 a day, or equal to a weekly aggregate of $1,689,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $68,375, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $102,906,480, against $114,827,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $24,452,576, against $35,857,013 same time last year, showing a decrease this year, of $10,904,437. The exports of specie from this port, last week, were $214,696. The total outflow of specie from the port, since Jan. 1, 1867, has been $44,275,868, against $54,698,333 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $29,800, and first two days, this week, nearly six millions, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $49,251,000, against $31,977,008 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 27, reached $30,607,453, against $33,587,844 same time last year, showing a decrease, in 1867, of $2,980,391.

Foreign Exchange has been in more demand and has been decidedly firmer in price. Quite an active business was transacted on Tuesday for the outgoing steamers of Wednesday on the basis of our revised quotations. Bankers' 60 day bills on London closed at 109⅛@109⅜, and on Paris to 5.18¾@5.17½; sight bills on London to 109½@109¾; and on Paris to 5.17½@5.16¼. The offerings of produce bills have been unusually full this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,946,163, making the total value of exports since Jan. 1, 1867, $152,211,148, against $158,268,667 same time in the preceding year.

Government securities have been in more active demand, since our last, partly for investment purposes, but, to a considerable extent, on speculative account, and prices have improved, though closing irregularly and less buoyantly. On Wednesday, foreign bankers were free sellers of old 1862 and 1865 Five-Trenties, and these realizations tended to weaken the market. The best sales of the week were made on Wednesday forenoon, from which there was a reaction of an ⅛@⅜ per cent. during the afternoon of that day. U. S. sixes of 1881 closed here on Wednesday at 111¾@112; U. S. Five-twenties of 1862, 112⅛@112⅝; U. S. Five-twenties of 1864 at 109½@109⅝; U. S. Five-twenties of 1865 at 109⅞@110; U. S. Five-twenties of 1865, consolidated, 107⅛@107⅜; U. S. Five-twenties of 1867, 107⅛@107⅜; U. S. Ten-forties at 100⅜@100⅝, and U. S. Seven-thirties at 104⅛@105¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..118¾	September, 1865..115¾
May, 1865 .....117¼	October, 1865....115½
August, 1865....116⅜	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 16.	Oct. 22.	Oct. 30.
Consols	93⅞	93 5/16	44 5/16
U.S. 5-20's of 1862	71¼	69¼	99 11/16
Erie	46¼	45¾	66½
Ill. Central	78	78¼	79¼

Railway and miscellaneous stocks have been in restricted demand, since our last, almost exclusively on account of regular street operators, and prices have been quite variable, the market having been without vigor or buoyancy, though the operations for a rise were laboring dexterously to uphold values.

General business has been less active, since our last, outside the breadstuff and cotton lines, in which there has been considerable animation, opening at firmer, but closing at easier, and declining prices. The foreign accounts are not as encouraging to shippers. Middling cotton closed on Wednesday at 19&21cts, as the extremes per lb. The stock of cotton now here is estimated at about 28,500 bales. The receipts at the port this week, have averaged about 2,100 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 258,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 124,500 bales, against 187,000 bales same time last year; exports, same time, 30,125 bales, against 64,535 bales same time last year; stock on hand at latest dates, 102,000 bales, against 229,500 bales same date last year. At the live stock markets this week beeves ranged from 9@16½c., a reduction; veal calves, at 8@12½c., on a less light business; sheep from 3½@6c., and lambs from 5@7½c., on a moderate demand. Swine from 5¼@7¼c. per lb., live weight, on a moderate active market. The week's receipts have been 7,053 beeves, 1,295 calves, 25,473 sheep and lambs, and 32,789 hogs. At the auction sale of Scranton Coal on Wednesday, 50,000 tons were disposed of at much firmer prices, ranging from 3.65@3.87½ for lump, to $5.15@5.50 for stove, per ton of 2,240 lbs., deliverable at Elizabethport, N. J. In foreign merchandise, business has been very light for the season, at generally lower and irregular prices. Trade in Dry Goods continues on a restricted scale and prices are generally depressed and irregular, though, perhaps, in domestic Cottons less heaviness is noticeable than was the case during last week. The total imports of foreign dry goods, last week, were $1,252,259, and the total amount marketed $1,210,726. The value of foreign merchandise imported last week, was $1,865,595—making the grand total specie value of last week's imports of dry goods and merchandise, $2,617,854, and since Jan. 1, 1867, $203,509,290, against $239,863,403 same time in the preceding fiscal year. The ocean freight market has been moderately active, since our last, but decidedly less firm with 527 vessels of all classes in port. For Liverpool we quote flour at 2s. 9d. @3s. per bbl. grain at 9c.@10d. per bushel; cotton at ¼@⅜d. per lb.; and heavy goods at 25s.@35s. per ton, all by sailing vessel.

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$3,049,937	$1,252,259
Gen. merchandise	2,507,840	1,465,595
Total for the week	$5,557,777	$2,717,854
Previously reported	239,863,403	203,509,290
Since January 1	$245,421,180	$206,227,144

The New York exports, exclusive of specie, for the week ending Oct. 27, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,043,864	$4,946,163
Prev. reported	155,224,803	147,264,985
Since January 1	$158,268,667	$152,211,148

The balance in the Sub-Treasury on Wednesday was $113,723,201 09.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—N. Y. State 6s, 1873, 100; do., 1877, 101; do., 5s, 1874, 91¼; Illinois coupon bonds, 1879, 101¼; Jersey City W. L., 93; N. Jersey Central, 120½; Chicago and Milwaukee, 61; Dubuque and Sioux City 1st mort., 87; Ohio and Mississippi 1st mort., 88⅜; N. Y. and New Haven bonds, 97; Great Western 2d mort., 73; Galena and Chicago 1st mort., 101; Boston Water Power Co., 17½; Adams' Express, 65¼; Wells-Fargo Express, 51⅜; Am. Exp., 64½; U. S. Express Co., 65⅞; Merchants' Union Exp., 65¾; Central Coal, 42; Ashburton Coal, 5; American Coal, 40; Western Union Telegraph, 38⅝; do., 7s, 86½; Harlem Gas, 157; Bank of Commonwealth, 108; Central National Bank, 104; Fourth National Bank, 106; Mechanics' Bank, 120; Metropolitan Bank, 132; Manuf. and Merchants Bank, 106; Continental Bank, 106½; Gallatin National Bank, 107; American Flag, 0.65; Combination Silver, 0.40; Consol. Gregory Gold, 5.95; Corydon, 0.51; Davidson Copper, 1.30; Edgehill Mining Co., 4.35; Gunnell Gold, 1.35; Harman G. & S., 9.50; La Crosse Gold, 0.55; New York and Eldorado, 1.00; N. Y. Gold, 0.90; Quartz Hill Gold, 1.80; Rocky Mt. 0.35; Smith and Parmalee, 3.85; Sensenderfer, 0.09; Seaver Gold, 11.35; Walkill Lead, 0.40; Buchanan Farm Oil, 0.40; Bennehoff Mutual, 0.10; Bennehoff Run, 4.00.

Philadelphia.—Allegheny County coupon 5s, 74; Penna. 6s, 1st series, 103½; do., 2d series, 105⅜; do., 3d series, 106; do., 5s 1870, 99½; 13th and 15th street R. R., 19; West Jersey R. R. 6s, 87½; Warren and Franklin 7s, 78¼; Camden and Amboy scrip, 94; Lehigh Zinc, 40; Fulton Coal, 4½; St. Nicholas Coal, 0.31; Ocean Oil, 4; Bank of North America, 247; Mechanics' Bank, 31½ Commercial Bank, 57½; Corn Exchange Bank, 70½; Girard Bank, 59¼; Farmers' and Mechanics' Bank, 142½. The latest quotations are: City 6s, 96@97; do., free of tax, 100¼@100½; State 5s, reg., 96½@97; do., coupon, 93@94; do., 6s, W. L., 101½@102; Reading, 49⅛@49⅛; do., 6s, 1870, 93@94; do., bonds, 91@91; Camden and Amboy, 122@122¾; do., 6s, 1889, 96@96½; do., 1883, 86@86½; Penn. R. R., 52@52⅛; do., 1st mort., 99@100; do., 2d mort., 93@94; Little Schuylkill R. R., 21¼@29; Morris Canal, 35@39; do., pref., 85@95; do., bonds, 82@90; Wyoming Valley Canal, 40@43½; do., 6s,74@80; Susquehanna Canal, 12@15; do., 6s, 57@60; Sch. Nav., 10½@13¾; do., pref., 28⅝@28⅞; do., 6s, 1882, 70@73; Union Canal bonds, 10@20; Delaware Div. Canal, 51@54; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@62; Lehigh Coal and Navigation, 35@35½; do., bonds, 1884, 85@85¼; North Pennsylvania, 30@32; do., 6s, 85@87; Philadelphia and Erie, 26@26¼; do., 6s, 89½@90½; Minehill, 57@57¾; Catawissa, 8@11; do., pref., 23⅜@23⅝; Lehigh Valley, 51@52; do., bonds, 93¾@94¼; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 77@77¾; West Philadelphia, 65@66½; Spruce and Pine, 26½@27½; Green and Coates, 30½@32; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 18½@19½; Girard College, 26@29; Tenth and Eleventh, 64@64½; Union, 35@37½; Hestonville, 11@11⅛.

Boston.—Vermont Central 1st mort., consolidated, 68; Rutland 2d mort., 35; Boston, Hartford and Erie 7s, 59; do., new issue, 49; Agricultural Branch 6s, 75; Old Colony and Newport 6s, 1875, 93½; Ogdensburg 1st mort., 99; do., 2d mort., 66; South Shore R. R. 6s, 95; Conn. and Pass. Rivers R. R., 80¼; Indianapolis and Cincinnati, 34¾; Ogdensburg old, 2½; Cary Land Co., 7½; Boston Water Power Co., 17½; Ophir (N. S.) gold, 1.55; Maine 6s, 1889, 98¾; Massachusetts 5s, 1894, gold, 105¾; do., 6s, 1871, gold, 119¼; do., 1875, 117½; do., 5-20s, currency, 100½; Chicago 7s, 1882, Municipal, 93¼; do., 1892, sewerage, 95; Salem 6s, 1877, 99¼; Lynn 6s, 1887, 98; Bath 6s, 1891, 91; St. Louis 6s, Harbor Imp., 84; do., Municipal, 83½; do., 1887, gold, 95; Maverick National Bank, 102¾; Tremont National Bank, 119½; State National Bank, 101¼; Traders' National Bank, 99¼; North National Bank, 119¾; National Bank of Redemption, 110¼; Howard National Bank, 106; Market National Bank, 105¼; National Exchange Bank, 144½; Shoe and Leather Dealers' National Bank, 125¾; City National Bank, 105½; National Bank of Republic, 130½; Eliot National Bank, 107¾; Old Boston National Bank, 63¾; Revere National Bank, 133; National Bank of Commerce, 115½; National Bank of North America, 104½; Allouez Mining Co., 4⅞; Humboldt, 1⅜; Hancock, 11¼; Hecla, 35; Native, 1; St. Clair, 2⅜.

Baltimore.—Virginia 6s, old, reg., 40¼; do., 1867, 37; Parkersburg R. R., 17; Atlantic Coal, 0.70; Mechanics' Bank, 9¾; Bank of Baltimore, 106½; Merchants' Bank, 109; Marine Bank, 32; Farmers' and Merchants' Bank, 43½. The latest quotations are: Balt. and Ohio, 115@116¼; do., 6s, 1875, 98@100; do., 1880, 98@99; do., 1885, 97@97½; Northern Central, 42½@42¾; do., bonds, 1885, 84¼@86; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 94@94; do., 2d mort., 91½@92; do., 3d mort., 1873, 89@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83@83½; do., 2d mort., —@65; Central Ohio, 82@83; do., 1st mort., 82@85; Western Md. 6s, 1890, 75@77; do., guar., 82@—; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101¼; do., 1890, 100¼@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 95@96; do., 1886, 97@98; do., 1890, 94¾@95; do., coupon, —@97; do., Park, 97@99; do., 1893, 94¼@94½; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@19; Canton Co., 42½@—; Gardner, 1.25@1.50; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 60@70; Santa Clara, 3@5; Balt. Chrome, —@0.19; Bare Hill, 0.85@0.40; Atlantic Coal, 0.65@0.95; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

☞ We learn from the Bethlehem *Times* that the Lehigh and Susquehanna Railroad was opened from Providence to Seigfreid's bridge on the 23d ult. It was then expected that the road would be opened from Bethlehem to Mauch Chunk, to connect with the part of the road in operation to Wilkesbarre and Scranton about the first of the present month.

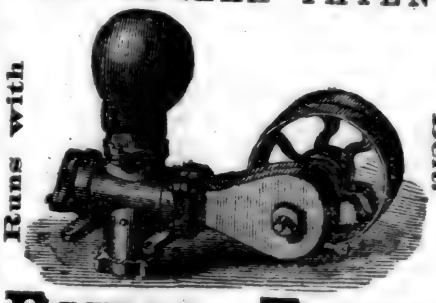
☞ The section of the Troy and Greenfield Railroad from Greenfield to Shelburne Falls was formally opened on the 29th ult.

State of Missouri Interest.

The National Bank of Commerce in this city gives notice that it will pay on presentation the overdue coupons from bonds issued or guaranteed by the State of Missouri in aid of railroads (the Hannibal and St. Joseph Railroad excepted), that matured on the first days of July, 1861, January, 1862, July, 1862, January, 1863, and July, 1863—five coupons in all, of three per cent. each, equal to 15 per cent.; leaving seven unpaid coupons of three per cent. each still attached to the bonds, equal to 21 per cent. The disbursements by the bank on this account, will reach nearly three millions of dollars. The *Tribune* says that the State will probably pay two additional overdue coupons (or 6 per cent.) with the current 3 per cent. coupon due in January, on the 1st of January, 1868, and fund, at the same time, the remaining five overdue coupons, or 15 per cent. in a new 20 years 6 per cent. bond.

FOR RAIL ROADS.

THE EUREKA PATENT



Runs with Belt.

Power Pump,

(NOT A ROTARY,)

Bailey's Improvement,

Gives more Water with less Power than any Pump invented. We *Challange the World.* On sale at the Store of the Company, *42 Dey Street,* New York. Call and see it. A full assortment of the unequaled Eureka Well and House, Ship and Factory, Rail Road and Fire Pump always on hand.

☞ Great activity continues to be displayed in connection with the development of railways in Russia. A line from Riajsk to Morschausk has been traversed by a train from Riajsk as far as Sarai—that is, a distance of sixty versts, or half the line. The whole line is expected to be completed on November 1. Three important sections have been opened of late—viz., from Odessa to Tiraspol, from Warsaw to Terespal, and from Balta to Olviopol.

☞ The Franklin Railroad Company, with a view to the extension of their road from Hagerstown to Williamsport, are now engaged in making the preliminary surveys. It is the intention of the company to build this road for the purpose of opening up a trade with the Cumberland regions, by establishing a depot on the canal at Williamsport, and there transferring coal cars from the boats to their road.

☞ Contracts have been made for the construction of twenty-five miles of the Boston, Hartford and Erie Railroad from Putnam to Willimantic.

☞ About five miles of the Hawley and Honesdale Railroad has been completed, ready for the rails.

☞ The Millville and Glassboro' and West Jersey Railroads have been consolidated.

Railroad Earnings.---Weekly.

The earnings of the Chicago and Alton Railroad for the third week in October, 1867, were $112,361 00
Corresponding period previous year.. 98,041 00

Increase $14,320 00

The earnings of the Western Union Railroad for the third week in Oct., 1867..... $26,046 30
Corresponding week previous year..... 23,623 45

Increase $2,422 85

The earnings of the Atlantic and Great Western Railway for the third week in Oct., 1867, were $122,232 00
Corresponding week previous year... 146,104 00

Decrease $23,872 00

The earnings of the Chicago and Northwestern Railroad for third week in Oct., 1867. $352,840 75
Corresponding week previous year .. 282,236 15

Increase $70,604 60

The earnings of the Detroit and Milwaukee Railroad for the week ending October 24, 1867, were $43,906 00
Corresponding week of 1866..... 45,697 00

Decrease..... $1,791 0€

The earnings of the Chicago and Rock Island Railroad for the third week in Oct., 1867, were $149,500 00
Corresponding week of previous year. 106,327 00

Increase $43,173 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Oct. 1867, were $121,333 00
Corresponding week of 1866..... 113,436 00

Increase $7,897 00

The earnings of the Michigan Central Railroad for the 3d week in Oct., 1867, were.. $103,862 00
Corresponding week of previous year. 106,970 00

Decrease. $3,108 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Oct., 1867.. $34,093 00
Corresponding week previous year..... 25,439 00

Increase $8,654 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the third week in October, 1867, were $45,422 78
Corresponding week of previous year. 47,737 69

Decrease..... $2,314 91

Atlantic and Great Western Railway.

(Continued from page 1041.)

creditor must go to enforce his mortgage) would feel called upon to exercise large indulgence as to the redemption of a great property, in default for the first time, and under peculiar circumstances, upon prior mortgages, not approaching in amount to anything near its actual value; when a forced sale under those mortgages could only lead to the loss of millions to innocent subsequent creditors, especially when there can be no doubt of the ultimate payment of the prior claims in full, principal and interest; and when, moreover, every shilling of the earnings meanwhile is applied to the improvement of the property, so as to enable it to meet its duty as a great public highway, and to provide in the future for the prompt payment of these very mortgage debts. Nor can it be doubted that in the complications attending prosecutions in three different States, with all the questions in establishing claims and marshaling assets which contending creditors might raise, and all the delays the laws or practice of the different localities might allow, far more than eighteen months must elapse before this property could brought to sale.

It is not assumed that any person desires to force this great property to sale, with a view to having it swallowed up by the divisional bondholders. But if there be be any such person, it will be sufficient to remind him that the principal of those mortgages is not yet due; and that, by American law, it would be open for the later creditors, up to the actual moment of sale, to terminate the proceedings by the payment of the mere interest moneys then in arrear.

The very fact of peace and unity will do more for the market and intrinsic value of these divisional bonds than any early payment of interest, even if it could be enforced.

There have been some questions raised as to how far any of the divisional bonds can be enforced in sterling; it being claimed that the mortgages given to secure the bonds were for dollars only, and that the agreement to pay some of them in sterling was a subsequent engagement of the company, for which no mortgage was ever executed, and for which, therefore, it is liable only in the same way as for its ordinary unsecured debts. This question your committee have not desired to determine.

But their recommendation is that the coupons on the sterling divisional bonds should be treated as sterling obligations, and that the holders should surrender to the committee, as trustees, all coupons due prior to the 31st March, 1869, on the first, and prior to 31st March, 1870, on the second mortgages, receiving in exchange a certificate for payment of the amount six months after the due date of the last coupon surrendered, either in sterling or in currency, at a fixed rate of exchange, which, in view of the probable course of exchange, the committee have fixed at 133⅓. The option of taking currency or sterling to be determined when the coupons are surrendered. Holders of first mortgage currency bonds will of course receive currency obligations at par.

If at the end of two years the earnings of the line should not suffice, after payment of the current interest, to meet all the deferred coupons of the first mortgages, your committee propose that the deferred coupon certificates should be paid off so far as the moneys available will admit, by public drawings from time to time, and that those not paid off should carry interest at 7 per cent. from the date at which they mature; and that when all the deferred coupons of the first mortgages are paid off, those of the second mortgages should be redeemed in the same manner.

The coupons surrendered are not to be cancelled, but will be held by the committee, as trustees, as security for the due payment of the amount by the company, in default of which the coupons are to be returned in exchange for the certificates, so that the security of the holder may always remain intact.

In reference to the other obligations of the company any plan will be found to be attended with difficulties; but in determining, after much consideration, upon that which they now submit, the committee have been governed both by what seemed just to the holders of the different classes of securities, and most advantageous having regard to the market value and availability of the securities themselves.

It is well known that where a great property is in a condition of steady and prosperous growth its shares will command some confidence and value in the market, even though the property be at the time earning nothing beyond the interest upon its obligations; and that the shares of such a property always command a higher market value than if they were converted into bonds on which no interest could be paid. Let a growing business be represented by a million of debt obligations and a million of shares, and it will be found that, although it may earn interest only on its debt, the shares will command a marketable price, and debt and shares together much more than if the whole concern were represented by two millions of debt obligations, on half of which only it could earn interest.

With this view, your committee endeavored to find the extent to which this line, when put in complete order, might be reasonably expected to earn interest, and to limit the bonded debt to that amount, leaving everthing beyond to be converted into and to be represented by shares, with a preference of dividends thereon as justice might require.

Their expectation is, that the line will be so far repaired out of its earnings as to be able to pay the interest maturing on the first divisional bonds in 1869, and upon all the divisional mortgage bonds in 1870, and interest thereafter on even the whole thirty millions of bonded debt. And their recommendation is, that the deferred coupons of the consolidated bonds, and the balance of the debenture debt reduced by the securities in the Bank of England, as hereafter mentioned, should be paid by 7 per cent. first preference shares. These preferred shares should be taken from the present share capital, and the company should guarantee that out of the first earnings of the line applicable to dividends there shall be first paid thereon, before any other share receives anything, a non-accumulative dividend of 7 per cent. per annum. And they further suggest that other creditors should be paid in 5 per cent. second preference non-accumulative shares; so that in 1871 there might be a complete line, with but $30,000 000 of bond debt, and a share capital of $30,000,000, earning interest upon all its bonds, if not also something toward its shares.

By any other plan, it is believed that the debt will be so accumulated against the company as not only to destroy all value in its shares, but to damage all its securities; for where a company has many classes of securities, some of which are not of appreciable value, the difficulty of distinguishing among them, and their great amount, tend to depreciate those of the obligations which are perfectly secure. And your committee consider that the holders of consolidated bonds, by this plan, will be able speedily to command decidedly more for their bonds, and the shares they receive for their coupons, than if those coupons were turned into additional mortgage bonds; while the whole concern, relieved of a mass of debt upon which interest could not be earned, whould speedily rise in the market toward some fair measure of its value.

On the other hand, it is recommended to the debenture-holders that they should take absolutely the securities now held as collateral in the Bank of England (except the common shares now of no market value), applying them dollar for dollar in liquidation of their certificate debt, receiving from the trustees of their securities new certificates, indicating their respective interest in the same, and upon which, after November (up to which date the Consolidated Bank will pay the interest), their trustees will be able to pay some interest out of the funds in hand and to be collected, inasmuch as, although the bonds deposited will not for the present yield any revenue in cash, they will increase by the accruing coupons the amount of security, and the cash in hand can therefore be applied for interest in the meantime.

And for the residue of their debt, after so applying those securities, they should receive first preference shares of the company, at par, of the same class as paid to the holders of consolidated bonds for their deferred coupons.

By this agreement it will be seen that every holder of 100*l.* certificate of debenture will receive in liquidation of his claim 7 per cent. first preference shares to the amount of $250, and for the remaining $250 a certificate for his share of the bonds and the securities of other companies remaining in the Bank of England and yielding an annual interest of about 7 per cent., although subject to some modification of this rate during the time that the mortgage coupons are deferred.

It may at first seem unjust to the consolidated mortgage holders that the interest on their prior debt should be put upon the same footing as the unpaid capital of the subsequent certificates of debenture. But it is not a question of strict priorities alone that must be considered, but one of practical good; for it is only in this way that the shares to pay the consolidated coupons can be obtained, or the balance of the debenture debt

and interest be extinguished as a claim on the company ranking next after the consolidated bonds and before the first preference shares.

And it should also be remembered that these debenture-holders have themselver nearly one-half of the divisional bonds, being the first charge upon the line, together with more than $1,000,000 of deferred interest thereon, as to which their forbearance is very important to consolidated bond holders. And above all it should be borne in mind that only by reasonable mutual concession and forbearance can all classes of security holders obtain that general harmony which will so soon and so materiatly operate for the common good.

The other debts of this company, known as the open debt in London, and 10 per cent. share debentures, are all of the same class, are mainly in few hands, and are all more or less connected with shares as collaterals.

Mr. M'Henry, who would be entitled to the surplus shares of the company upon the arrangement of these debts, in respect of which various complications and questions exist, has indicated his willingness to have them arranged before he receives any dividends on his shares; hence the suggestion of discharging them in second preference 5 per cent. shares, as may be decided between these creditors and Mr. M'Henry, whom it may be said almost solely to concern.

It will be seen that by this plan the bonded debt of the company will ultimately be kept within its original thirty millions, and the shares within the thirty millions already created, though some of these will have a preference for dividends over others. And for this arrangement no legislation will be required, nor need any delay be incurred. It is believed to be the best practical plan for all parties (having regard to their legal priorities), which the nature of the case admits of, and it leaves the obligations upon the property such that hereafter every one interested can know them, and from the earnings estimate for himself the true security and value of the bonds and shares.

On the future of American railways, and especially of this great line, your committee will not dwell. But they submit herewith the growing earnings of certain leading railways between the years 1862 and 1866. It is well known that every day the rails reach further west, opening to settlement and cultivation new places, which in their turn furnish new products and traffic for the railways leading to the seaboard, while the constant development of wealth and industry along the immediate line of this railway, and the additions that cannot fail to be made to it of valuable feeders from the great Ohio coalfields now projected or in construction, and the daily growth of the whole country, must all combine to add to its traffic, its profits, and its value.

To the scheme now proposed it is hoped that the assent of all interested will not be wanting. So that, with its debts arranged, its line completed and in repair, and its adminstration perfected, the property may realise the reasonable anticipations of the committee.

In concluding their report, your committee would desire to pay a just tribute to the skill and energy of Mr. Clarkson N. Potter, whose promptitude, in conducting the proceedings under which a receiver was appointed has probably saved much litigation and trouble, and has ensured the preservation of the property intact for the benefit of all concerned.

COMMITTEE OF INVESTIGATION.—Col. Sir Wm. Russell, Bart., C. B., M. P., Chairman; Crawshay Bailey, Esq., M. P.; Thomas Cave, Esq., M. P.; John Fildes, Esq., M. P.; F. W. Oewel, Esq., Amsterdam.

☞ It is said that the East Pennsylvania Railroad Company propose, at an early day, to extend their road through from Allentown by way of Butztown, striking the Bushkell Creek about three miles above its mouth, and then along the creek to Easton.

Milwaukee and St. Paul Railway.

The directors of this company have issued a circular to the stockholders in which they announce the completion of the road from Cresco to Owatonna, about 85 miles, and that passenger and freight trains will commence to run from McGregor to Minneapolis and St. Paul, 220 miles, on the 1st of November. This part of the road will hereafter be called the Iowa and Minnesota Division of the Milwaukee and St. Paul Railway. The completion of this 85 miles makes the connecting link between what was formerly known as the McGregor Western and the Minnesota Central Railways. The construction of it was commenced in April of this year; the full 85 miles are now ready for operation, showing it to have been built within the last six months. The Milwaukee and St. Paul Railway Company now owns 825 miles of railway in full operation, every mile of which is productive property. The public have now a connected line of railway from the city of New York, *via* Milwaukee and St. Paul Railway, to Minneapolis, St. Paul and St. Cloud, a distance of more than 1,500 miles, about one-third of which is over the Milwaukee and St. Paul Railway. The Winona and St. Peter, the St. Paul and Pacific, the Minnesota Valley, the Minnesota Southern, the La Crosse, Tremplean and Prescott, and the Tomah and Lake Superior Railroad Companies, which are tributary or connecting roads, are all being constructed with more or less dispatch. They now, in the aggregate, amount to about 265 miles in actual operation. This new line of road opens to market a section of country hitherto but little known to the railroad or commercial world. It passes through the most fertile and densely populated counties of Northern Iowa and Minnesota; is has undisputed possession of the trade of an immense region surpassed for the richness of its soil, and the industry and enterprise of its people, from whose immense granaries will be sent forth, over this railway, a golden stream of wheat and other grain, representing the wealth of that richest of all agricultural districts in this country. The population, in the section of country tributary to this road, is increasing beyond the most sanguine expectations of predictions heretofore had or made by reasonable men. Unimproved lands upon this new line have advanced in market value from $2 50 per acre to $5 and $10 per acre; improved lands have increased from $20 per acre to $40 and $50 per acre. This is caused by their large crops, the ease and comparative cheapness with which they can now get their crops to market, and the good prices obtained for their wheat and other products. The earnings are steadily increasing; in 1866 the same lines, except said 85 miles, earned $5,447,900. This year earnings are estimated at over $6,000,000, with said 85 miles in operation for traffic only 60 days. It is believed the next year, and the future, will show an increase of earnings which will be most gratifying to the shareholders. In the operation of the railway two active organizations are kept up, viz: the Milwaukee and St. Paul and the Milwaukee and Prairie du Chien. Neither of these owe any floating debt that they have not the money already on hand to pay. A claim has been made upon the St. Paul Company for about $237,000 for use of rolling stock; the validity of this claim is denied, and it is not regarded by the directors as of much importance.

The cost of the entire property known as the Milwaukee and St. Paul Railway, including what is known as the Milwaukee and Prairie du Chien Railroad, and what was formerly known as the Eastern Division of the La Crosse and Milwaukee Railroad, the McGregor Western Railway, and the Minnesota Central Railway, has been about $30,500,000, say $37,000 per mile. In general terms the whole property is now represented as follows: $9,000,000 of St. Paul Co.'s mortgage bonds, $8,000,000 of St. Paul Co.'s preferred stock, $5,400,000 of St. Paul Co.'s common stock, $8,100,000 of bonds and shares of the companies above named not now owned by the St. Paul Co.; total, $30,500,000.

Debt of Missouri.

A correspondent of the New York *Times*, writing from St. Louis, gives the following as an accurate and full report of the financial condition of the State of Missouri. He says:

The debt of the State may be comprised under three headings, viz: Old State debt, Railroad debt, and War debt. The old State debt, amounting merely to $402,000, became due in 1862 and 1863, and was retired by the issue of 20-year 6 per cent. bonds taken at par by the holders of the old bonds. The War debt of the State of Missouri originally consisted of three items: Defense warrants, Gamble check and Union Military bonds. The defense warrants amounted to $1,476,575, and were all cancelled and burned last April. The Gamble check for $150,000 has likewise been settled. The Union Military bonds amounted originally to $6,400,000. Of this amount there was redeemed by the 2d of May, 1865, the amount of $1,769,511; and on the 1st of October, 1866, the whole amount of outstanding Military bonds was estimated by the Auditor of the State at $2,902,166, which, according to the Auditor's estimate, ought to have been redeemed by the Military and other taxes of 1866. Nevertheless, the present Treasurer of the State has seen fit to set aside $1,500,000 of the money appropriated by the United States Government for the purpose of redeeming Military bonds still outstanding.

The Railroad debt of the State is as follows:

Pacific Railroad	$7,000,000
Hannibal and St. Joseph Railroad	3,000,000
North Missouri Railroad	4,350,000
Iron Mountain Railroad	3,501,000
South West Pacific Railroad	4,500,000
Platte County Railroad	700 000
Cairo and Fulton Railroad	650,000
Totai	$23,701,000
Which has been diminished by the sale of railroads and bank stock	1,450,000
Leaving the present debt of	$22.251,000

Of this debt the Hannibal and St. Joseph Railroad has always paid, and still continues to pay, its own interest on its own bonds, leaving the actual debt of the State at $19,251,000, bearing a semi-annual interest of $577,530.

It is well known that the State of Missouri stopped payment of the interest on its coupons in 1861, and hence each of the bonds mentioned above has twelve coupons attached to it, making its par value $1,360, or with the January, 1868, coupons counted in, $1,390, which at the rate at which Missouri bonds were quoted in 1860, 85 cents on the dollar, ought to make their present market value at least $1,175, or rather $1,240.

But there is, moreover, this to be considered. The United States Government has appropriated for the payment of moneys advanced by our State during the war the amount of $6,475,851. Of this amount $6,193,968 57 has already been paid into the hands of our State Treasurer.

From this amount the last Legislature ordered to be set aside for school purposes $1,500,000,

and for seminary purposes $108,360; but the Treasurer has moreover seen fit to keep of this appropriation $1,500,000 for the redemption, as he says, of outstanding Military bonds, although the State Auditor estimates that the taxes of last year must have redeemed the whole amount. Hence the Treasurer deducts the amount of $3,108,360 from the appropriation made by the United States Government, leaving the sum, $6,475,851, less $3,108,360, of $3,367,491, to be applied to the payment of back due coupons, and at the date of writing five of those coupons are ordered to be paid.

Beside this amount of $3,367,491, there has been deposited in the State interest fund $600,000 by appropriation of March 12, 1867, and an estimate of $127,000 from taxes since that time. The interest fund of the State has therefore $4,094,491 (less the July, 1867, coupon paid, $557,530, to its credit at the present date of writing, or more than enough to pay seven of the past due coupons. As the revenue for the year 1867-'68 will bring in more than $1,700,000 to the credit of the interest fund alone (the whole assessment amounting to $428,000,000, and the tax to seven mills, of which four mills goes to the interest fund,) the credit to the State interest Sept. 30, 1868, will be $5,794,491, from which are to be deducted the payment of three regular coupons, July, 1867, January, 1868, and July, 1868, $1,552,590, leaving $4,241,901 for the payment of the past due coupons, or providing for the payment of nearly eight coupons, leaving only four, or not to exceed five, of the past due coupons unpaid.

Since there seems at present no doubt that the Pacific Railroad will also be sold this Winter, and will realize at least four millions, it may be safely stated that the State of Missouri can enter upon the next fiscal year with all past due coupons paid in cash, and a debt at the utmost of $17,251,000.

Finances of St. Louis.

From the semi-annual report of the Comptroller, recently issued, it appears that the total receipts for the first half of the present fiscal year ending October 1, 1867, were $1,425,360 35; of which $838,000 were borrowed, and $240,000 are proceeds of bonds sold—leaving $352,360 35 as receipts from revenue proper. The total expenditures during the same amounted to $1,369,040 14.

The bonded debt of the city April 1, 1867, was		$5,584,000
There have been issued since—		
500 bonds under ordinance 6,053	$500,000	
300 bonds under ordinance 6,250	300,000	
1,000 bonds for St. Louis Water Works	1,000,000	
50 bonds of $500 each for purchase of Soulard Market	25,000	
		1,825,000
		$7,409,000
Bonds matured and paid	$14,000	
Retired by sinking fund	74,000	
		88,000
Making the amount of the bonded debt of the city October 1, 1867		$7,321,000

During the next six months bonds to the amount of $143,000 will mature, viz.: in November, $18,000; in Deceber, $27,000; and in March, 1868, $98,000. As no provision has yet been made for the payment of these bonds, and as it will be impossible to pay them out of the year's revenue, the Comproller requests the passage of an ordinance, at an early day, authorizing the Mayor and Comptroller to issue a sufficient amount of new bonds to redeem the maturing ones. The city owns real estate, exclusive of wharf land, valued at $3,097,160. The Harbor Master's report for the above-mentioned time shows the arrivals of steamboats to be 17,112; tonnage 552,077.

Finances of Tennessee.

The Comptroller of this State in his report to the Legislature for the fiscal year ending September 30, makes the following statement of income and expenditure:

Receipts for taxes		$1,405,364
Railroads, for interest		818,772
Miscellaneous receipts		112,309
Together		$2,336,445
Paid interest on State debt	$777,114	
State Guard (military)	194,595	
State criminal prosecutions	175,284	
Civil expenses and charities	629,524	
		1,776,617
Difference for July interest		$559,928

The Tennessee State bonds issued to and which are a first mortgage lien upon the railroads of the State are as follows:

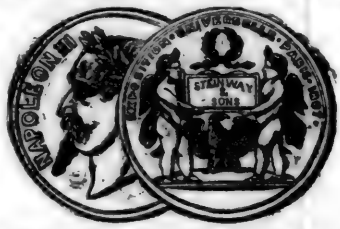
The entire amount of State Bonds loaned to railroad companies up to October, 1861, was		$18,959,000
From which amount is to be deducted, bonds cancelled by the "Sinking Fund for Railroads," and bonds returned by the Louisville and Nashville and Edgefield and Kentucky, in full, for their indebtedness to the State, total amount		737,000
Total		$18,222,000
All bonds of the State loaned to railroad companies, since March, 1866, amount to		8,172,000
Total		$21,894,000
The State has endorsed the bonds of railroad companies to the amount of	$2,350,000	
Of these the Sinking Fund has canceled this amount	143,000	
		2,207,000
Total		$23,601,000
And bonds for funding arrears of interest to Jan. 1, 1866		3,732,000
Total		$27,333,000
Tennessee bonds, old	$13,222,000	
New to railroads	8,172,000	
New for interest	3,732,000	
Total Tennesse bonds	$25,126,000	
Indorsements	2,207,000	
		27,333,000

The old State debt proper, 5@6 per cents and arrearages of interest thereon funded to Jan. 1, 1866, amounts to $4,717,762.

☞ We learn from Omaha that the five-hundredth mile of the Union Pacific Railroad was completed on the 28th ult. Seventeen miles more will carry the track to Cheyenne, at the eastern base of the Rocky Mountains.

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PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class
MELDNET, President of the International Jury.
GEORGES KASTNER. AMBROISE THOMAS. ED. HANSLICK F. A. GEVAERT. J. SCHIEDMAYER. } Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"
(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS
Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 209 Pianos from all parts of the world.
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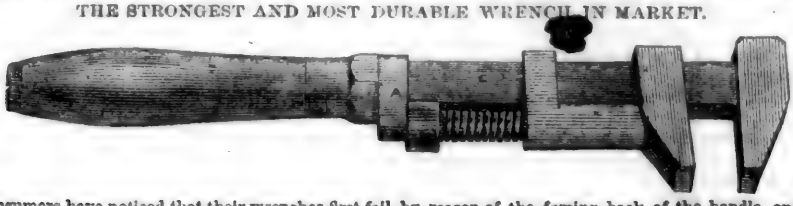
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

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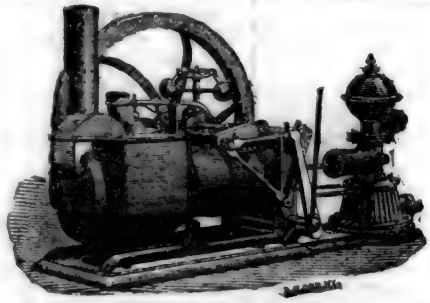
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SECOND QUARTO SERIES, VOL. XXIII., No. 45.] SATURDAY, NOVEMBER 9, 1867. [WHOLE No. 1,647, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 9, 1867.

Steamers from Valparaizo to Liverpool.

A letter to the N. Y. *Herald*, dated Valparaizo, October 8, says that the preliminaries for the early establishment of a line of steamers between Valparaizo and Liverpool have been arranged, and a subsidy of $100,000 granted by the Chile government to the Pacific Steam Navigation Company, already running a large number of steamers on the coast. The conditions of the contract with the government of Chile are as follows:

1. The navigation by way of the Straits is to be commence within a year, counting from the date of the contract, and the company engages to pay a fine of $5,000 for every month's delay.

2. Inasmuch as the English company is without the necessary means for the immediate establishments of a regular traffic by a monthly steamer, it will during the first year be required to make only one trip every two months.

3. The company likewise engage to maintain the Southern line of steamers in operation as far as Port Mouta, and to keep it in at least as good condition as it is at present.

4. The subsidy agreed upon by the government and the Pacific Steam Navigation Company is $100,000 annually, and it is understood that this amount is to be paid for twelve trips a year. So long as the line makes only one trip every two months the subsidy is to be $50,000.

Under these, which seem to be the main conditions of the contract, the new steam line will go into active operation in September, 1868, making one trip every two months until September, 1869, and a monthly trip thence forward.

New England Express Co.

We learn from the Boston *Transcript* that considerable attention has been directed toward a new enterprise now being established to operate on the New England Railroads. The new organization is entitled the "New England Express Company," the stock for which is being promptly and liberally subscribed for by the merchants in the cities and manufacturing towns on the line of the railroads which terminate in Boston. The new organization is intended to operate in connection with the "Merchants' Union Express Company." Up to this time the existing Express Companies in New England have worked in the interest of the old monopolies—turning over to them their entire business to points beyond the city. To the Merchants' Union Express Company, therefore, this change is most important, and cannot fail to largely increase their receipts, as it brings the immense business of the New England towns and cities directly into their interests. The whole subject in all its bearings has created quite a flutter in express circles, and is conceded to be the severest blow which the old Express Companies have yet received.

In addition to this new enterprise for the New England States, some large capitalists are organizing for a company in the Southern States, and will be assisted therein by many prominent merchants, who find themselves large gainers in their freight expenses by the opposition in the express business.

☞ The first section of the Leavenworth, Lawrence and Galveston Railroad, 80 miles, will be completed to Ottawa by the 1st of January next. The route of the road passes through the great pine region of the Illinois, Arkansas and Red Rivers.

☞ An engine and train of cars crossed the Kansas river at Lawrence on the 1st inst.

Memphis and Charleston Railroad.

The earnings of this road for the fiscal years ending June 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$852,157 64	$910,799 03
" freight	589,916 62	636,886 85
" mail	20,506 43	27,799 62
" express	51,092 50	76,720 00
" rents, etc	30,633 91	9,406 93
	$1,274,307 10	$1,661,612 43
Expenses, viz:		
Conducting transportation	$303,488 08	$334,095 09
Motive power	379,866 61	338,848 52
Maintenance of way	577,631 37	329,427 00
Maintenance of cars	92,078 30	111,984 36
	$1,353,064 26	$1,114,354 97
Excess of receipts	.....	$547,257 46
Excess of expenses	$78,757 16	.....

Of the expenses of 1866, $650,164 93 were ordinary, and $702,899 33 extraordinary. Of the extraordinary expenses, $87,229 74 were incurred in operating the road; $233,343 05 for materials on hand at the close of the year; and $382,326 54 for extraordinary expenses of the engineer department. Deducting these from the gross expenses of that year, and the net earnings will be $624,142 17.

In addition to the above expenses for operating the road in 1867, the sum of $475,697 77 has been expended for extraordinary purposes, such as bridges, trestles, iron rails, chairs, locomotives, etc., which being deducted from the net earnings, leaves a balance of only $71,489 69. The President, in his report, says:

While the above report is not such as your Board had hoped at the beginning of the year to be able to make at its close, yet, when we consider the extraordinary difficulties and casualties with which the road has had to contend, it is a source of great satisfaction to know that under such adverse fortunes it should be able to sustain its credit and pay its liabilities—meeting every expense, both ordinary and extraordinary, as they matured—continually adding largely to the value of your property in permanent works and equipment—paying promptly the interest due to the State of Tennessee—and also providing for the payment of the past due coupons on your first mortgage bonds, which are now being paid in New York.

Here follows a statement of the extraordinary circumstances attending the business of the last year, viz: the prevalence of the cholera in the cities of Memphis and Nashville during the first three months of the fiscal year; a general failure of crops on the line of the road; serious floods causing derangement in the trains on the western division in the month of November; the falling, about the same time, of the west span of the bridge over Big Bear Creek; the long continued rains and extraordinary floods in the Tennessee River in the spring of this year, causing disastrous results; and lastly, "the unprecedented legislation of the county, placing under military government ten of the Southern States, had a tendency to destroy all confidence, and give alarm to business men and capitalists to such an extent that the business of the county had become prostrated, paralyzed, and reduced to the actual wants of life." The report continues:

Notwithstanding all these interruptions and difficulties thrown in the way of the business of your road for the past year, (which combination can hardly ever occur again,) the net receipts of your road have been sufficient to pay interest on all of your bonded debt, and the debt due to the State of Tennessee—say

7 per cent. on $1,294,000 1st mortgage company bonds	$90,580 00
6 per cent. on $1,595,530 Tennessee bonds	101,838 00
	$192,418 00
Less balance of interest received from other sources	23,865 38
Leaving	$168,552 62

Deduct this amount from the net earnings of the road, to wit, $547,187 46, will leave a net profit of $378,634 84, which is over seven per cent. on the entire capital stock of your company, after paying interest on your funded and floating debt, and under ordinary circumstances should have been declared as dividends to the stockholders; but your large floating debt, and heavy expenditures in construction and equipment, rendered it necessary to use these means for the accomplishment of these objects without increasing your floating debt.

By reference to the General Balance Sheet you will find that your floating debt has been reduced since your last annual report $540,527 05, and your funded debt increased as follows:

Sales of 7 per cent. 2d mortgage bonds, at 18 years	$237,000
Settlement of interest and sinking fund account with the State of Tennessee	3,540
Total	$240,540

Your present funded debt consists as follows:

First mortgage 7 per cent. bonds, due in 1880	$1,294,000
Second mortgage 7 per cent. bonds, due in 1885	237,000
Debt to the State of Tennessee, due in 1890	1,595,530
Making a total of	$3,126,530

Your floating debt is nominally $921,787 32; in this is included the following items, for which payment has already been provided:

Past due company coupons	$156,957 00
Due the United States Government	272,403 02
	$429,378 02

Deducting this amount from the gross floating debt will leave balance of $492,409 30.

Provision has been made for the payment of the past due coupons in New York, to be refunded from sales of second mortgage bonds. An agreement has been made with Government for the liquidation of their debt, by the application as credits on same monthly, of all services performed by your company, and a cash payment of $10,000, to be paid monthly. This will give you about twenty months in which to pay this debt, allowing about one-third of it to be paid in transportation.

Of the remainder of this floating debt, there is:

On old unpaid dividends	$34,218 98
Due on unpaid pay-rolls	58,837 55
Due to individuals	138,012 42
Due to railroads	7,953 33
	$239,022 38

Most of this amount is the result of the monthly expenses being passed to the credit of individuals and pay-rolls each month, and is fully provided for and paid monthly from cash on hand, and amounts due from railroads, agents and individuals, which are usually collected in time to meet these liabilities; and the amounts standing to the credit of these accounts being repeated every month, there will rarely ever be a less amount at any given time, and it cannot properly be considered as a part of the floating debt. A very considerable amount to the credit of dividends and pay-rolls are accumulations from the beginning of the operations of the road, a large proportion of which will probably never be called for. Deduct this amount of $239,022 38 from $492,490 30, will leave a balance of floating debt actually to be provided for of $253,886 92; of this sum, $100,000 included in bills payable, is on a permanent loan, with collaterals which would more than pay the debt at any time—the payment of which, however, it is not expected will be required for several years.

Since your last annual meeting, in accordance with a resolution then passed, the Board of Directors have caused to be issued $1,000,000 in second mortgage bonds, bearing seven per cent. interest, payable January 1, 1885, in the city of New York. $237,000 of these bonds have been disposed of to our own stockholders and capitalists along the line of your road. It is the intention of the board to dispose of the remainder of these bonds at the earliest practicable moment, so as to liquidate the entire floating debt of the company; so that hereafter the net receipts of the road will be applied to paying dividends to the stockholders.

From the General Balance Sheet it will be seen that you have on hand coupon bonds bearing interest, as a part of the assets of your company, $1,178,500, as follows:

State of Tennessee six per cent. bonds	$610,000
First mortgage bonds of other railroad companies	367,000
Second mortgage bonds of other railroad companies	199,000
Bonds of the State of Alabama,	2,500
	$1,178,500
To which add your 2d mortgage bonds still on hand	763,000
This will give you	$1,941,500

in coupon bonds on hand for negotiation to meet your liabilities, and to meet your engagements for permanent improvements in roadway and rolling stock, which have already been contracted for.

It will not be necessary to negotiate your Tennessee bonds, as your other means will be ample to meet your engagements, as heretofore shown, thereby reserving these bonds for the purpose of handing over to the State, reducing your funded debt to that extent when it is no longer necessary to hold them to use as collaterals in raising money.

In accordance with a resolution of the stockholders at their last meeting, the Board of Directors have made arrangements to relay your entire road with the improved double-lipped wrought iron rolled chair, twenty-four inches long, one hundred miles of which will be laid during the present year, and the remainder will be put down next year. They have made arrangements to pay for these chairs in the securities of the company, thereby relieving them of the necessity of paying cash for these purchases. From a more thorough investigation of this improvement, the Board are the better convinced of the wisdom of its adoption, believing that it will prove a great saving to the company in the expense of keeping up its roadway and the reduction of wear and tear of machinery, as well as the securing of much greater safety to trains, by lessening the liability to run off at joints, enabling the road to run at much higher speed in safety, to meet all competition.

A statement is here given showing in detail the actual cash cost of the roadway and equipment under their proper headings, the aggregate amount of which is stated at $7,286,186 60, after deducting and charging off all loss and damage for destruction of property by the war amounting to near $1,250,000, excepting the losses incident to the non-use and neglect of the road, structures, etc., for nearly four years. The repairs of these damages have been made and charged to road expenses. The road is now in good order, the buildings restored, and cuts ditched out, enabling the trains to make about as fast time as they ever did. This shows that the road has been built, and almost rebuilt, and fully equipped for business at a cost of $25,000 per mile. It is believed that the road could not now be constructed and equipped for less than 12 or 13 millions of dollars. The property of the company consists of: 290 miles of road; 20 miles side track; 2 machine shops at Memphis and Huntsville; 38 depot buildings; 4 engine houses; 37 division houses; 55 locomotives; 23 first-class passenger, 17 second class and mail, 6 baggage, 269 box freight, 117 platform freight, 1 wrecking and 85 road and hand cars; 2,240 acres woodland; 1 hotel building at Huntsville; 20 water stations; 1 steam saw mill; 200 town lots in Huntsville; 30 lots and 17 acres of depot grounds in Memphis, with ample depot grounds at all other stations, and right of way throughout the entire length of the road. The real estate of the company, which originally cost $64,419 32, is now worth at least $1,000,000.

The gross receipts of the past year are larger than any annual receipts the company ever had previous to the war, and show most clearly that with a fair average crop and an ordinary business season, the receipts must be largely increased. Hence the board look confidently look forward to a very satisfactory increase in the net receipts for the future.

It cannot reasonably be doubted that the company's present means, by negotiating its securities on hand, will enable it to meet all its liabilities, and the stockholders may rely with confidence on the net earnings of the road hereafter going to pay dividends.

The now excellent prospect for a crop on the line of the road gives a very satisfactory assurance of a heavy and profitable business this fall, and the Board see no reason to doubt that a cash dividend will be paid to the stockholders by the first of January next, with every assurance that it will continue to be paid every six months thereafter, and your stock become an available source to which you may look for a steady income in the future.

The high prices of mechanical labor, as well as most of the material, comprising a large part of the expense of operating railroads, and the low price of freights and passage compared with those prevailing before the war, together with the decreased aggregate business, renders it impossible that the net receipts of Southern railroads can be as large as formerly. The cost of keeping up

and operating your road is now very nearly as much, and the number of trains and mileage of engines, as great, as if your business was double what it now is. The remedy for this is to increase your business. The question of profits on railroads depends more upon the extent of business than the price you get for it. When you are so situated that you can run full loaded trains both ways, it can be done at much less cost and with greater profit to the company.

The building of the lines of road to Louisville, and the more direct line to Nashville by way of the Memphis and Ohio and the Nashville and Northwestern Railroads, *via* the junction of their roads at McKenzie, as well as the completion of the latter road to Hickman, Kentucky, thereby giving the Nashville and Chattanooga road a direct all rail line to the Mississippi River will reduce your business to Nashville, as well as your through business to Georgia from St. Louis.

It would be folly to try to disguise these facts, so patent to all who will examine them. Is there a practical remedy for them? Your Board think there is, and one by which you will not only reclaim all the business you have lost, but increase it four-fold; and it is one of the necessities that will not only force itself upon you, but the roads in Georgia and South Carolina in connection with you—that is, the building of a road from some point on the line of your road in North Alabama to Atlanta, Georgia.

From Decatur, Ala., to Atlanta, a practicable line of road can be built within 150 miles, at not above the average cost of your road. This would give you practically an air line road from Memphis to Charleston and Savannah, on the shortest line that a railroad can be built between the city of Charleston and the Mississippi River, not exceeding 650 miles, and to Savannah not exceeding 635 miles. The completion of this link of road would secure to you a line which could forever successfully compete with all competitors, built or to be built, for the great through business from New York and all the manufacturing districts in New England, and for all imported or manufactured goods to be consumed in the Mississippi Valley at or south of Memphis, as it is the shortest rail with the cheapest water connection that can ever be made between the points named.

It would also secure to you almost the entire trade from St. Louis, the great granary of the West, to supply with Western produce the whole of the States of Georgia and South Carolina. You would have the cheapest water transportation known from St. Louis to Memphis, time only two days, and at a cost of not over 20 cents for 100 pounds. The distance from Memphis to Atlanta would be only 340 miles, or at least 120 miles nearer than any other all rail route from Atlanta to the Mississippi River—Atlanta being the distributing point for Georgia and South Carolina. These advantages must secure you this vast trade, almost without a competitor. By running a day and night through freight train, the time from St. Louis to Atlanta would be reduced to not over four days, and the cost of freight to about one-half or two-thirds of its present cost. If this road was finished, it would reduce the time on freight between New York and Memphis to from five to five and a half days. These results, in both time and cost, would certainly secure a very heavy business to the line, and your cars would go and come fully loaded, both east and west, at remunerating rates, and you would be secure against all competition.

Since your last annual meeting, and in conformity to a resolution of your body, I have corresponded, and had personal interviews, with all the roads in Georgia and South Carolina, that are equally interested in the completion of this road, and I found them not only willing but anxious to co-operate with you in its building, and your Board cannot recommend too strongly, as soon as the political status of the Southern States is sufficiently settled to justify it, that you go vigorously to work, in connection with the roads above named, and complete this road as rapidly as possible. When this is done, no road in the United States will be more secure from competition, or have a better prospect of a large and profitable business than yours.

The next most important connection for your road to look to for a large and permanent increase of business, is that of the completion of the line from Decatur to Montgomery. This line would bring you in direct contact with the extensive coal and iron fields of Central Alabama, within 75 miles of the central portion of your road, which would certainly give you a very large tonnage, both for coal and iron, for local consumption along the line of your road. It would also enable you to secure an immense lumber trade from the pine forests on Sand Mountain, within 25 to 30 miles of your road, the lumber from which is so much needed, and is in so much demand, in the Tennessee Valley.

The opening up of a direct line of railway to this vast field of mineral wealth, at no distant day destined to be the Birmingham of America, will open up new sources of wealth and employment that will draw to it millions of capital, and an immense population of industrious and enterprising citizens, for its development, that must create a large demand for Western produce to support them, from which source you will derive a large and profitable business by way of Memphis, as well as by the Tennessee River. You should not hesitate, at the proper time, to aid and assist in a material way the building of this road, as it will be one of your most productive connections for the increase of your business on a permanent basis.

The opening up of new competing lines, the heavy losses sustained by you last winter, and the great additional charges on your traffic for want of a direct connection with the river at Memphis, should admonish you that no time ought to be lost in remedying this crying evil. If it cannot be obviated in any other way, the Board would recommend that a short and cheap branch be built from Iuka to the Tennessee River at Eastport, eight miles, connecting there with deep water, where goods can be transferred directly from the boats to the cars, thereby saving the heavy cost and uncertainty of transferring, as it has been done heretofore. This done, inducements could be offered to lines of steamers that would secure certain and cheap transportation from Cincinnati, Louisville, and St. Louis, and would give you a large business to East Tennessee and Georgia, that is now lost to you by the heavy expense and delays of transferring one-half a mile over streets almost impassable in the winter season. It is hardly believed, however, that in this enlightened age the people of Memphis will longer stand out against this measure, as it is one calculated to greatly benefit the road, without damaging the city one dollar, by securing a heavy traffic to the road that is now lost to it, as well as to the city, by the building up of competing lines.

The balance to debit of Profit and Loss June 30, 1866, was	$111,914 23
Sundry charges during the year	23,633 74
Total	$135,547 97
Dividend No. 8, declared payable in Confederate Treasury notes, charged off	57,083 33
Balance to debit June 30, 1867	$78,464 64

When the entries are made to close the business of the past fiscal year, Profit and Loss account will stand as follows:

Balance, as above	$78,464 64
Road expenses for the year	1,114,424 97
Interest on State bonds	101,838 00
Interest on company bonds	90,580 00
Discount on State bonds sold	138,445 00
Discount on 2d mort. bonds sold	41,400 00
Balance to credit July 1, 1867	120,325 20
Total	$1,685,477 81
Road receipts	$1,661,512 43
Interest and exchange	23,865 38
Total, as above	$1,685,477 81

The number of miles run by engines with passenger trains during the year was 359,192; with freight trains, 272,318; with other trains, 154,821—total, 786,331, an increase over the previous year of 381,280. Average cost per mile run: for repairs, 7.8 cents; for wood, 9.9; for oil, tallow and waste, 1.1; for enginemen and firemen, 9.7—total, 28.5, against 41.6 for the previous year. Total cost for repairs, wood and stores, enginemen and firemen, $269,428 60.

Number of passengers carried east, 103,685; do., west, 111,298; commuters, 8,835—total, 223,818.

The number of bales of cotton transported over the road, was 88,731; of which there were received at Memphis, 65,451; at Corinth and Tuscumbia, 81; at Decatur, 2,962; at Huntsville, 610; at Stevenson, 331; and at Chattanooga, 19,296.

CONDENSED BALANCE SHEET.

Construction proper	$5,959,003 62
Incidental to construction	324,581 76
Equipment	1,002,601 22
Road expenses	1,114,424 97
Interest and discount	372,263 00
Profit and loss	78,464 64
Stock and property	209,366 16
Road materials	229,470 42
Bills receivable	105,104 42
Coupon bonds	1,178,500 00
Due from other roads, banks, etc.	390,856 73
Cash on hand	82,032 99
	$11,046,669 93
Capital stock	$5,312,725 00
First mortgage bonds	1,294,000 00
Second "	237,000 00
State of Tennessee	1,595,530 00
Bills payable	246,119 41
Unpaid coupons	156,975 00
Due United States	272,403 02
Due on dividends	84,218 98
Due other roads, individuals, etc.	212,220 71
Road receipts	1,685,477 81
	$11,046,669 93

President.—SAM TATE.

Directors.—By the stockholders, Sam Tate, George P. Beirne, James I. Donegan, Joseph C. Bradley, Samuel D. Weakley, R. C. Brinkley, Pitser Miller, M. J. Wicks, William Dickson. By the City of Charleston, William S. Hastie, Edw. Willis. By the State of Tennessee, John C. Humphreys, F. S. Richards.

Gen'l Superintendent.—W. J. ROSS.

Master of Machinery.—M. BURKE.

Wilmington and Weldon Railroad.

The Raleigh *Sentinel* says that Hon. R. R. Bridgers, the energetic president of this road, has succeeded in funding the debt of his road to the amount of $500,000 in seven per cent. bonds, running thirty years, at eighty-five and interest added. This is considered very favorable. The loan was effected in Baltimore.

☞ The annual meeting of the stockholders of the Mississippi Central Railroad was held at Water Valley, Miss., last week. All the Board was re-elected, with the exception of Col. Latimer, of Canton, who resigned. The Hon. L. Q. C. Lamar was elected his successor. A resolution suspending payment of interest on the mortgage bonds of this road until 1871 was passed.

Flour and Grain Trade of Buffalo.

The eastward movement of flour and grain through Buffalo from the West from Jan. 1 to Nov. 1 this year, as compared with last year, shows an increase of 82,005 barrels of flour and a decrease of 8,686,188 bushels of grain.

The following will show the imports of flour and grain into Buffalo from the West by lake and Grand Trunk Railway for the month of October, and from Jan. 1 to Nov. 1, 1867, as compared with previous years:

FOR THE MONTH OF OCTOBER.

	Flour, bbls.	Grain bush.	Grain, including Flour, bush.
1867.....	400,521	10,487,015	12,489,620
1866.....	270,414	7,879,424	9,231,494
1865.....	291,963	7,885,690	9,345,505
1864.....	229,048	4,731,044	5,876,284
1863.....	454,041	7,121,913	9,392,118
1862.....	390,710	9,777,654	11,731,204
1861.....	434,446	10,311,567	12,483,797
1860.....	224,398	5,378,874	6,500,864
1859.....	295,604	4,045,428	5,523,448

FROM JAN. 1 TO NOV. 1.

	Flour, bbls.	Grain, bush.	Grain, including Flour, bush.
1867.....	1,118,027	35,975,905	41,566,040
1866.....	1,036,022	44,662,093	49,842,203
1865.....	1,478,175	36,656,680	44,047,655
1864.....	1,691,164	34,898,325	43,354,445
1863.....	2,348,707	43,547,787	55,291,322
1862.....	2,300,036	51,423,814	62,923,994
1861.....	1,772,860	43,104,842	51,969,142
1860.....	953,720	26,069,032	30,837,632
1859.....	1,172,538	10,854,701	16,717,391

CANAL EXPORTS.

The following will show the canal exports of Flour and Grain, from the opening of the canal May 1, to Nov. 1, from 1865 to 1866, inclusive, and from May 6, 1867, to Nov. 1:

	1865.	1866.	1867.
Flour, bbls.....	128,325	30,450	11,974
Wheat, bushels.	7,739,159	5,311,551	7,258,930
Corn, bushels...	15,991,418	23,061,603	13,736,733
Oats, bushels...	7,051,483	7,515,375	7,570,666
Barley, bushels.	367,276	713,282	992,557
Rye, bushels....	374,678	685,916	697,050
Total grain bush.	31,524,014	37,287,677	30,255,936

It will be seen from the foregoing exhibit that the receipt of flour and grain in bushels for the month of October, 1867, have been larger than in any previous year, being 5,823 bushels more than for October, 1862. The number of boats cleared this year to Nov. 1, is 3,144 less than in 1862. The tolls this year to Nov. 1, which amount to $1,845,344 96, are $57,426 26 less than in 1866, and $719,827 80 less than in 1862.

Northern Pacific Railroad.

An Olympia letter of October 11th states that the Northern Pacific Railroad survey of Cedar river pass, in the Cascade mountain, is completed. The pass is reported to be 4,100 feet high, one thousand higher than Snowqualamire pass, and is impracticable for railroad purposes. Three passes are now reported open, Cowlitz, Snowqualamire and Carr river. Two engineers are still n the mountains, one at Cadiz pass and the other at Squankill pass. They are expected to return daily. Major Felton left Olympia about the first of November for Washington, that he may report the explorations before the directors of the company.

Savannah and Charleston Railroad.

It affords us sincere pleasure to chronicle a further extension of this railroad and the prospect of its early completion. The cars are now run to Coosawhatchie, carrying passengers and freight, at which point there has been constructed a permanent, substantial bridge over the river, enabling transportation to be safely and expeditiously effected to Gillisonville, Grahamville and Purysburg, and the adjacent country. This has been accomplished by the indomitable energy and liberality of the present influential direction, who have spared neither pains nor expense to hasten the day when Charleston shall again be connected with bonds of iron with Savannah. To them our business community owes a debt of gratitude, and we hope that the patronage of the road will amply justify the continuance of the enterprise.—*Savannah Republican.*

Lynchburg and Danville Railroad.

Friday, November 1, was the day appointed for the opening of the bids for contracts on this road, but as some parties who propose putting in propositions were not quite ready to do so, the matter was postponed until Wednesday, when the board of directors will be in session. We understand that some five or six bids, by responsible parties, have been submitted. One gentleman of large means, from Canada, is here with reference to undertaking a contract.—*Lynchburg Virginian.*

Virginia State Bonds.

The Treasurer and Auditor of Virginia having been informed by letter that "the impression prevails in the Northern market, and to a very limited extent it appears to exist in Richmond, that the State will be unable to pay its January interest," and requesting such assurances as they can consistantly give "that this impression is without foundation;" state in reply that they "know of nothing financially to warrant any such impression. A sufficient tax was levied by the last General Assembly to meet all the obligations of the State on the 1st of January next. The greater part of this tax is payable at the Treasury on the 15th day of December, which, of itself, will be sufficient to meet those obligations on the first of January aforesaid, interest included."

☞ We learn from the St. John *News* that the contract tor the construction of the branch line of the "Western Extension" has been concluded with Messrs. Burpee and Pickard & Co. The work is to be proceeded with immediately, and a party of engineers under Mr. Chas. Gregory, have commenced the location of the line. The ceremony of turning the first sod was to have taken place on the 6th inst., in the vicinity of Elmcraft.

☞ The line of the Utica, Chenango and Susquehanna Valley Railroad has been re-located so as to run through Bridgewater, Winfield, Columbia, to within about one mile of Richfield Springs, and then diverges off and follows down what is called Mink Creek and Oak Creek Valley, west of Schuyler's Lake, to or near Clintonville. This route shuns Cooperstown.

☞ The Government claim on the State of Georgia for rolling stock, and other railroad machinery purchased by the State at the close of the war, to restock and organize the Western and Atlantic Railroad, amounting to $370,000, was paid in full on the 26th ult.

☞ The Memphis and Charleston Railroad Company has paid up all indebtedness to the government, amounting to about half a million of dollars.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1867.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been		£609,121
Deduct ordinary working expenses (being at the rate of 70.53 per cent		429,792
Leaving a balance of		£179,329
Deduct the renewals of the permanent way and works in the half-year (all debited to revenue)		54,973
		£124,356
Dednct amounts paid for loss by fires at Sarnia and Toronto		10,274
Leaving an available net balance of		£114,082
From this amount, to which has to be added the balance from last half-year, viz., £325, in all		£114,407
Has to be deducted for loss on American currency		21,554
Leaving a cash balance of		£92,853
From this again has to be deducted for amount of postal and military revenue for half-year due to the holders of the postal and military bonds		18,150
Leaving the balance of		£74,702
As against this sum there has been paid out, or is payable—		
For interest, &c., on lands	£1,763	
Interest on mortgage to Bank of Upper Canada	4,424	
Interest on loans, bankers' balances, promissory notes, European exchange, &c.	3,658	
Interest on British American Land Company's debentures	616	
Interest on Montreal Seminary debentures	616	
Inter'st on Island Pond debentures	2,700	
Half-yearly instalment on Portland sinking fund	2,312	
	£16,089	
For proportion due to Champlain Company	6,051	
For proportion due to Buffalo Co.	15,424	
	£37,564	
For Atlantic and St. Lawrence lease (in full)	32,787	
For Detroit line lease (in full)	11,250	
For equipment bond interest	10,779	
		92,379
Leaving a debit balance against the half-year's net revenue of		£17,677

As under the "Arrangement Act, 1862," the accounts are annual, and have to be made up to the 31st of December, and as the gross revenue of the second half-year has averaged 14½ per cent. more than the first half, this balance will be carried forward, and the rents and interest on the leased lines and equipment bonds will be paid when due. The following figures give the details of gross revenue in the first and second halves of the years 1862-'6:

1862—June.	£382,992	Excess of		per cent.
" Dec...	439,361	2d half-yr.	£56,369	or 14.71
1863—June.	456,222			
" Dec..	510,580	"	54,358	or 11.91
1864—June.	528,301			
" Dec..	618,238	"	89,937	or 17.02
1865—June.	614,786			
" Dec..	714,780	"	99,904	or 16.24
1866—June.	637,425			
" Dec..	719,370	"	81,945	or 12.85

It will also be observed that but for the increased charge for renewals of £28,667 as compared with the corresponding period of 1866, there would be a balance to the credit of the net revenue account of £10,990; and, but for the wholly exceptional debit for losses by fire mentioned below, this credit balance would be increased to £21,769. It is gratifying to find that during the last few weeks the traffic has again exhibited the rates of increase usual in the autumn months. Considering the prolific harvest just secured, both in Canada and the Western States, there is every reason to believe that these favorable returns will be maintained. The exceedingly defective harvest of 1866 throughout the United States, and also in Canada, has, beyond question, been the chief reason of the smaller gross earnings of the present year. By the aid of the financial arrangements reported at the last meeting, the directors have been enabled to contract for the delivery in Canada, during the next few months, of 25 new locomotives engines, to meet increase of traffic.

In comparing the results of the half-year's working with the corresponding period of 1866, the following facts are arrived at:

1st. The gross traffic is less by about £28,000. From this sum must, however, be deducted a lesser share of receipts due to the postal and military bondholders of £12,000, leaving about £16,000 as the falling off in the "through freight" traffic.

2d. The working expenses are more by about £26,000. This increase is due in part to enhanced price of fuel, and an augmented rate of wages, and in part to the disordered state of the country, and the cost and loss of time involved in arming and drilling the company's employes in support of the Queen's authority.

3d. The whole of the renewals are charged to revenue in accordance with the views of the last half-yearly meeting. A total length of 55½ miles has been relaid in addition to the ordinary maintenance of way. This causes a special and extra deduction from available revenue of £28,000. And,

4th. It will be seen that the losses already paid in connection with the serious fires at Toronto and Sarnia have absorbed no less a sum than £10,000. The claims arising out of these fires were resisted by the company, and up to a certain point with success.

It should be mentioned, in connection with the falling off in this company's gross receipts, that nearly the whole of the American lines show heavy decreases for the half-year ended June last as compared with the same period for 1866; 10 of Trunk lines, including the Erie, the Michigan Central and Southern, and Ohio and Mississippi, the Illinois Central, and the Chicago and Fort Wayne, showing in the aggregate a decrease in their gross revenue of £214,369. As regards fuel, an increased quantity of coal is being sent out, and experiments are being made with peat and petroleum. Reports have been made which would indicate that peat will be found to be available at a considerable reduction on the present price of wood, but a lengthened experience only can solve the question. In regard to charging the whole cost of the renewals, the directors have assumed, in making up the accounts, that the bond and stockholders consider that the time has come when revenue must bear all expenditure of every kind, in strict accordance with the Arrangements Act. It may be mentioned in connection with the losses by the fires at Toronto and Sarnia that arrangements have been completed for a floating policy of insurance so as to cover goods *in transitu*, and in warehouses, &c.

The average receipt from passengers in the half-year was 6s. 8d. per head against 7s. in 1866—and the average receipt per ton of freight was 15s. 8d. as compared with 15s. 10d. in June, 1866.

The amount of loss for discount on the American currency is again very heavy, being £21,554 against £14,264 in the corresponding half of last year. The total loss sustained by the company from 1862 to 30th June last in American currency amounts to no less a sum than £311,938, and the directors cannot refrain from again referring to this most serious but inevitable and unforeseen loss as the real origin of most of the recent difficulties of the company. The price of gold during the half-year fluctuated between 132 and 140½. It will have been observed that the price has lately been rising, but there is ground for believing that with the movement of the crops, which must shortly be taking place, there may be an equally steady decline.

By the Arrangements Act, 1862, the interest on the preference bonds and stocks, not paid in cash for the June half-year, remains undealt with until the close of the December half-year.

In accordance with the resolution passed at the special meeting of the company on the 30th May last, a draft bill has been prepared for submission to the Canadian Parliament during the coming session. This bill embodies the several matters contained in the resolution then almost unanimously adopted, but provision is made in it for the existing equipment mortgage bonds to remain in all respects undisturbed, and not to form part of any new issue of similar bonds as was at first proposed. Power is also taken, subject to the necessary sanction and previous approval of the bond and stockholders of proposals to be submitted to them, to consolidate the preference bonds and stocks by conversion into an uniform preference debenture stock, as well as to vary the terms of the agreement with the Champlain and Buffalo and Lake Huron Companies. But the board propose that the act, if passed, shall be subject to thorough sanction on the part of the bond and stockholders before it can come into operation. Practically, it will be simply a permissive act. The Canadian Parliament, it is expected, will meet for a short session in November next, when the bill will be introduced.

The heads of the proposed agreement with the Great Western Railway Company are printed herewith for the consideration of the Proprietors, who will have to adopt, or refuse to confirm, such agreement.

It will be remembered that Captain Tyler, R. E., was, at the suggestion of the board, unanimously invited by the Bond and Stockholders attending the last half yearly meeting to proceed to Canada to consider on the spot the various questions raised at that meeting. Captain Tyler having assented to undertake this important duty—associated with Mr. Eborall—these gentlemen are now in Canada carefully considering the matters referred to them. The board cannot now expect their report in time for the ensuing meeting. The meeting on the 31st instant will therefore be only held *pro forma* to be adjourned to an early future day, when the report of Captain Tyler and Mr. Eborall, together with the other business, may be fully considered.

On behalf of the Board,
EDWARD W. WATKIN, President.
London, Oct. 9, 1867.

Winchester and Potomac Railroad.

The annual meeting of the stockholders of this company was held at Winchester, Va., on Saturday last. Joseph H. Sherrard, Esq., was re elected president of the road, and Robert Y. Conrad, Wm. L. Clark, John Glaize and Wm. B. Baker, directors. The Winchester *News* says:

The report of the president and directors of the company's operations for the past year exhibited highly gratifying evidence of the increase of revenue from the transportation of passengers and freight. It was shown that the gross earnings of the company for the first eight months of the present year, to September 1st, 1867, (the latest date to which the returns had been received,) exceeded by several hundred dollars the entire amount which had accrued within the whole of the year preceding; and it was estimated that the business of the remaining four months might reasonably be expected to run up the total of the gross earnings for the year to $100,000, against sixty-one thousand some hundreds of dollars for the year 1866.

It was also stated that the amount expended during the year in reconstruction and repairs of the road, and for the use and repairs of machinery, cost of transportation, &c., and other incidental expenses, were in excess of the amount of income by about $40,000; and that as about one-third of the road remained to be ballasted, and the trestling near Harper's Ferry and the bridges on the road would require to be rebuilt, a further large outlay for these objects would yet be demanded before the road could be placed in thorough and complete condition. The contemplated improvement designed to connect the Winchester and Potomac Railroad with the Manassas Gap road at Strasburg was adverted to in the report, and the hope expressed that nothing might occur to retard its execution. After some allusion to negotiations which had been pending between the board of directors and the Baltimore and Ohio road, looking to a lease of the road to the latter company, and other topics, the question upon the report was submitted, when it was unanimously adopted.

Barryville and White Lake Railroad.

The Port Jervis *Union* says that the survey for this road was completed on the 15th of October by Mr. Kerby, of Newburgh; that the grades are favorable to its construction at a comparatively moderate cost; and that Mr. Williamson, of New York, has offered to take a contract for the building of the entire road for $100,000, and will sell $70,000 of the stock in New York city, leaving but $30,000 to be taken by the people along the route. The *Union* then adds:

The prospect is that the committee having this important matter in hand will accept of Mr. Williamson's offer; and, if so, the road will be speedily constructed. There are men enough in Shohola, Barryville, Black Lake and at White Lake ready to take the $30,000 so that there need be no delay in breaking ground for this important branch, and we say important because it will bring to market with great dispatch and facility the lumber, leather and other articles manufactured in that section. Should the Belvidere Delaware Railroad be built (and there is every reason to believe it will be), the transportation of lumber to Philadelphia would be more greatly remunerative to dealers that it now is. We urge the people along the route to take hold of this matter with energy, and secure to themselves the benefits which must certainly arise from the construction of this railroad.

Tennessee Railroad Bonds.

The Governor of Tennessee has addressed a circular to every President and Receiver of a railroad in the State, advising them of the amounts due on account of the January interest of the State debt incurred for their benefit, and the amount of arrears, and notifying them at the same time that if the interest due the State, or a reasonable portion of it, is not met, he will proceed to take possession of the roads, under the law. The January, 1868, interest as shown elsewhere, is $762,985. The average for July, 1866, January, 1867, and July 1867, is about $730,000 according to the books of the Comptroller, before the adjustment of the July accounts with the Fourth National Bank of New York. Of this sum over $200,000 is due by the Nashville and Northwestern road, the president of which road has promised $100,000 at once, besides providing his $91,946 for the January interest.

☞ The Knoxville and Kentucky Railroad is nearly completed to the State line, and trains run regularly on the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,468,400	----------	----------
Alton and St. Louis ---------100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.---------100	16,151,962	A. & O.	Oct. '67 4
Do. Washington Br.---- 100	2,660,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'67 3
Boston and Chelsea ---------100	110,000	A. & O	Oct. '67 4
Bellefontaine Line ---------100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware---------100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J.A J&O	Oct.'67 1½
Bloomsburg & Corning.*---- 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont.----	459,800	----------	----------
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.---------100	183,000	J. & D.	Jun. '67 4
Boston and Maine---------100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence.---100	3,380,000	J. & J.	Jul. '67 5
Boston and Worcester ---100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) ---------100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jan. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n.----	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ---100	2,20 ,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	O. '67 4½
Camden and Amboy.---------100	6,84 ,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	630,000	----------	----------
Cape Cod Branch ---------- 60	721,926	J. & J.	Jul. 67 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'67 4½
Central of Georgia---------100	4,666,300	J & J	Jul '67 5
Central of New Jersey---100	13,000,0 0	J.A.J&O	Oct'67 2½
Central Ohio, pref.---------100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000	----------	Ap.'67 2½
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.---------- 100	380 000	J A J&O	Oct. '67 2
Cheshire, preferred ---------100	2,017,825	Annual.	J'n '67 2½
Chicago and Alton.---------100	3,885,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy - 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western...100	13,180,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton.---100	3,129,100	A. & O.	Oct. '67 5
Cin., Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. 67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911	----------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	A & O.	O. '67 26
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*.---- 50	1,786,200	J. & J.	Jul '67 5
Concord ---------- 10	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.---------100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley. ---------- 50	1,316,900	A. & O.	Oct.'67 4
Danbury and Norwalk ---100	306,900	----------	----------
Dayton and Michigan*.---100	2,384,941	----------	----------
Delaware. ---------- 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan.'67 5
Des Moines Valley.---------100	1,550,050	----------	----------
Detroit & Milwaukee.---100	452,355	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,973,941	----------	----------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.) ---------100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) ---------100	492,500	J. & J.	Jul. '67 4
East Pennsylvania ---------- 50	604,400	----------	----------
East Tenn. and Georgia.---100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	800,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	800,000	J. & J.	Jul.'67 3½
Erie Railway ---------- 100	18,570,100	F. & A.	Feb.'66 4
Do. pref.---------100	8,535,700	Annual	Jan. '67 7
Erie & North East*.---100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	2,142,834	----------	----------
Fitchburg ---------- 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly ----------	----------	M & N.	M'v '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.) ----------	16,123,430	----------	----------
Granite. ---------- 100	----------	F. & A.	Aug.'67 3
Great Western (Ca.) ----------	16,802,746	----------	----------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,253,8 0	----------	----------
Hanover Branch ---------- 50	116,850	M. & N.	Nov.'67 5
Housatonic---------- ---------100	820,000	----------	----------
" pref ---------- ---------100	1,180,000	M. & N.	M'y '67 4
Hudson River---------- ---------100	13,937,100	A. & O.	Oct. '67 4
Hazleton ---------- ---------- 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central ---------- ---------100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.---100	2,000,000	J. & J.	Jan. '66 -
Joliet and Chicago*.---------100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.---100	800,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 336,000	----------	----------
Lehigh and Mahanoy.---- 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J A J&O	Oct.67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.---------- ---- 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*.---------- 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.---------- ---- 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ----100	200.000	A. & O.	Oct. '67 3
Macon and Western.---------100	1,500,000	M. & N.	M'y '67 4
Manchoy & B'd Mount n* 50	921,615	----------	----------
Maine Central.---------- ---100	1,600,860	----------	----------
Manchester & Lawrence.---100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati.---- 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.---100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio ---------100	670,000	----------	----------
Metropolitan (Boston).----100	1,250,000	J. & J.	Jul. '67 5
Michigan Central ---------100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ---100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).---------100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.---------100	3.627,000	J. & J.	----------
" " " pref.---------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2.775,000	J. & J.	Jul. '67 4
Mississippi Central ---------100	2,030,261	----------	----------
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.---------100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck---------- ---------100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	758,538	----------	----------
N Haven & Northampton.100	1.224,000	J & J.	Jul. '67 3
New Jersey---------- ---------100	5,000 000	F. & A.	Aug.'67 5
New London Northern.---100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.---------100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.--- 50	6,255,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 5
Ninth Avenue---------- ---100	797,400	----------	----------
North Carolina---------- ---100	4,000,000	----------	----------
Northern Central ---------- 50	4,513,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	156,000	----------	May '67 4
Northern of N. Hampsh.---100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ---100	158,800	----------	----------
North Missouri ---------- ---100	2,389,307	----------	----------
North Pennsylvania---------- 50	3,150,150	----------	F'b.'67 5s
Norwich & Worcester ...100	2,368,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.---100	20,222,647	----------	----------
" " pref.100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jul. '67 3
Orange and Newark ---100	281,550	----------	----------
Oswego and Syracuse---- 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.---------100	3.681,000	----------	----------
Panama---------- ---------100	7,000,000	J.A J&O.	Oct. '67 6
Paterson and Ramapo.----100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '67 4
Pennsylvania ---------- ---- 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,600	----------	----------
Philadelphia and Erie*.--- 50	5,089,450	----------	Jan. '67 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*.---- 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt.---------- 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City.---------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby.. 20	160.000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J&O	Oct. 67 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun'67 3
Providence & Worcester.100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	6i5,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Peterab g.100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- ---------100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand. Manaf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020 000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* ---------- 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke...100	868,200	----------	----------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	----------	M'y '67 5
South Carolina ---------- 100	2,819,275	----------	----------
South Shore ---------- ---100	259,685	----------	----------
South Western, Georgia...100	3.203,400	F. & A.	Aug.'67 4
Southern Mississippi.---100	1,000,000	----------	----------
Staten Island.---------- ---100	600,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 000	----------	----------
Taunton Branch ---------100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).---100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West... 50	3,400 000	----------	----------
" " " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.---------100	607,111	----------	----------
Troy and Greenbush*.---100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific---------- ---100	----------	----------	----------
Union Pacific (E. D.).---100	----------	----------	----------
Union Pacific (Cent. Br.)..00	----------	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.---100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.---100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800 000	J. & J.	Jan.'67 1½
Vermont Valley---------- ---100	516,164	----------	----------
Virginia Central ---------100	2,353,679	----------	----------
Virginia and Tennessee...100	3,45 ,815	----------	----------
Western Union ---------100	6,710,800	J. & J.	Jul. '67 5
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------- ---100	731,050	M. & N.	Nov.'67 4
West Philadelphia.---------- 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester.---100	1,150,470	----------	----------
Wilm. and Weldon.---------100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 $4

CANALS.

Chesapeake and Delaware 50	1,575,983	J. & D.	Jun'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division---------- 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.---100	10 000,000	F. & A.	Aug.'67 8
Delaware and Raritan.---100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania.---------- 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated.---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---- 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,052,083	----------	----------
Union---------- ---------- 50	2,907,860	----------	----------
" preferred ---------- 50		----------	----------
W. Branch and Susq.---- 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley---------- 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamsh p ...100	20,000,000	MJS&D.	Sep.'67 3
Union Navigation---------- ...100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph .100	28,450,000	J. & J.	Jul. '67 2
American Coal.---------- 25	1,500,000	M. & S.	M. '67 3½
Ashburton ---------- ---- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- ---- 25	200,000	J. & J.	Jul '67 4
Central Coal ---------- ---100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.----------	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal ---------- 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.----------	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.---------100	3,000,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut.and Marble---------- ---- 25	1,000 000	M. & N.	Nov.'66
Adams Express---------- ---100	10,000,000	FMA&N	Nov.'66 2
American Express---------- 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJF&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	——	——	——	——	Boston and Chelsea	110,000	110,000	——	——	8,800	7,525	6¾	——	37
30 Nov.'66	5.73	——	218	32	——	Broadway, Boston	348,279	325,000	——	20,451	168,846	44,203	7	——	55
30 Nov.'66	27.43	——	——	——	——	Cambridge	734,671	727,800	150,000	94	——	65,502	9	——	90
30 Nov.'66	2.57	——	35	6	——	Lowell (Horse)	49,536	46,000	——	——	20,399	3,261	——	——	——
30 Nov.'66	11.75	—	211	31	——	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	——	——	10
30 Nov.'66	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	——	25½
30 Nov.'66	3.07	——	——	——	——	Medford and Charlestown	36,600	21,000	9,600	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	——	837	157	——	Metropolitan (Boston)	1,501,478	1,250,000	——	139,096	752,414	113,472	——	——	56
30 Nov.'66	6.28	——	254	35	——	Middlesex (Boston)	494 702	400,000	38,000	76,444	157,176	11,437	——	——	40
30 Nov.'66	3.22	——	——	——	——	Northampton & Will amsb.	300,000	300,000	——	4,627	2,686	211	——	——	——
30 Nov.'66	5.49	——	66	9	——	Quincy	141,333	71,600	58,400	55,000	34,256	2,585	——	——	——
30 Nov.'66	7.78	——	48	13	——	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	——	——
30 Nov.'66	3 61	——	——	——	——	Somerville	75,000	75,000	——	——	4,379	2,251	3	——	39½
30 Nov.'66	2.50	——	12	3	——	Stoneham street (Boston)	37,800	33,000	——	——	9,628	1,991	6	——	——
30 Nov.'66	6.74	——	——	——	——	Suburban	95.000	5,000	——	——	——	——	——	——	——
30 Nov.'66	— —	——	431	63	——	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	——	88
30 Nov.'66	1.58	——	——	——	——	West Cambridge	13,600	13,600	——	——	——	516	4½	——	47
30 Nov.'66	2.25	——	——	——	——	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	——	——
30 Nov.'66	11.60	——	——	——	——	Worcester	91,174	75,000	52,000	——	——	——	——	——	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100.000	100,000	——	——	——	——	8	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '66	9.65	——	87	6	6	Albany	128,622	89,950	40,000	——	46,365	1,841	——	——	——
30 Sep. '66	25.00	——	——	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103.590	——	100	——
30 Sep. '66	10.76	——	——	——	33	Broadway (Brooklyn)	236 759	200,000	27,500	5,910	98,265	23,408	8	100	——
30 Sep. '66	14.00	——	——	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	——	677,195	268,445	4	100	——
30 Sep. '66	8.00	——	——	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	——	100	——
30 Sep. '66	24.00	——	——	51	22	Brooklyn Central & Jamaica	996,783	488,100	462,810	32,185	196,041	25,709	——	100	——
30 Sep. '66	57.68	1.90	——	196	—	Brooklyn City	1,388,369	1,000,000	170,000	——	1.051424	356,656	12	10	——
30 Sep. '66	11.75	4.00	——	37	—	Brooklyn City & Newtown	549.425	399.800	200.000	18,795	128,223	19,566	——	100	——
30 Sep. '65	9.09	9.41	——	——	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	——	——	——	100	——
30 Sep. '66	4.50	——	——	14	—	Brooklyn City & Rock. Bch	124.586	102,150	35,000	——	8,667	4,562	——	——	——
30 Sep. '66	24.00	——	——	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970.000	550,000	21,303	535,008	127,893	2½	100	——
30 Sep. '65	——	2.00	——	——	—	Clinton Avenue (Albany)	—— ——	2,800	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '65	——	2.00	——	——	—	Cohoes & Waterford	—— ——	500	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	19.75	——	——	——	—	Coney Island & Brooklyn	643,099	500 000	148,000	36,545	123,014	loss.	——	100	——
30 Sep. '66	23.23	——	——	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,601	89,549	——	——	100	——
30 Sep. '65	——	6.00	——	——	—	East & North River (W. Co.)	650	650	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	18 00	——	——	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	——	725,724	61,207	9	100	——
30 Sep. '65	12.00	——	——	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	——
30 Sep. '65	4.52	——	——	——	—	Grand st. & Newtown (W'g)	—— ——	—— ——	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	10 00	——	——	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	——	100	——
30 Sep. '66	3 00	——	——	——	—	Hudson Av. and Prosp. P'k	—— ——	(Com	pleted	Sept.,	1867.)	——	——	——	——
30 Sep. '66	12.20	——	——	30	—	Ninth Avenue	445,295	797,320	112,000	——	73,276	loss.	——	100	——
30 Sep. '65	11.00	——	——	——	—	Port Morris & Westchester	1.200	1,200	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	11.00	——	——	38	—	Rochester City & Brighton	278,473	133,400	100.000	7,000	53,296	9,042	——	100	——
30 Sep. '66	16.00	——	——	——	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	——	100	55
30 Sep. '66	8.37	——	——	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	——	522,705	loss.	5	100	116
30 Sep. '66	3.00	——	100	——	8	South Brooklyn & Berg. St.	—— ——	—— ——	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	17.50	——	——	170	—	Third Avenue (N. Y.)	2,406.509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	——
30 Sep. '65	——	5.00	——	——	—	Third Avenue & Fordam	975	975	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '66	4.46	——	——	——	—	Troy and Cohoes	50,000	50 000	—— ——	—— ——	(Lease	d.)	——	——	——
30 Sep. '66	——	——	——	——	—	Troy and Lansingburg	—— ——	—— ——	(no re	port.)	— —	— —	——	——	——
30 Sep. '66	6.50	——	——	——	—	Utica and Waterville	311,362	124.500	100,000	1,200	46.446	14,355	——	——	——
30 Sep. '66	1 75	——	——	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	—— ——	15,850	390	——	——	——
30 Sep. '65	——	——	——	——	—	Westchester	5.949	7,370	—— ——	—— ——	— —	— —	——	——	——
30 Sep. '65	——	4.00	——	——	—	West Shore	1,457	2,200	—— ——	—— ——	— —	— —	——	——	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	—	Hoboken and Hudson City	32,000	30.000	——	2,000	——	——	——	——	——
31 Dec. '62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec. '62	10.47	——	——	——	—	Jersey City & Bergen Point	—— ——	—— ——	—— ——	—— ——	— —	— —	——	——	——
31 Dec. '66	17.00	——	150	22	—	Orange and Newark	618,296	287,550	300.000	30,750	124,679	30,566	——	50	——
31 Dec. '62	5.80	——	——	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct. '66	9.23	——	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56.300	7,756	143.111	61,093	20	50	——
31 Oct. '66	6.74	——	——	——	—	Frankfort and Philadelphia	134,935	71,475	50.000	21,750	6,184	loss.	——	——	——
31 Oct. '66	16.43	——	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	——	261,223	65,440	6	50	15½
31 Oct '66	34.41	——	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	——	27
31 Oct. '66	5.47	——	120	25	—	Girard College (Phila.)	81,612	160,000	—— ——	—— ——	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	——	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100.000	——	166.792	51,984	18½	50	30½
31 Oct. '66	2.12	——	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,403	507	——	25	——
31 Oct. '66	19.00	——	390	56	1	Hestonv., Mantua & Fairm't	—— ——	—— ——	183,600	8,250	242,181	30,388	——	50	11
31 Oct. '66	5.21	——	105	18	1	Lombard & South st. (Phil.)	160,189	90.000	60,200	4,500	67 450	20,166	——	25	14½
31 Oct. '66	7.25	——	90	13	—	Oakland (Pittsburg & E. L.)	—— ——	59,500	52,157	6,174	43,264	loss.	——	——	——
31 Oct. '66	5.92	——	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	——	39,291	13,479	——	20	12
31 Oct. '66	7.00	——	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	——	50	——
31 Oct. '66	7.50	——	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	——
31 Oct. '66	2.90	——	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	——	80,135	29,938	20½	50	——
31 Oct. '66	8.00	——	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,800	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	——	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—— ——	—— ——	(op. by	S. & P.)	——	——	——
31 Oct. '66	19.38	——	485	72	4	Second & Third st. (Phila.)	486,823	339,007	114,200	41,229	407 923	131,588	50	50	77½
31 Oct. '66	5.62	——	95	9	7	17th & 19th st. (Phila.)	114.368	120.000	—— ——	—— ——	57.662	12,333	——	50	13
31 Oct. '66	8.50	——	154	19	4	Spruce & Pine (Pr. H. & Gr'd F.)	250,253	250,157	—— ——	—— ——	101,996	38,491	8	50	27
31 Oct. '66	7.00	——	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—— ——	—— ——	206,945	99.612	31½	50	65
31 Oct. '66	6.25	——	160	18	—	13th & 15th st. (Phila.)	—— ——	994,950	—— ——	—— ——	128,955	45,196	2	50	19
31 Oct. '66	25.00	——	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—— ——	344,895	67,574	7½	50	36
31 Oct. '66	9.29	——	331	56	1	West Philadelphia	358,523	249,000	100,000	—— ——	292.461	80,847	10	50	66
31 Oct. '66	2.48	——	9	3	1	Wilkesbarre and Kingston	26,880	25,000	——	6,260	9,166	3,423	——	——	——
31 Oct. '66	1.03	——	9	4	—	Williamsport	19,282	15,600	——	1,124	7,652	1,157	——	25	——
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	—— ——	31,549	239,059	21,058	——	——	19
						OHIO.									
31 Dec. '62	5.00	——	——	——	—	Cincinnati Street	151,913	150,000	—— ——	—— ——	—— ——	—— ——	——	——	——
31 Dec. '62	5.00	——	——	——	—	City (Cinc.) Passenger	111,412	100,000	—— ——	—— ——	—— ——	—— ——	——	——	——
31 Dec. '62	3.81	——	——	——	—	Passenger (Cinc.)	69,837	50.000	—— ——	—— ——	—— ——	—— ——	——	——	——
31 Dec 62	3.63	——	——	——	—	Pendleton & 8st. Mar't (Cin.)	70,000	60,000	—— ——	—— ——	—— ——	—— ——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	——
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	——	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	——
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	——
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	—— ——	—— ——	——
Dorchester:					
Real Estate Mortgage	5,000	6	—— ——	—— ——	——
D. Dock, E, B'dw, & Battery:					
1st Mortgage	550,000	7	J. & J	—— ——	——
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—— ——	——
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	——
Real Estate	134,500	7	J. & J.	—— ——	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—— ——	—— ——	——
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	——
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—— ——	——
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	——
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaantied	58,727	6	—— ——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—— ——	—— ——	——
Middlesex:					
1st Mortgage	38,000	——	—— ——	—— ——	——
Malden & Melrose bonds	46,971	——	—— ——	—— ——	——
Real Estate	6,000	——	—— ——	—— ——	——
Ninth Avenue:					
1st Mortgage	112,000	7	—— ——	—— ——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	——
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	——
Quincy.					
Plain bonds	58,400	——	M. & S.	1868	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—— ——	——
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	600,000	7	J. & J.	1870	——
Real Estate bonds	480,000	——	—— ——	—— ——	——
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	——
Utica and Waterville:					
1st Mortgage	100,000	7	—— ——	—— ——	——
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—— ——	——
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	——
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	——

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,609,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	140
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	282,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116
" " " ..... coupon		5	" "	1871	116
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111¾
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,645,200	6	Jan & July.	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ..... registered		6	May & Nov.	1882	105
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	105¾
" " " (5-20s) ..... coupon		6	" "	1884	105¾
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	106
" " " (5-20s) ..... coupon		6	" "	1885	106¼
" " 2d series (5-20s) ..... registered	1,207,898,100	6	Jan. & July.	1886	----
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ..... registered		6	" "	1887	----
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ..... registered	171,823,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) ..... coupon		5	" "	1904	101¼
Pacific R. R. Bonds ..... (currency)	18,042,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	334,607,700	7.3	June & Dec.	1868	105¼
" " " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	105¾
Matured Debt not presented	17,975,832	---	presentation.	----	----
Gold Certificates of Deposit	14,514,200	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,658,940	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	357,164,844	---	----	----	----
Three per cent. certificates	11,580	---	----	----	----
Fractional currency	30,706,483	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 65 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	85
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	----
" — " " (railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	73
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	----
" — " " ..... registered	1,229,657	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4 357,253	6	" "	'77-'79	1½
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	293,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'89-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	6	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R R).	315,000	3	J. A. J & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,624	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
" — " " (R R. various) "	120 000	5	"	1889	----
" — " " (") currcy.	159,974	5	"	'89-'90	----
" — " " (B. & O. R R.) sterl.	3,277,389	5	"	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	"	1890	----
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	100¼
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100½
" — " " (Bounty)	601,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R R).	429,888	6	"	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	101
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	119½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117¾
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118¾
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	104½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	---- ---- ----	'61-'71	----
" — " " (Union Bank)	5,000,000	6	---- ---- ----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	83½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	94½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	91½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,708,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " ..registered	27,726,560	7	" "	1877	107½
" —General Fund Bonds	1,145,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " "	6,000,000	6	" "	1873	100½
" — " "	2,250,000	6	" "	1874	100
" — " "	1,460,000	6	" "	'75-'77	101
" —General Fund Bonds	909 807	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	50
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,998,000	5	Various.	'77-'82	94
" " " ..... registered	5,043,052	5	"	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	62½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterl'ng)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,169,398	6	" "	long.	89
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — " " (new) ..... registered	1,379,500	6	"	1876	45½
" — " " (") ..... coupon	489,300	6	"	1886	36½
" — " " (")	89,600	6	"	1890	36½
Wisconsin—State Bond	405 100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	367,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825 335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599.670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,757	477,528	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1.673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	439,108	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,613	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3.095,470
1865	305.554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	188,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	55 ,200	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,628	747,947	702,691	767,508	946,707	932,682	754.671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30.208	50,198	51,485	61,787	51,386	60.895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,376	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,952	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4.571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,387	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	634,377	705,259	7 1,1 9	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	295,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1.985,712
1866	121,776	84,897	72,135	106,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302.546
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,162	358,601	304,232	312,879	428,762	487,868	539 435	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,601	308,669	4.260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	464,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,759	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,319	3,793,095
1866	267,541	248,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,267	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555.510
1865	653,053	609,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,361,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,318
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,647	675,360	701,352	691.556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,808	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	158,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,670	220,209	265,154	2,050,622
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,994,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn.	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1890	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
3d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	86
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86½
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450.000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,00		April & Oct.	"	1883	90½

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N		1915	83
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	100,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	342,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500.000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		61½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,060,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	'7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	18?2	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	18?5	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	69½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'72-'78	82½
Land Security	3,344.60	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1886	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	55
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & Ju'y	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,355	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		62
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,234,000	7	May & Nov.	"	18?0	
2d Mortgage	267,000	7	Jan. & July.	New York.	1?85	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	108
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	108
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86¼
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1881	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1896	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,750,000	8			1899	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	91
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	101½
" " " [ ]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	118
New York and Erie:						94
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	99½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	90
Sterling Bonds	3,875,520			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100½
3d Mortgage	930,300	7	Jan. & July	" "	1867	100
New York and New Haven:						98½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						97
1st Mortgage	500,000		Feb. Aug.	New York.	'3-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	55
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	90½
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	90½
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	95½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	85
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	570,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	144
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	234,500	6	Jan. & July.		'73–'74	
Domestic Bonds,	643,500	7	April & Oct.		'69–'91	
Steri. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1873	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	1881	
"	197,777	7			886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "Nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,506	105,255	1,515,704	54.0	---- ----	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	618,965	30.3	---- ----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	---- ----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,778	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	190,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	552,877	*	—	251,524	446,000	10,725	811,949	—		—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,350	*	—	793,350	700,000	—	1,493,350	22.5	---- ----	230,251	104,894	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----------	23.8	53,855	103,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	----------	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	----------	62.0	---- ----	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,879,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	6	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,468,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	---- ----	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,485	195,000	75,894	619,112	32.0	---- ----	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
— — '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '67	96.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	---- ----	391,477	68,880	3½	----
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	---- ----	168,988	96,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	133 940	6,684,956	229.0	---- ----	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	07	Georgia (and Bank)	4,156,000	*	1,999,561	4,156,000	886,000	241,932	7,175,281	232.0	---- ----	1,136,142	2 6,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	---- ----	202,714	110,516	6	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	---- ----	----------	----------	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,741	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	---- ----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,696,153	1,484,616	8½	120½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,956,327	2,753,986	10,399,010	5,458,250	385,542	18,957,024	400.0	2,421,566	6,146,862	2,783,463	20	134
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	8,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	----------	10,161,735	2,226,967	—	67
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,974,034	1,413,999	10	94½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	---- ----	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	125
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,667	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	209.0	---- ----	2,240,744	488,556	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	----------	4,390,000	5,000,000	----------	----------	224.0	----------	----------	----------	—	----
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	20
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----------	448,858	230,834	9	70½
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	----------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	155½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	----
1 Jun. '58	33.5	—	----	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	----------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	---- ----	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,748,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----------	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	----------	243,321	510,319	7	----
30 Jun. '67	65.1	—	5.4 — }					} Louisville and Frankfort	1,405,910	126,735	54,218	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '66	185.0	149.0	23.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,346	334 0	959,947	3,143,199	1,592,055	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,604,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	----------	1,533,942	386,268	—	----
31 Aug '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----------	----------	----------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	----------	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,696	—	$2,950,000	4,250,000	----------	9,008,369	188.0	----------	340,398	----------	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	108½
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,186	1,609,387	—	76½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	----------	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	600,000	----------	----------	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----------	534,342	328,092	—	----
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,960	1,974,444	59.7	---- ----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----	250,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	18.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	----------	206.8	579,324	1,047,567	420,026	—	50
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,236	8,026,361	182.0	----------	1,020,089	267,804	—	----
31 Dec. '62	152.0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	—	----------	52.0	----------	----------	----------	—	----
28 Feb. '67	283.0	—	14.4	----	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,359,135	16,598,448	309.0	1,199,000	2,675,875	719 230	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	----------	5,000,000	127.0	----------	----------	----------	—	----
Feb. '64	86.5	3.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,222	3,501,000	40 558	6,852,109	90.1	288,189	899,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,333	444,653	205,584	787,381	63.5	76,344	79,761	43,461	—	...
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*		2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	68.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*		1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	...
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	...
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,860,184	*	458,435	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '64	279.6	8.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,589,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,498,376	8,577,602	5,307,183	10	116
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*		1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	5,201,350	47,980	20,126,330	64.9	113,400	84,579	—	—	15
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	76,297	3,170,511	70.9	480,176	899,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.8	775,454	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	16,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	150
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,610	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	256,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	123½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	—
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	—
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,228	41.6	215,731	441,304	90,996	8	122½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	353,004	7,347,300	141.0	669,552	1,332,307	509,790	7	91½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,871,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	880,284	83,729	7,158	243,305	226,900	660	471,171	(Operated by B. & L. Co.)		17,500		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,360,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	146
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,295,385	45.7	259,869	474,362	178,966	10½	115
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000	—	.....	52.7	.....	.....	.....	...	...
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	2,456,709	*		996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	...
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,391,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	124
31 Dec. '66	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,931,434	*		1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120
31 Dec. '66	63.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	32.8	—	.....	—	35	98	180	New Jersey	3,890,326	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,016	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	...
31 Dec. '66	65.0	16.0	.....	...	...	...	.....	Raritan and Delaware Bay	4,098,592	*		2,530,700	1,562,800	920,447	4,983,947	81.0	.....	835,651	con.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	33.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731.050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	243,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	...
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	—	233,100	18½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,338	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,383,666	2,483,751	812,166	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,233,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,884	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	125
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,862,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,577	9,985,992	26,530,000	12,366,894	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	111½
30 Sep. '66	130.8	2.1	45.5	—	42	132	646	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.9	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	4,818,334	122.0	451,196	851,783	284,606	—	60
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '66	38.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	432,400	386,000	19,876	1,057,737	36.3	90,260	252,175	89,372	8	...
30 Sep. '66	26.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	783,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	...
30 Sept. '66	18.5	—	1.25	—	...	...	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.			53,959	—	...
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in Central.				—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Included in Rens. &		Sara.		7	...
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"		7	...
30 Sep. '66	13.5	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	...
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	...
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	...
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,848	65,234	—	811 000	—	—	936,581	34.9	83,548	141 888	78,832	7½	...
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	...
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	...
31 May, '67	223.0	—	—	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	...
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*		973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	...
30 Sep. '66	161.5	16.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	...
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,925	*	501,335	1,463,775	674,664	823,498	3,560,528	171.0	.....	611,599	255,351	—	...
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	...
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,428	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	2,201,537	343,760	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	...
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	232,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,537	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	—	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,881	2,351,906	654.726	5	81½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,623	2,492,215	1,107,377	14	102
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	...
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	844,005	6,417,669	142.0	.....	853,363	209,512	—	...
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	158.2	1,160,900	1,936,088	469,205	9	165
31 Dec. '66	173.8	77.6	13.1	—	58	20	435	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	729,960	1,224,058	445,302	—	...
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	...
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,313	4,372,746	205.9	346,071	694,520	134,081	—	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	...
* '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,118,000	250.6	—	3,717,886	905,200	—	38

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies 0. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Passenger.	Equipment. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,676 342	44.0	134,201	856,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	6	83½
31 Oct. '66	113.0	—	70.0	—	87	176	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	113
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,076	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,666	235,158	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,908	58,595	—	16
31 Oct. '66	80.0	2 0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,385,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	23
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	6,887,235	67.5	345,588	902,213	382,500	—	31½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16,583,883	5,967,520	9	61
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,589,733	—	—	5,083.700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	24
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,498	3,765,774	2,899,368	22,742,867	6,719,562	—	32.577,548	474 8	4,361,336	10,902,819	6,016 531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,057,687	10	52
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	96
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,589,450	—	—	869,450	700,000	—	1,569,450	28.0	149,059	348,188	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,590	145,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,501	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	128,812	25	45
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283.263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,006	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898.950	1,028,000	272.259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,057	*	549,110	5,819,275	3,534,796	447,491	9,327,1 75	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,187,307	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	.....	.....	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,283	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,630	921,987	9,481,517	291.0	786,21	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '65	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01f,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,176	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406.000	5,000	.....	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	237,284	6	—
1859	.....	.....	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98½
30 Jun. '65	23.6	—	0.9	—	4	6	29	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,708	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,981	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,982	199.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,955,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,310,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,512	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,808	195.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	16	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,262,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	996,727	2,538,800	934,103	—	38½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (N. Y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	—	63
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	—	1½
11 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,466,616	.....	.....	.....	4,999,980	766,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,700	—	—	.....	108.0	.....	148,339	55,777	—	—
July, '61	90.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3 5	—	1,380.000	13,100	136,000	1,709,232	60 0	.....	132 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	[illegible]	—	—	4,278,231	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
					11	23	120	Panama	9,000,000	*	—	[illegible]	[illegible]	[illegible]	19,763, [illegible]	[illegible]	.....	[illegible]	[illegible]	—	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	23
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61
Chicago & Alton (preferred)	2,425,400	7	7	126½
Chicago & Northwestern (pref.)	14,789,125	7	7	62½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,973,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	59½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	65
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,243	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	50
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
----	600,000	6	J. & J.	1878	55

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,568	---	95½
Chesapeake and Ohio	100	8,226,595	---	---
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	146½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,968,146	10	85
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	90
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	15
" " (preferred)	50	2,888,988	---	23
Susquehanna and Tide Water	50	2,048,260	---	15
Union	----	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	20
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 43 —
Pig, American, No. 1		42 — @ 43 —
Pig, American, No. 2		39 — @ 40 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	92 50 @105 —
		—Store Prices.—
Bar, Swedes, ordinary sizes		155 — @ — —
Bar, English and American, Refined		105 — @110 —
Bar, English and American, Common		95 — @100 —
Scroll		132 50 @180 —
Ovals and Half-round		130 — @140 —
Band		132 50 @ — —
Horse Shoe		127 50 @ — —
Rods, ⅜ @ 3-16 inch		110 — @155 —
Hoop		137 50 @190 —
Nail Rod	per lb.	— 9 @ — 10½
Sheet, Russia, Med. No.'s		— 17½@ — 18½
Sheet, Single, D. and T. Common		— 6 @ — 7½
Rails, English	(gold). per ton.	52 50 @ 53 —
Rails, American (at works)		79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 22
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool, do.		— 21 @ — 23
American, Spring, do.		— 12 @ — 15
American Machinery, do.		— — @ — 14
American German do.		— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 29
American Ingot		— 22 @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ 9 50
Spanish	(gold)	6 50 @ 6 55
German Refined	(gold)	6 50 @ 6 55
English	(gold)	6 50 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½@ — —
Straits	(gold).	— 25 @ — 25½
English	(gold).	— 22½@ — 23

	Gold.	Currency.
Plates, I.C.Charcoal.p.box	8 75 @ 9 25	12 75 @ 13 50
Plates, I. C. Coke	7 37½@ 8 —	10 62½@ 12 —
Plates, Coke Terne	6 75 @ — —	9 75 @ 10 —
Plates, Charcoal Terne	8 50 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — —
Refined, free, S. W.		— — @ — 49
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 28
Refined, in bond, Standard White		— — @ — 29½
Refined, in bond, prime White		— — @ — 31
Naptha, Refined, (60 @ 63 gravity)		— 30 @ — 31
Residuum	per bbl.	3 25 @ — 3

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31	F.1	Sat.2	M.4.	Tu.5.	W.6
Atlantic M. S. S. Co	116½	116½	116½	116½	----	116½
Boston, Hartford & Erie	16	16½	16	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	43½	43	43	42½	42
Chicago & Alton	----	----	----	----	----	120½
" " pref.	128	----	----	----	128½	126½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	134	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Ohio & Northwest'n	48½	48	48	47½	47	47½
" " pref.	66½	66	65½	64½	63½	63
" " 1st M.	88½	----	88½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	95	----	95½
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	97	96½	96	95	95	94½
" '1st M.'70	----	102	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	91½	91½	91½	----	----	93
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	83½	81½	82½	81½	81½	81½
" " 2 M.	96½	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	105	104½	103½	102½	102½	102
" S. F. 7 p.c.	----	103	----	----	----	102
Cumberland Coal, pref	----	24½	25	25	24½	25
Del. & Hudson Canal	146	145½	146	146½	----	----
Del., Lack. & West.	109	113	----	----	113	----
" 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	98
Erie	73½	72½	72½	71	71½	70½
" pref.	76	76½	77	----	76	----
" 1 M. 7 p.c. '67	----	103x	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98½	99½	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	126½	125½	125½	----	125	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	125	127	124½	125	125
" bonds	----	----	----	----	118	118
Marietta & Cin. 1st pref.	----	----	----	----	----	16
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	9	9½	----	9	9	9
" " pref.	15	----	14	----	----	----
" " 1st mort.	----	----	----	----	25	----
Michigan Central	108½	109	109	109	108½	108½
" S F. 8 p.c. '82	----	----	----	----	----	108
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	79	78½	77½	76½	76½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	x97
" " 2 M.	93½	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	95	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	42	41½	40	38½	38	38½
" " pref.	66½	62½	61½	60	60	60
" " 1st mort.	86½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	92½x	94	94	94	93½	93½
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	93x	----	----	----	94	94
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort	----	----	----	----	85	----
New York Central	113½	113	112½	111½	112½	111½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	91	----
" " 6s, S. F. '87	94	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '75	103½	----	99½x	----	----	100½
" 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	120	121	----	122	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	49½	49½	50	49½	49½	49½
" new	49½	----	----	----	----	49½
Ohio & Miss. cer.	25½	25½	25	24½	24½	24½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	146	145½	144	141½	142½	143½
Panama	----	----	----	----	----	----
Phila. and Reading	98½	97½	97½	96½	96½	96½
Pitts. Ft. W. & Chicago	98½	97½	97½	96½	96½	96
" 1M.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	95½
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	18½	18	18	18	16	17½
St. L., Alton & T. H.	50	----	----	----	----	----
" " pref.	65	----	----	----	----	----
" " 1M.	----	----	----	----	94	----
" " 2M. pref.	82½	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	78
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64	64½	65	65	64½	65
" new	61	62	63	62	61	62
Tol. Wab. & Western.	39	39	----	----	38½	38
" Pref.	62½	62	----	----	62	62½
" " 1M. ex.	----	----	----	----	88	----
" " 2M.	81	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	----	----	----
new	----	----	40	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.		118				
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1865, coup.						
U. S. 5s, 10-40s., coup.	100½	100¾	100¾	100¾	100¾	100¾
U. S 5s, 10-40s, reg.	100½			100¼		100¾
U. S. 6s, 1881, reg.		111¾	111¾			
U. S. 6s, 1881, coup.	111¾	112¼	112¼	112¼	112¼	112¼
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, " 1y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 5-20s, reg. '62	105¼		105	105	105	105
U. S. 6s, 5-20s, c. '62	112¾	108¼x	108¼	108¾	108¾	108¼
U. S. 6s, 5-20s, reg. '64						
U. S. 6s, 5-20s, c. '64	109¾	105¼x	105¼			105¼
U. S. 6s, 5-20s, reg. '65				106		
U. S. 6s, 5-20s, c. '65	110¼	106¼x	106¼	106¼	106¾	106¾
U. S. 6s, 5-20s, c. n.'65	107¾	107¾	107¾	107¾	107¾	
U. S. 6s, 5-20s, c. n.'67	107¾	107¾	107¼	107¼	107¾	107¾
7.30 Notes, 2d series	105¼	105¼	105¼	105¼	105¼	105¼
" " 3d series	105¼		105¼	105¼	105¼	105¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa						
" preferred	23¼	23¾	23¾		23¾	23
Camden & Amboy	123¾	123			123¾	123¾
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						
" " 6s, 83.	86¼		86¼	86¼		
" " 6s, '89			85¼			86
" mort. 6s, '89						
Ches. & Del. Canal 6s '86						
Del. Div. Canal						
Elmira & Williamsport						
" " pref.						
" " 7s						
Lehigh Navigation	35	35¼	35¼		35¼	35¾
" " 6s, '84	85					
Lehigh Valley R. R.	51	51¼	51¼	51¼	51¼	51¼
" " 6s	94					
Little Schuylkill R. R.						23
" " 7s						
Minehill				57		57¼
Morris Canal						
" " pref.	93					
" " 6s '76						
North Pennsylvania						
" " 6s. 86					87	87
" " 10s						
Northern Central						
Pennsylvania R. R.	51¼	52	51¾	51¼	50¼	51
" 1st m.		99				99
" 2d m.		93¼		93¼		
Penn. State, 5s						
" " 5s, coupon						94
" " 6s, W. L.	102			102¼		97¼
Philadelphia City, 6s			96		96¾	97¼
" " new	100¾	100¾	101	101¼	101¾	101¾
" " munc						
Philad., Germ. & Nor.						
Phila. & Reading	48¼	49¼	48¾	48¾	48¾	
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie	25¼	25¾	26		25¼	24
" " 6s						
Philad. & Sunbury, 7s	92	92				
Schuylkill Navigation						
" " pref.	25		25			
" " 6s '82			71¾			
" " 6s '76						
" " 6s '72						
Susq. Canal						
" " 6s '78						58
Union Canal, pref.						
" " 6s '83						
West Br. Canal 6s '78						
Wyoming Valley Canal						
" " bonds						
Hestonville, (Horse)	11	11	11	11		
Chestnut & Wal. "		45¼				45
Green & Coates, "						
2d and 3d streets, "		77¾				
Spruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875				96¼	95¾	95¾
" " 1886						
" " 1870						
" " 1890	95	95	95¼		95¾	
" " 1893					94	
Balt. and Ohio					116	116
" " b'ds, '62						
" " " '75						
" " " '80						
" " " '85						97½
Northern Central						43
" " b'ds, 1885						
" " " 1900						
City Passenger R. R.						

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W 6
Boston and Lowell	125					
Boston and Maine			136¼			
Boston and Providence					142	
Boston and Worcest.	148¼			150	150	150¼
Boston, Hartford & Erie	15¾	15¾	15¾	16		15¾
Cheshire, pref.	61		61			61
Concord						
Connecticut River						
Eastern, Mass.	111	111			111¼	111
Eastern, N. H.						
Fitchburg	123			123¼	123¾	123¼
Manchester & Lawr'ce						
Michigan Central						109
Northern, N. H.			112			
Ogdens. & Lake Champ	60		60	60		
Old Colony & Newport			91	91		91¼
Ph., Wil. & Baltimore	51¼		52	52		
Portl'd, Saco & Ports.				100		
Vermont & Canada	98					98¾
Vermont & Mass.			56¼			
Western						
Broadway (Horse)						
Cambridge "			90		90	90
Metropolitan "	56¼	55¼	56	56		
Middlesex "						
Central Mining Co.						
Copper Falls "	25¼	25¾	25		24¼	23
Franklin "			15	14¾	14	
Huron "						
Isle Royale "						
National "						
Minnesota "					4¼	
Pewabic "	12¼				12	
Pittsburg "						
Quincy "						
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities on the 11th and 18th of Oct.:

	Closing Prices. Oct. 18.	Oct. 11.
United States, 5-20s, 6 per cent 1882	68¾@ 68¾	71¾@ 71¾
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	66¾@ 66¾	68¾@ 69¾
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	20 @ 21	20¾@ 21¼
Erie shares, $100 (all paid) 8 p. c.	45 @ 45¼	43¾ @44
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	65 @ 67
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	75 @ 77	72 @ 75
Do., $100 shares (all paid)	77 @ 78	77¾@ 78¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @105	100 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	90 @ 95
Do. $50 shares	— @ —	— @ —
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 88	83 @ 88
Do. with option to be paid in Phil.	83 @ 88	83 @ 88

American Railroad Journal.

Saturday, November 9, 1867.

Stock Exchange and Money Market.

Money has been in rather more active demand, since our last, at from 6@7, generally at 7 per cent. on call, and 7@10 per cent. per annum, for mercantile purposes. At these rates, there has been a less extensive floating supply available, as the banks and private capitalists have been less liberal of accommodation. The cash reserve in the Goverment office has been materially reduced, chiefly by disbursements of coin interest. The reduction for the week ending last evening was nearly eleven million dollars, of which about nine millions were of coin interest on the public indebtedness. The banks gained in nearly all the averages, last week. The deposits were increased over five millions, the specie reserve was augmented nearly three millions; the legal tender reserve, over a million. The loans were enlarged nearly half a million, and the circulation was increased about $78,000. The West is returning less currency to the East; while the South is drawing on this point, on an increasing scale. The main local speculative borrowers come from the Gold Board. The discount market is quite close at the rates named above, on all current grades of business paper. The next debt statement, it is intimated, will show a further liquidation of the unfunded obligations, and a further contraction of the legal tender circulation. The specie reserve of the banks is now $8,974,535, against $9,186,623 same time last year. The city bank deposits are now $178,209,724, against $224,841,695 week ending Oct. 27, 1866. The legal tender reserve amounts to $57,396,066, against $74,990,842 same time last year. The circulation now stands at $34,037,076, against $30,446,207 same time last year. The loans are now $247,227,488, against $271,790,435 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $80,226,050 a day, against a daily average of $85,027,776 the preceding week, and $98,027,118 the week ending with Oct. 12. The current week's exchanges average about $95,103,690 a day. The city banks, last week, gained $5,145,596 in deposits, and $2,813,371 of specie, and $1,014,123 of legal tender. They increased their loans, $416,770; and their circulation, $77,996.

National Bank notes to the amount of $132,800 were issued last week, making the total issue to 1,671 banks thus far, $304,287,641, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,048,796, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,235,796. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,720,250; and for the public deposits, $38,170,450—making a total of $378,870,700. The Treasury Department last week redeemed and destroyed $351,000 of worn and mutilated fractional currency, and issued $259,602 of new.

The Philadelphia Bank movement the past week shows an increase in loans, of $8,525; an increase of $57,844 in specie; an increase in legal tenders of $102,670; an increase of $65,590 in deposits; and an increase of $5,913 in circulation. The Bank Clearings show a decrease of $673,103, and the balances, a decrease of $710,739.

The U. S. Sub-Treasury receipts, week ending with Nov. 2, were $22,525,094, including $1,686,123 from customs duties; payments, $35,904,751, including $8,253,600 of coin interest balance at the close of the week, $101,254,567, against $114,634,225, at the close of the preceding week, showing a decrease of $13,379,657. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,637,429 including $377,000 from customs; and payments, $5,184,045; on Tuesday, receipts, $3,868,636 including $410,000 from customs, and payments, $3,515,108. The balance at the close of business on Tuesday stood at $102,781,479, against $113,356,517 a week previous.

The aggregate issue of gold notes by the Sub-Treasury up to Oct. 31, was $225,519,920 aggre-

gate redemptions, $193,816,000; leaving outstanding at the close of the month, $26,703,920.

Government revenues have been decidedly more liberal, since our last, chiefly in the line of excises, which are again yielding handsomely. The excises, last week, yielded $6,250,000, against $2,290,892, the preceding week; customs at the port of New York $1,686,123, and at the outports, about $600,000 (in coin) more, making the grand total income for the week equal about $9,456,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $74,000,000.

Government received $6,215,000 from customs, through the port of San Francisco, from Jan. 1, to Oct. 5, 1867, against $5,718,000 same time in 1866.

Gold has been much more abundant in the open market, since our last, and, under a pressure to sell, partly on account of the *bear* operations, the prices has been depressed to 138⅛. This point was touched on Wednesday, partly under influence of the election news, which was interpreted as more favorable to the harmonious action of the national legislative and executive branches of the Government, through the remainder of the term of service of President Johnson. The latest figures on Wednesday were 139⅛. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,848,204, against $8,461,738 same time last year. The customs demand for Gold last week, averaged $281,000 a day; thus far, this week, it has been equal to $393,000 a day, or equal to a weekly aggregate of $2,361,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $147,318, and from California, $516,857. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $104,679,466, against $117,353,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $24,969,433, against $36,616,385 same time last year, showing a decrease this year, of $11,646,952. The exports of specie from this port, last week, were $579,964. The total outflow of specie from the port, since Jan. 1, 1867, has been $44,837,332, against $55,585,777 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $8,852,600, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $51,816,681, against $40,309,710 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Oct. 1, reached $31,726,940, against $34,689,705 same time last year, showing a decrease, in 1867, of $2,962,765.

Foreign exchange has been in good demand, since our last, at firmer and buoyant prices, though closing rather tamely on Wednesday. The ease in Cash Gold greatly facilitates the operations in Bankers' Exchange; but the negotiation of Merchants' Bills against cotton is not yet very free. Exchange based on grain and flour shipments is in better credit; not so much because present prices are safer than cotton at less than 20 cents, but on account of the character of the houses drawn upon in London and Liverpool. Bankers' 60 day bills on London closed at 109⅛ @109¾, and on Paris to 5.15⅝@5.15; sight bills on London to 109¾@110¼; and on Paris to 5.13⅛@5.12½. The offerings of produce bills have been again rather heavy this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,597,023, making the total value of exports since Jan. 1, 1867, $156,808,171, against $161,362,447 same time in the preceding year.

Government securities have been variable in price, during the week, on a comparatively moderate demand, but left off buoyantly on Wednesday, on an improved inquiry, particularly for the later issues of the Five-twenties, as also for the Ten-forties, which latter were on Wednesday called for the first time at the London Stock Exchange, and were thereupon more sought after in the local market, for shipment to London. The three per cent. certificates have been in demand for banking purposes at a premium of ⅞@1 per cent. Government has thus far issued about twelve millions and a half of these certificates. The conversions of Seven-thirties at the Sub-Treasury, since Oct. 15, have amounted to about twenty million dollars. U. S. sixes of 1881 closed here on Wednesday at 112@112¼; U. S. Five-twenties of 1862, 108¼@108⅜; U. S. Five-twenties of 1864 at 105⅜@105½; U. S. Five-twenties of 1865 at 106⅛@106¼; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 107½@107⅝; U. S. Ten-forties at 100⅞@101, and U. S. Seven-thirties at 105½@105⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..119⅛	September, 1865..116
May, 1865 .....117⅝	October, 1865....115¾
August, 1865....116¾	

Since the foregoing was written, we have received the official debt statement for November 1, showing a further net reduction of $3,874,981 in the aggregate indebtedness of the Government, and a further contraction of precisely four millions in the line of plain legal tender circulation, which stood at $357,164,844 at the close of October, against $361,164,844 at the beginning of the month. The amount of the coin in the Treasury was increased $8,241,657 in October, it now being $111,543,317, against $103,298,650 a month ago. The debt bearing coin interest was increased $32,914,850, while the debt bearing currency interest was decreased $35,306,000. The aggregate coin bearing debt on the 1st inst., was $1,778,110,992, against $1,745,196,142 on the 1st ult. The currency interest bearing debt fell from $461,074,680 on Oct. 1, to $426,768,640 on Nov. 1. The private deposits of coin in the Treasury, were $14,514,200 on Nov. 1, against $14,867,820 on Oct. 1. The compound interest notes were reduced about sixteen and a quarter millions in October, or from $78,839,580, to $62,558,940. Nearly thirty-one millions of Seven-thirties were retired, through conversions, or direct purchases, during the month; leaving the amount outstanding on the 1st inst., only $334,607,700 of all issues, against the original aggregate of $830,000,000, showing that Secretary McCulloch has already funded some five hundred millions of this popular loan, and this too, in less than three months from the maturity of the first series of three hundred millions, which was nearly all provided for before it became due, Aug. 15.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 22.	Oct. 30.	Nov. 6.
Consols.....	93 5/16	94 5/16	94½
U. S. 5-20's of 1862....	69¼	69 11/16	70¾
Erie.....	45¾	46½	46½
Ill. Central.....	78¼	79¼	82¼

Railway stocks have been much less active, particularly toward the close, though prices have been generally quoted lower. Of the miscellaneous share property, Pacific Mail, and the several express stocks, have been most freely dealt in at comparatively buoyant rates. The general market closed dull and heavy.

General business has been fairly active, chiefly in the breadstuff and cotton lines. Flour, wheat and corn closed in favor of purchasers. Rye, barley, and mess pork were firmer. Middling cotton closed rather briskly on Wednesday at 18@19½ cents, as the extremes per lb. The stock of cotton now here is estimated at about 36,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 165,000 bales, against 182,300 bales same time last year; exports, same time, 50,300 bales, against 78,000 bales same time last year; stock on hand at latest dates, 115,000 bales, against 251,500 bales same date last year. There has been more call for beeves at the live stock market, this week, at from 9@17c., as extremes. For veal calves, at 10@13c. For sheep and lambs, 4@6½c., and 5@7½c., respectively, and for swine, at 5½@6¾c. per lb., all live weight, showing a generally firmer range of prices. This week's receipts include 6,150 beeves, 1,347 calves, 32,386 sheep and lambs, and 42,392 swine. Foreign merchandise has been in moderate request. Dry goods have been depressed in price, under a continuous pressure to realize, extending to nearly all classes of fabrics. Groceries have been held with rather more firmness. Metals have been very heavy in price. The total imports of foreign dry goods, last week, were $1,018,957, and the total amount marketed $1,090,136. The value of foreign merchandise imported last week, was $2,483,057—making the grand total specie value of last week's imports of dry goods and merchandise, $3,497,014, and since Jan. 1, 1867, $209,724,158, against $249,368,236 same time in the preceding fiscal year. The ocean freight market has been less active, since our last, and rather less firm with 527 vessels of all classes in port. For Liverpool we quote flour at 2s. 9d. @3s. per bbl. grain at 9c.@10d. per bushel; cotton at ¼@⅜d. per lb.; and heavy goods at 25s.@35s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for

the week ending Nov. 5, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,093,780	$4,597,023
Prev. reported	158,268,667	152,211,148
Since January 1	$161,362,447	$156,808,171

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,339,840	$1,013,957
Gen. merchandise	2,607,216	2,483,057
Total for the week	$3,947,056	$3,497,014
Previously reported	245,421,180	206,227,144
Since January 1	$249,368,236	$209,724,158

The balance in the Sub-Treasury on Wednesday as $103,442,694 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, W. L., 95½; Jersey City W. L., 93; Georgia 6s, 73; do., 7s, 83; N. Y. State 7s, Bounty Loan, reg., 107¾; do., 6s, 1872, 100¼; Chicago and Northwestern Interest bonds, 90; Great Western 2d mort., 69⅞; Galena and Chicago 2d mort., 98; Hannibal and St. Joseph Land Grant bonds, 90; Toledo, Peoria and Warsaw 1st mort., 82; Chicago and Great Eastern R. R., 20; Cin., Ham. and Dayton, 75; N. Jersey Central, 120; Del., Lack. and Western scrip, 110¼; Boston Water Power Co., 17; Wilkesbarre Coal, 25; Adams' Express Co., 67; Wells-Fargo Express, 48½; U. S. Express, 68½; Merchants' Union Exp., 28⅞; Am. Exp., 68; Western Union Telegraph, 30¾; Phœnix Bank, 103½; Bank of Commerce, 115; Am. Ex. Bank, 111; Bank of North America, 109; Central National Bank, 104; Metropolitan Bank, 130; Park Bank, 147; Fourth National Bank, 105; Manhattan Bank, 135; Gallatin National Bank, 107¼; Seventh Ward Bank, 110; Continental Bank, 106; Tenth National Bank, 105; Bank State of New York, 112; American Flag, 0.60; Benton Gold, 0.50; Consol. Gregory Gold, 5.60; Corydon, 0.50; Columbian G. & S., 0.10; Davidson Copper, 70; Edgehill Mining Co., 4.00; Holman Gold, 0.10; La Crosse Gold, 0.50; Montana Gold, 0.16; New York and Eldorado, 1.55; Nye Gold, 0.02; Quartz Hill Gold, 1.05; Rocky Mt., 0.38; Smith and Parmalee, 3.60; Sensenderfer, 7.75; Walkill Lead, 0.40; Bennehoff Run Oil, 3.75; Buchanan Farm, 0.45; Pit Hole Creek, 0.75; N. Y. and Allegheny, 3.50.

Philadelphia.—Pennsylvania State 6s, 1st series, 103½; do., 3d series, 106; Reading 6s, 1844, 90¾; do., 1843, 91¼; Belvidere Delaware bonds, 81; Camden and Amboy scrip, 93; Big Mt. Coal, 2⅞; Fulton Coal, 4½; Ocean Oil, 3¾; McElheny Oil, 0.56; Commercial Bank, 54½; Mechanics' Bank, 31½; Philadelphia Bank, 164. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101¾@101⅞; State 5s, reg., 96¼@97; do., coupon, 93½@94½; do., 6s, W. L., 101½@102; Reading, 47⅞@48; do., 6s, 1870, 94@94½; do., bonds, 90@91; Camden and Amboy, 124@124¼; do., 6s, 1889, 91½@92½; do., 1883, 86½@87; Penn. R. R., 50¾@50⅞; do., 1st mort., 98½@99; do., 2d mort., 93¼@94; Little Schuylkill R. R., 22@25; Morris Canal, 35@39; do., pref., 90@93; do., bonds, 83@95; Wyoming Valley Canal, 40@43; do., 6s, 75@80; Susquehanna Canal, 12@15; do., 6s, 58½@60; Sch. Nav., 10@14; do., pref., 22½@23½; do., 6s, 1882, 72@72; Union Canal bonds, 15@20; Delaware Div. Canal, 51@52½; do., bonds, 80@92; Elmira and Williamsport, 30@32; do., pref., 42@45; do., 7s, 1873, 92@93; do., 5s, 60@65; Lehigh Coal and Navigation, 34@34¾; do., bonds, 1884, 85@85½; North Pennsylvania, 31@32; do., 6s, 86@86½; Philadelphia and Erie, 25@25½; do., 6s, 89@90; Minehill, 57@57¼; Catawissa, 8@11; do., pref., 21½@22½; Lehigh Valley, 51⅜@52½; do., bonds, 92@94¼; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 77@77½; West Philadelphia, 65@67; Spruce and Pine, 26¼@27½; Green and Coates, 30@31; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 18½@19½; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 35@37½; Hestonville, 9½@10½.

Boston.—Western R. R. 6s, 1875, 97; Vermont and Massachussetts 6s, 1883, 92¼; Vermont Central and Vermont and Canada 8s, 1877, 100¾; Old Colony and Newport 6s, 1875, 93¼; Essex R. R. 6s, 1875, 89½; Vermont Central 1st mort., consolidated, 60; Boston, Hartford and Erie 7s, 59; do., new issue, 45; Indianapolis and Cincinnati R. R., 34; Worcester and Nashua R. R., 115; Nashua and Lowell R. R., 122¾; Boston Water Power Co., 17; Cary Land Co., 7¾; Ophir (N. S.) gold, 1.65; Massachusetts 5s, 1894, gold, 104¼; Maine 6s, 1894, Bounty Loan, 105½; Cook Co., Ills., 7s, 94; Boston 5s, 1382, gold, 105¼; Roxbury 6s, 100⅝; Salem 6s, 1877, 99¼; Bath 6s, 1891, 92; Portland 6s, 1877, 92; do., 1871, 91; St. Louis 6s, W. L., gold, 94⅜; Chicago 7s, 1882, Municipal, 93¼; do., 1892, sewerage, 95¾; do., W. L., 94½; Charleston 6s, 1872, 99; Cambridge, 5s 1882, 83; Lynn 6s, 1887, 98; Howard National Bank, 106; Traders' National Bank, 99¼; Suffolk National Bank, 113; Hide and Leather National Bank, 144; National Bank of Redemption, 110; Merchants' National Bank, 110½; National Bank of Commerce, 115½; North National Bank, 112¼; Mt. Vernon National Bank, 111¼; Shoe and Leather Dealers' National Bank, 123; National Exchange Bank, 143¾; Maverick National Bank, 98¼; Tremont National Bank, 119¾; Third National Bank, 112; Union National Bank, 123; State National Bank, 101½; Allouez Mining Co., 4; Dana, 1; Hancock, 11½; Humboldt, 1⅛; Hecla, 88.

Baltimore.—Virginia 6s, old, reg., 39; do., 1867, 36¼; do., 1866, 36⅜; Western Maryland 2d mort., 75; Marietta and Cincinnati 1st mort., 84½; Union R. R. bonds, 85; N. W. Va. 1st mort., 94¼; Parkersburg R. R., 17; Gardner Mining Co;, 1.25; George's Creek, 62½; Mechanics' Bank, 97⅛; Union Bank, 57¼; Farmers' and Planters' Bank, 32; Franklin Bank, 12½. The latest quotations are: Balt. and Ohio, 115@116; do., 6s, 1875, 98@100; do., 1880, 98@99; do., 1885, 97¼@97½; Northern Central, 43@43; do., bonds, 1885, 84½@85¼; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 94¼@94¼; do., 2d mort., 90@92; do., 3d mort., 1873, 89@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84@85; do., 2d mort., —@65; Central Ohio, 31@32¼; do., 1st mort., 81@85; Western Md. 6s, 1890, 75@77; do., guar., 90@—; Maryland 6s, coupon, 1870, 100¼@101; do., Ins., 100¼@101¼; do., 1890, 100¼@100½; Baltimore 6s, 1870, 98@98⅛; do., 1878, 95@—; do., 1875, 95½@96; do., 1886, 96@98; do., 1890, 95½@96; do., coupon, —@97; do., Park, 94½@—; do., 1893, 93½@94; do., 5s, 1838-'70, 76@81; City Passenger R. R., 19@20; Canton Co., 42½@—; Gardner, 1.00@1.25; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 60@62½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.50; Atlantic Coal, 0.70@0.95; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States October 1, and November 1, 1867:

	Oct. 1, 1867.	Nov. 1, 1867.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,431,350.00	$198,845,350.00
Six per cent. bonds of 1867 and 1868	14,707,941.80	14,690,941.80
Six per cent. bonds of 1881	283,676,100.00	283,676,600.00
Six per cent. Five-twenty bonds	1,235,380,750.00	1,267,898,100.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,745,196,141.80	$1,778,110,991.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$16,746,000.00	$18,042,000.00
Three-year compound ⅝ interest notes	78,839,580.00	62,558,940.00
Three-year seven-thirty notes	365,489,100.00	334,607,700.00
Three per cent. certificates	.....	11,560,000.00
Total	$461,074,680.00	$426,768,640.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$4,250,000.00	$3,371,100.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	7,483,100.00	9,316,100.00
Bonds of Texas indemnity	262,000.00	262,000.00
Treasury notes, acts July 17, 1861, and prior thereto	164,511.64	163,661.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863	959,380.00	868,240.00
Temporary loan	5,012,203.55	4,168,375.55
Certificates of indebtedness	36,000.00	34,000.00
Total	$18,221,256.83	$18,237,538.83
DEBT BEARING NO INTEREST.		
United States notes	$361,164,844.00	$357,164,844.00
Fractional currency	29,818,713.37	30,706,433.39
Gold certificates of deposit	14,867,820.00	14,514,200.00
Total	$405,897,377.37	$402,385,677.39
Total debt	$2,630,389,456.00	$2,625,502,848.02
AMOUNT IN THE TREASURY.		
Coin	$103,298,659.69	$111,540,317.35
Currency	31,813,349.55	22,458,080.67
Total	$135,112,009.24	$133,998,398.02
Amount of debt less cash in the Treasury	$2,495,277,446.76	$2,491,504,450.00

By comparing this with the statement of October 1, it is shown that the debt bearing coin interest has increased $32,914,850; the debt bearing currency interest has decreased $34,306,040; the matured debt not presented for payment has increased $16,282; and the debt bearing no interest has decreased $3,511,699 98—making the decrease in the total debt since October 1, 1867, $4,886,607 98. The amount of coin in the Treasury during the same period has increased $8,241,657 66, and the amount of currency has decreased $9,355,268 98—leaving the amount of debt less cash in the Treasury on November 1, $3,772,996 76 less than on Octob

Railroad Earnings.—Weekly.

The earnings of the Chicago and Alton Railroad for the fourth week in October, 1867, were $103,712 21
Corresponding period previous year.. 90,800 48

Increase..... $12,911 73

The earnings of the Atlantic and Great Western Railway for the fourth week in Oct., 1867, were..... $123,581 00
Corresponding week previous year... 135,326 00

Decrease $11,745 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Oct., 1867...$451,743 95
Corresponding week previous year .. 383,972 76

Increase $67,771 19

The earnings of the Detroit and Milwaukee Railroad for the week ending October 31, 1867, were $45,256 00
Corresponding week of 1866..... 48,467 00

Decrease..... $3,211 00

The earnings of the Chicago and Rock Island Railroad for the fourth week in Oct., 1867, were..... $131,300 00
Corresponding week of previous year. 95,495 00

Increase $35,805 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Oct. 1867, were..... $188,411 00
Corresponding week of 1866..... 169,766 00

Increase $18,645 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Oct., 1867..$49,054 00
Corresponding week previous year.... 39,568 00

Increase $9,486 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of Oct., were $15,925, a decrease of $3,781 on the same week last year. Total for the fiscal year commencing 1st of July, $313,249, an increase of $57,177 on same time in 1866.

Dorchester and Delaware Railroad.

We have already noticed the formal breaking of ground on this road at the Cambridge end. The Wilmington *Commercial* says that all arrangements have been made, and that work will be commenced in a few days on the Seaford end, the Delaware Railroad Company having agreed to build the road from that point, its northern terminus and place of its junction with the main stem of the peninsular system, the Delaware railroad. The people interested in this road are in earnest about it and have energy and the means to carry it through, so we may soon expect to see it completed.

Washington County Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: Johns Hopkins, Galloway Cheston, Robert Fowler, Peter B. Small, Jacob A. Miller, Edward Mealy and Geo. S. Kennedy. It is expected that the road will be completed from Keedysville to Hagerstown, and ready for use, early in December.

☞ The double track of the Delaware, Lackawanna and Western Railroad has been extended to Stroudsburg. The Scranton *Register* says there will soon be a double track to the Junction, and, when once laid, it will enable them to increase their carrying and coal trade to an unlimited amount.

The New Tehuantepec Route.

On the 7th of October, the Mexican Government granted a new concession to M. Emile La Sere for the re-establishment of a route across the Isthmus of Tehuantepec. M. La Sere, as President of the old Tehuantepec route, has had great experience, and the immediate commencement of work on the road by those New York capitalists whom he represents is anticipated. The following are the main features of the decree granting the concession above alluded to:

The company of M. Emile La Sere is authorized to open inter-oceanic communication by the Isthmus of Tehuantepec, said communication to be by water along the navigable part of the river Goatzacoalcos, thence by railroad to the port of La Ventosa or any other port on the Pacific that may be deemed more suitable. The company may, if they choose, begin the railroad at the mouth of the Goatzacoalcos. Until the railroad is finished M. La Sere shall establish a wagon road and shall keep it, as well as the bridge, in good enough condition to allow the passage of passenger and merchandise wagons of light burden.

The plans and surveys of the railway and wagon road shall be submitted to the approbation of the general Government before being acted on.

The company of La Sere shall notify Government before the surveys begin, so that it may appoint a commissioner or commissioners to represent it during their execution. The salaries of said commissioners to be paid by the company. The same proviso is made as to the surveys of the public lands that are to be ceded by Government to the company.

The plans and surveys are to be finished and submitted within eighteen months from the date of this decree, and notice must be given within six months that the company are ready to survey.

The work of building the railway and telegraph shall begin within the ensuing six months after the approbation of the plans and surveys, and at least fifteen leagues of rail must be laid every year, until the completion of road, which must be done in three years from the beginning of the work.

The wagon road shall be begun at the same time as the railway, and shall be completed within one year, at the most.

Government grants to the company the strip of land necessary for both roads; and, besides, half of the public lands situate within a league laterally on both sides of the railway throughout its whole length. Said lands shall be divided, when possible, into sections of one square league each. When these lands have less than two leagues in length along the railway (and in all fractions of less than two leagues in area) they shall be divided in halves—one for the nation, the other for the company. The sections shall be numbered as follows: Beginning on the north side and following on southwards so that No. 1 on the west side of the road shall stand opposite No. 1 on the east side. Of course the interruption caused by the intersection of private property may disarrange this enumeration, which, however, shall be resumed on arriving at the next public lands. Hence the nation reserves to itself all the odd numbered sections on the west side and all the even numbered ones on the east side. The others go to the company in case they complete the roads. Should more public lands be found on one side than on the other of the railroad the excess of that side shall be equally divided in such manner as to preserve as much as possible the alternation.

Government concedes the land necessary for building docks, moles and other necessary works in the ports of Goatzacoalcos and Ventosa. The company binds itself to build said works within two years from the completion of the railway. It shall also build such works as are necessary for the proper discharging of vessels and protection of goods from damage.

The company can take from the public lands whatever material it may need; but Government reserves the right to sell said lands, not conceded, when and how it may choose.

The company bind themselves to build first class lighthouses and keep them in repair at both ends of the route, said lighthouses to belong afterwards to Government. These lighthouses are to be completed within three years after the termination of the railway.

The company shall give bonds in $100,000 within ninety days, from the date of this decree, to the Mexican Minister at Washington, or his representative. Said $100,000 shall be forfeited should the company fail to comply with the terms for the presentation of the plans, surveys, &c.

The material, machinery, hardware, coal, wagons and utensils necessary for the construction of the road and its appurtenances, as well as the articles of prime necessity not to be got on the Isthmus, for the support and clothing of the company's employes shall be admitted free of duty. After the completion of the road only machinery, coal, cars and rails shall be free of duty for seventy years. The Minister of the Treasury shall determine the rules and regulations to govern this exemption.

The company bind themselves to dredge the river Goatzacoalcos so as to render its navigation easier.

The tariff of the route by railway and water shall be fifty cents per league for every passenger, three cents per league for every arroba of goods (twenty-five pounds,) one per cent. on the value of all precious metals and jewelry. Ten cents a word shall be charged for telegrams.

During the seventy years above referred to no import shall be levied by Government on goods or passengers in transit or on the capital of the company sunk in the lines of railroad or telegraph. Goods consumed on the Isthmus or produced there shall not be exempt.

No other company shall be chartered during seventy years with equal privileges between Goatzacoalcos and Ventosa, or whatever port on the Pacific may be chosen in place of the latter.

Government shall erect Goatzacoalcos and Ventosa, or whatever port the company shall select in place of the latter, into ports of entry for seventy years.

The company cannot open any mercantile houses on the Isthmus.

This concession is for seventy years from the completion of the railway, and Government shall receive fifteen per cent. of the net profits, and at the end of seventy years shall enter into possession of the road and all its appurtenances, which must consist of at least trains enough to transport five hundred passengers and ten thousand arrobas (one hundred tons) of goods. The cars, rails, engines, &c., must also be of average utility, but the company shall retain their vessels and steamers.

Moreover, the company shall pay to Government monthly twelve cents for every passenger or package transported across the road.

Mails shall go free on the road. Government property shall pass at half rates. Government officials, troops, &c., on duty shall pass free. The telegraph shall forward all public messages free, whether of the general or State Government. The metals, agricultural and manufacturing products of the republic shall be transported at 30 per cent. below the regular tariff. All these subjects to be regulated by the Minister of the Treasury.

Transit shall be free to the world; but 25 per cent. shall be added to the tariff for the goods of nations failing to make a treaty with Mexico guaranteeing the neutrality of the Isthmus transit.

Foreign mails shall be transported under seal.

Government shall appoint one-fourth of the Board of Directors; it may also appoint a commissioner to watch over the execution of this contract.

The steamers and vessels of the company shall have the right to navigate the river Goatzacoalcos during seventy years, but under the Mexican flag, and they shall be officered and manned as

fully as national vessels by men of Mexican birth or naturalization. This does not preclude other vessels from navigating the river subject to the laws of the republic. The company's vessels shall be free of tonnage dues on through goods, way goods to pay dues.

The company binds itself to pay Fras. P. Falconett whatever may be due on the Sloo contract, thus leaving the Government free of all future responsibility in that matter.

This enterprise is and shall always remain exclusively Mexican, and the Company La Sere, although formed abroad, shall be considered as now constituted in the Mexican republic, the same as if it had been formed here and under Mexican laws. But it may organize companies for the execution of any of the branches connected with this enterprise either within this republic or in the United States, but said companies must be bound by and subject to this law. Hence all who share in the enterprise, whether as shareholders, employes or in any other character, shall be regarded in so far as Mexicans. They shall be precluded from alleging their foreign citizenship in relation to any matter connected with the enterprise. They shall have only equal rights with Mexicans and must vindicate their claims before Mexican tribunals.

This restriction does not refer, of course, to disputes between foreigners and shareholders outside of the republic; but no decision of foreign tribunals shall effect in any manner the prescriptions of this decree or the Company La Sere, which is considered as Mexican or Mexican interests.

The company shall not alienate or mortgage any concession connected with the enterprise without previous consent of the Government; and in no case can such alienation or hypothecation be made in favor of any foreign Government. Nor can any foreign Government be admitted to partnership or interest in the enterprise.

Mr. Emile La Sere may establish the board of directors at New York or any other point of the United States, but he shall be obliged to appoint an attorney in Mexico, fully empowered and authorized to deal with the general Government on all matters connected with this contract.

The Company La Sere is authorized to establish a coal depot at Huatulco, as well as workshops for the repair of its vessels, but the land so occupied shall not be considered as a grant.

The obligations of this contract may be suspended in case of events beyond control or fortuitous circumstances directly and absolutely impeding their fulfilment, and such suspension shall last only during such impediment. Mr. Emile La Sere must, however, present to the general Government notice and proof of such obstacles within three months after they have begun to occur. He must also give notice or proof of the resumption of work at least within two months after the obstacles have been removed. He will be entitled only to the time during which the impediment lasts, or at most to two months more.

The following restrictions are put upon the company:

First—No fort shall be erected.

Second—No armed body shall be organized; but the employes may carry arms for personal defence.

Third—No foreign armed body shall be transported without express authority from Government.

Fourth—No goods declared contraband of war by Mexican laws shall be transported without express authority from Government.

Fifth—No armed body of the nation or national war material shall be transported without express authority from Government or other competent authority.

Sixth—The company shall dismiss any employe who shall aid or countenance contrabandage or commit any other crime, and shall aid Government in his prosecution.

Seventh—The company shall carry out all the measures ordered by Government so as to make passengers observe the revenue laws of the republic.

The concessions herein granted shall be forfeited for any of the following causes:

First—Failure to give the bonds required by article fifteen—$100,000 within ninety days from the date of this law.

Second—Failure to present the plans and surveys or to complete the divisions and whole road within the required time.

Third—For building any fire on the Isthmus.

Fourth—For organizing any armed force.

Fifth—For allowing transit to any foreign armed force without express authority from Government, except in case of clearly being overpowered.

Sixth—For transporting without express authority from Government the contraband material of any belligerents so declared by the laws of the Mexican republic.

Seventh—For allowing any national armed force to pass or transporting any national ammunition without express authority from Government, except in the case of clearly being overpowered.

Eighth—For suspending during one year consecutively the work on the road.

Ninth—For infringing any of the clauses of this law prohibiting the alienation or hypothecation of any of its concessions without previous consent of Government, and its alienation or hypothecation in any case to a foreign Government, or the admission of any foreign Government to a partnership in the enterprise.

In case of the abrogation of this concession, for due cause, the Company La Sere shall be allowed to claim only the buildings they may have built, the portion of the road finished, the engines, trains and other objects in their employ; but the Government, or the individual, or company succeeding to their privileges, shall purchase the above at a fair valuation to be ascertained by arbitration.

The company shall give the Minister of Fomento every year all the information on the state of the work and the road that Government may ask.

All controversy about the terms or meaning of the law shall be decided by the competent tribunals of the Mexican republic.

The above decree was signed October 6, 1867, by Benito Juarez, and countersigned October 7, 1867, by J. Balcarcel, Minister of Fomento.

Philadelphia and Reading Railroad.

The traffic receipts of the Philadelphia and Reading Railroad in the month of August, 1867, were $693,103; and the expenses, including transportation, roadway, dumpage, renewal fund, and all charges, $539,720—making the net profit for the month $153,383. In August, 1866, the receipts were $1,252,385, the expenses, $641,396—and the net profits, $610,988. This shows a decrease in receipts, in August, 1867, as compared with August, 1866, of $559,382, in expenses, $101,676, and in net profits, $457,605. The net profit for the nine months ending August 31, 1867, were $1,790,279, against $3,129,511 in the corresponding period of 1866—a decrease of $1,439,232. The London Railway *Times*, in commenting upon the above return, says it "is certainly very discouraging. Month by month the net earnings of this road have decreased, until at last the profit is only about one-fourth of the amount realized in 1866. It appears strange to us that, notwithstanding this falling off in traffic, the price of the stock is so well maintained in America; as in May last it was quoted 99 to 100, and it is now about 101. The lower freights charged for coal have no doubt militated severely against the road, but it is a fair question for shareholders how far it is prudent to reduce freights to such an extent as to jeopardize regular payment of dividends."

Tennessee Railroads.

The following is a list of the railroads in Tennessee that are under mortgage to the State for the principal and interest of the bonds issued in aid of their construction, and for their relief and extension since the termination of the war:

	Bonds.	Half yearly interest.
East Tennessee and Virginia.	$2,688,000	$86,193
Memphis and Charleston	1,644,000	49,319
Nashville and Decatur	2,115,000	63,445
Nashville and Chattanooga...	395,000	11,850
East Tennessee and Georgia..	1,690,000	54,484
Cumberland Gap and Charles.	986,000	29,570
Knoxville and Kentucky.....	1,353,700	40,596
McMinville and Manchester .	851,400	25,541
Memphis and Ohio.....	2,396,100	71,883
Clarksville and Memphis....	1,894,000	56,888
Mobile and Ohio.....	1,684 800	50,544
Nashville and Northwestern .	3,065,000	91,946
Mississippi and Tennessee...	307,800	9,534
Edgefield and Kentucky	1,070,000	32,105
Mississippi Central	1,079,000	32,369
Winchester and Alabama....	1,098,200	32,948
Knoxville and Charleston ...	300,000	9,000
Rogersville and Jefferson	393,000	11,795
Memphis and Little Rock ...	105,000	3,015
Total.....	$25,126,000	$762,985

It is reported that the Louisville and Nashville Company, the Hon. James Guthrie, President, have agreed to become responsible for the use of the Memphis and Ohio and Clarksville and Memphis Railroads, forming part of the Louisville and Memphis direct connection. And the Memphi end of the line (known as the Memphis and Ohio, has been taken out of the State Receivership by this arrangement. The State lien upon the two roads is $4,290,700; half yearly interest thereon, $128,721.

International Telegraph Co.

We understand that it is the intention of the company now operating in the Gulf of Mexico to extend their line from Panama to Peru and Chili. The Chilean Government agrees to loan the company the sum of $200,000 in Government bonds, at an interest of six per cent. per annum, from the date of the completion of the line, and grants a further subsidy of $16,000 per annum for the term of twenty-two years, so that the line will be established as soon as the cable can be got ready. Bolivia and Ecuador have not as yet made known what amount of subsidy they will give, but it will not be less than $5,000 each; but whether they subsidize or not, the line will be carried out, so that the International Telegraph Company of New York have secured the whole of the west coast of South America. Should Bolivia and Ecuador grant $5,000 each, the company will have an income of $50,000 per annum guaranteed, and a loan of $400,000 to begin with.

Montgomery and Selma Railroad.

The energetic contractors, Messrs. Boyle & Co., are rapidly pushing this important road to completion. The heaviest portion of the grading on the entire line (that near the river bank in Montgomery,) is nearly completed. In a few months more, the entire grading of the whole line to Selma will be completed, and as Colonel Pollard, the President, has arranged for the iron, it will not be long before the iron horse will be leaving Montgomery westward. We learn it is the intention of the President that the road shall be running through to Selma by May next. This is an extension of the West Point road, and we learn it is the intention of the company that trains shall run through from West Point to Selma without change of cars.—*Montgomery Mail.*

Philadelphia and Erie Railroad.

The difference in the settlement of the accounts of the Pennsylvania Railroad Company and the Philadelphia and Erie Railroad Company, the former being the leasee of the latter, was brought to a conclusion on the 29th ult. The amount in dispute was originally fourteen hundred thousand dollars. Committees of the respective companies have been negotiating the matter for nine months, and their conclusion has at length been accepted as mutually satisfactory. By the terms of settlement the Pennsylvania Company becomes, next to the city, the largest stockholder in the Philadelphia and Erie.

Memphis and Little Rock Railroad.

Information has reached us that Mr. R. C. Brinkley, President of the Memphis and Little Rock Railroad, a short time ago accepted a proposition of Northern capitalists to complete the road from St. Francis River to Duvall's Bluff (forty-six miles) by January next, for $1,500,000 taking a mortgage on the stock for security; that this proposition has been voted down by the directors (Col. Sam Tate being absent,) and that Mr. Brinkley will in due time submit the same proposition to the stockholders.—*Memphis Avalanche.*

Cape Cod Central Railroad.

The Cape Cod *Gazette* says that a movement is on foot among the members of the Cape Cod Central Railroad Company, to assume the management of their own road which has been since its completion under the control of the Capo Cod Railroad Company. It is said that cars and rolling stock are soon to be purchased, a new Superintendent to be appointed and other steps to be taken to enable them to transact business on their own account.

☞ The Jacksonville *Mercury* says: We learn that the directors of our railroad have appointed a committee to confer with the Pensacola and Georgia railroad, in reference to the proposed consolidation and mutual operations of the two rail roads.

☞ The East Alabama *Monitor* states that the county commissioners of Tallapoosa county have subscribed $200,000 to the capital stock of the Savannah and Memphis Railroad, and it is confidently believed it will be ratified by a majority of the property holders of the county.

☞ The transfer books of the New York Central Company will be closed on Saturday, the 9th inst., preparatory to the annual election, to take place at Albany on the 11th of December. The books will reopen on the day following the election.

☞ The work upon the Selma, Rome and Dalton Railroad is about to be commenced. Col. E. G. Barney the Superintendent, has procured the necessary implements, and the labor will commence at both Blue Mountain and Rome. He intends having cars running through to Rome by the first of next July.

☞ The Pittsburg and Steubenville (Pan Handle) Railroad was sold under foreclosure on the 6th inst., and purchased by the Pennsylvania R. R. Co. for $1,960,000.

☞ The work on the railroad between Schoharie Court House and Middleburgh is progressing rapidly.

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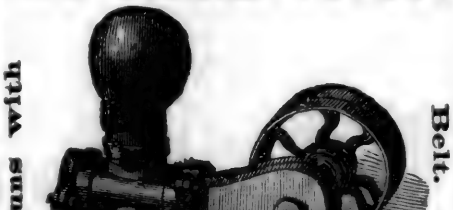
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OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, Nov. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Nov. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

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Universal Exposition, Paris, 1867.



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In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER.
AMBROISE THOMAS.
ED. HANSLICK
F. A. GEVAERT.
J. SCHIEDMAYER.
} Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 269 Pianos from all parts of the world.

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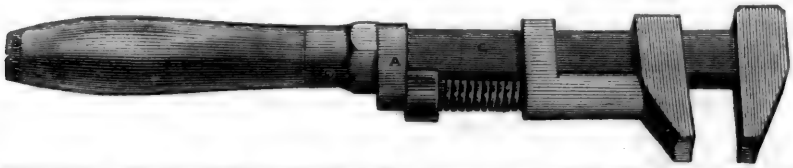
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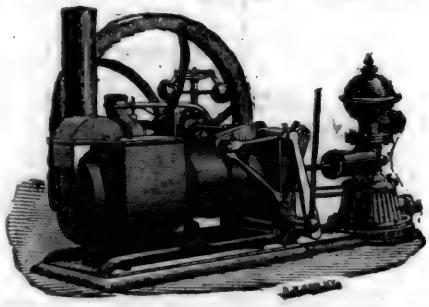
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ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, November 16, 1867.

Louisville, Cincinnati and Lexington R. R.

The contractors upon the Cincinnati Branch of the Louisville, Cincinnati and Lexington Railroad are pushing their work uninterruptedly. The cost for graduation and masonry will be about $1,400,000. Of this amount, there will have been disbursed at the end of the present month $450,000 to $500,000, being about thirty per cent. of the whole amount of the item of graduation. The cross-tie contracts have been let, and the contractors are now getting fairly under way. In carrying forward this great enterprise, the managers have adopted a plan as wise and advantageous as it is unusual. The work has been so expended on the more heavy and difficult portions of the road, that the whole is now sufficiently in hand to secure its completion in the contract time. The foundations of all the most important bridges have been put in this season, and the masonry is well advanced. The most noteworthy bridge along the line is that across the Kentucky River, at Worthville, about seven miles above Carrollton. It will be seven hundred feet in length. The foundations of this bridge are said to be marvels of engineering skill. They are sunk in deep water, and in a manner entirely original. The masonry is now above water, and is going regularly forward. It is expected that the road will be finished and opened to travel in the spring of 1859.

Northwestern Connecticut Railroad.

A survey is now being made for a contemplated railroad, to be called the "Northwestern Connecticut," to start from Springfield, Mass., and intersect the Canal Railroad at Granby, Conn.; the Naugatuck Railroad at Winsted; the Housatonic at Canaan: the Harlem at Sharon, and terminating at Washington Hollow, N. Y., on the Dutchess and Columbia Railroad, with a contemplated branch from New Hartford to Hartford, Conn. The whole length of main line is about seventy-five miles. Enthusiastic meetings in favor of the road have been held at Winsted, and the money for the survey has been raised by towns along the route.

Fredericksburg & Gordonsville Railroad.

At the recent annual meeting of this company in Fredericksburg, Va., the old officers were re-elected, viz: President, C. M. Braxton; Secretary and Treasurer, A. A. Little; Directors, M. Slaughter and W. T. Hart. The President's report states that the capital stock was increased to $1,000,000 and the privilege of issuing bonds and borrowing money was granted by the Legislature, and permission also to make Charlottsville the western terminus, if desired. The present value of work already done is estimated by an instrumental examination at $450,000, and the outlay of $140,000 would make the road bed for forty miles ready for the superstructure. Several parties are anxious to enter into contract for the future. If all the private stock is relinquished, arrangements can be made to secure the completion of the road.

Boston and Albany Railroad.

The consolidation of the Boston and Worcester and the Western Railroads will take place on the 1st of December; though the January dividend, which it is understood will be five per cent., will be paid by the respective Treasurers of the two corporations. The terms of consolidation are not yet agreed upon, and should the new Board of Directors fail to settle the question, Commissioners will be appointed by the Supreme Court.

Georgia Railroad and Banking Co.

The receipts from operations of the road of this company for the fiscal year ending March 31, 1867, have been as follows:

From passengers		$429,024 92
" freight		676,509 31
" mail		80,607 72
		$1,186,141 95
Ordinary expenses, viz:		
Conducting transp.	$142,524 79	
Motive power	249,265 21	
Maintenance of way	163,605 92	
Maintenance of cars	67,677 34	
		623,073 26
Income, 45 per ct. of gross earnings.		$513,068 69
Disbursed as follows, viz:		
Paid for new depots	$23,588 82	
Rebuilding engines	35,000 00	
New tools for shops	5,974 17	
Timber for renewing track	38,953 75	
Extra labor in laying same	9,610 00	
New iron	36,585 84	
New bridges	42,846 26	
Houses at water stations	1,350 00	
Rebuilding cars	15,500 00	
Building new cars	28,100 00	
Government tax	29,204 23	
		266,713 07
Net profits over all payments		$246,355 62

The gross earnings of the previous year (from May 15, 1865, to March 31, 1866,) were $1,155,397 92; and the expenses, including $85,688 90 for new work, taxes, etc., were $640,478 95—leaving as net profits over all payments, $514,918 97.

It will be seen from the above that for the two years succeeding the war, the road has made, over and above all ordinary expenses of management, $1,113,676 56, or about 25 per cent. upon the capital stock and bonded debt of the company. But as the company had at the close of the war no available funds on hand, a large amount of these net earnings, shown above to have been $352,401 97, has been used in paying for the extraordinary work of renewing track, rebuilding bridges, depots, locomotives, cars, etc., leaving as net profits over all payments the sum of $761,274 59, of which amount $625,306 have been used in redeeming the notes of the Georgia Railroad and Banking Co., and the balance has been paid to

the stockholders in dividends, of which 6½ per cent. has been declared. The President, in his report, says:

The business of the year has been somewhat better than anticipated in last year's Report. As will be seen the receipts, both gross and net, are about equal to those of that portion of the previous year for which an available currency was received.

The profits of the two years compare thus:

Gross profits for 1865–'66	$1,155,397 92
" 1866–'67	1,136,141 95
Decrease in gross profits	$19,255 97
Net profits for 1865–'66	$514,918 97
" 1866–'67	513,068 69
Decrease in net profits	$1,850 28

This is a very small decrease in profits for the year, though it may be here remarked that the previous year was made to commence on the 15th of May, and in that year no Mail Pay was credited.

It will be seen that in the 22½ months, from the 15th of May, 1865, to the 31st of March, 1867, the net earnings of the road have exceeded 12½ per cent. per annum upon the capital stock. There is no mistake or deception about these profits, and if the money is not in the Treasury, or all available for dividends, it is accounted for by the payment of the debts of the company, and the restoration of the road and rolling stock, impaired or destroyed by the war. It is known to the stockholders that the ample current effects of the company provided to redeem the current liabilities of the bank, were mostly absorbed in Confederate currency, leaving the debts of the company, including more than one million of circulation, unpaid and unprovided for. The State Bonds and Treasury Notes, to a large amount, were repudiated, and "Bills of other Banks," to the amount of near $400,000, have also become almost worthless. In fine, the ample means provided by the company for the payment of its liabilities, both funded and floating, have been swept away by the war and its incidents, and the heavy expense of restoring the road and outfit from a ruined condition, and paying its liabilities, has been thrown mainly on profits. The stockholders will doubtless agree that they could not have been better appropriated than to these essential purposes, and the Directors have very reluctantly yielded to the pressing wants of the stockholders in paying any dividends, before a complete restoration of property, and the full payment of the floating debt. Much has been done towards these important objects, and much yet remains to be done. Since the return of peace the property of the company has been greatly improved—

1st. By a more thorough ditching and drying the road bed—a very important work which had been much neglected during the war.

2d. By a very expensive, but absolutely essential, renewal of timbers, especially cross ties. In the last two years there have been 283,900 new cross ties put in the track—an equivalent of material for 107½ miles of new road! To this may be added $72,489 for new track.

3d. By two new and expensive bridges—one of iron—nine new depots to replace those burnt, and a new machine shop at Atlanta.

4th. By rebuilding and repairing cars, and building new ones. The number of cars "in running order" at the close of the war was about 70. It is now 399, a large number of which are entirely new or thoroughly repaired. This does not include passenger and baggage cars.

5th. From 12 engines "in running order," we now have 28 "in good order." Some of them entirely rebuilt and as good as new, besides four others in a state of forwardness in progress of reconstruction.

6th. By the purchase of a very valuable set of constructing and repairing tools, of Seller's make. As labor saving instruments these tools were very important, in fact almost absolutely necessary, with the heavy and increased labor in the machine shop.

These heavy expenditures have been made and paid from the resources of the company, and mainly from its profits. Not an engine or a single car has been purchased or ordered—the policy of the company being, as far as possible, to give employment to our own suffering laborers and mechanics. This policy has been the more readily adopted as, from close calculations, it is believed to be consistent with a sound economy.

The amount of expenditure for these objects may be seen in detail elsewhere, and they have been made and paid without the use of credit, and without any increase of debt. On the contrary, the debt of the company has been largely reduced. In this connection, we may briefly refer to the second principle demand upon the Treasury, to account for the profits of the last two years.

In May, 1865, the bonded debt was	$254,500
At the same period the bank circulation was	941,901
Bonds and circulation	$1,196,401
On the 31st March the bonded debt was	$386,000
Do. Circulation was	185,095
	571,095
Reduction of debt since May, 1865	$625,306

Thus it will be seen, that whilst the bonded debt has been increased only $131,500, the circulation has been reduced $756,806, making an aggregate reduction of debt of $625,306 as above stated. This too is omitting any notice of deposits, and large amounts of back interest on bonds, the coupons on which were held back during the war. It may be proper here to state, that the company has declined to issue any bonds, except in renewal, and to fund the bank circulation. This circulation, being a large and immediate demand, has been very embarrassing to the company in its crippled condition. It will be seen that it is reduced to a small amount. It now comes in slowly, and will not it is hoped hereafter very materially interfere with the financial policy of the company.

The Superintendent refers in detail to the ruined condition of the road, its rolling stock and other property, at the end of the war. The heaviest and most pressing demands for renovation and repair have been met, but other expenditures should not be delayed longer than consistent with the resources of the company. A round house for the protection of engines, and a freight depot at Atlanta, are pressing wants, and will cost from $40,000 to $60,000, according to the plans that may be adopted. The Superintendent also estimates that $60,000 per annum should be appropriated for new iron, until the remainder of the main line shall be relaid. The rebuilding of the rolling mill at Atlanta, of which there is now flattering prospects, would greatly simplify this important job, and reduce the expenditure to the cost of re-rolling the old material.

With the aid of some effects (the remains of the old reserved fund) of uncertain value, all these demands may be met—together with small dividends, provided the profits of the last two years can be maintained. Can they be relied upon for the future? All calculations are idle, in the present condition of the country, in which nothing is certain but uncertainty. Some speculations, however, can do no harm, if they do no good. The Superintendent, refers to new and unexpected competition from Atlanta to the Northern cities. Are we likely to suffer hereafter as much or more by this "unnatural competition?" The difference in line of railroad is about 450 miles, and the difference in grades full 40 feet to the mile! Many early calculations on the capacity of railroads to carry bulky freights long distances have been disappointed, but there are still some disadvantages in competing with water carriage that cannot be overcome. What has caused this diversion of cotton from Southwestern Georgia, Macon, Atlanta, Rome, and other points South, directly to New York over the Virginia and Western route? It is simply the power of capital. Business will follow capital. This is especially true of the cotton trade. Buyers will ship to almost any point where they can get advances. The banking and business capital of Augusta was destroyed by the war. The same may be said of Charleston and Savannah. Charleston, before the war, had large and increasing resources. Its shipping was ample, and so was its commercial capital. Its wholesale establishments furnished ample supplies to the country merchant. Cotton was largely sold there, and supplies freely purchased. For this legitimate business the roads extending West were the natural feeders and outlets, and had no competition. The merchants West, within reasonable range, sold and bought there to a large extent, because they found they could do better there than elsewhere. There was ample business, and the roads running from the interior to the sea coast had it at remunerating rates, because it naturally belonged to them. All this for the present has been changed by the war. Two disastrous fires, and four years siege, have destroyed the shipping—the commercial capital, and the wholesale trade of Charleston. In like manner the business capital of Augusta has been swept away by the effects of war and collapse of Confederate credits. In fine, the business attractions of Augusta and Charleston have been weakened for the present by the loss of capital, and the tendency is to follow capital directly North, from all points West, whose location offers the least chance of competition, even at great disadvantage in transportation.

This unnatural competition cannot continue long after the country becomes settled, and trade falls into its natural channels. The Superintendent truly remarks that Charleston is rapidly reviving. Its location will attract to it foreign capital, so soon as confidence is restored. Capital, like labor, will always be attracted to the point where it can be most profitably employed. The same may be said of Augusta, which from its choice of ports and markets, has always been known as one of the best interior cotton markets in the South.

This competition over 750 miles of railroad of high grades, against 307 miles of low grade, cannot continue long. It will cease when the capital and business attractions are restored to Southern ports and markets. These Northern ports are not the natural Atlantic outlets tor the cotton even of Memphis—the great trade centre of the valley. Hence the restless anxiety of the energetic and able President of the Memphis and Charleston Railroad for a road, from Decatur direct by way of Atlanta to Charleston. He is now running in connection with the Norfolk route, and finds it will not do. In his last report he again calls the attention of his stockholders to the importance of the direct Charleston route. He is willing to throw out the use of one half his road, to give the other the advantage of direct connection with a South Atlantic port. The report is very able and very instructive, and of especial interest to every stockholder in our company. We have only time and space to add here, that if ever the contemplated line shall be built, (of which Col. Tate is confident) it will not only pay well itself, but will permanently fix the prosperous destinies of every road constituting a portion of the line.

It may be safely assumed, then, that this competition for cotton at Atlanta will not continue long, for it wont pay. If shippers persist in the wish to ship through to New York, this can be done quicker and at a much less cost of transportation by way of Charleston, in connection with the boats, than over the Virginia line. We shall not likely suffer hereafter, from any cause, a larger loss by reduced cotton receipts than we suffered the past year. In 1860 the road transported 219,774 bales. The last year we carried 55,714! This great reduction was in part owing to the competition complained of, but mainly it is believed from the very short crop in that portion of the country tributary to our road. To

say nothing of the effect of a change in our labor system, and a season unfavorable almost beyond all precedent, it is known that the section of country alluded to was greatly devastated and exhausted by the conflicting armies near the close of the war. It has not yet recovered, but it is recovering, and it is not likely that we shall have a less cotton crop to transport, at any time hereafter, than we had the past year.

It may perhaps be safely admitted, however, that we shall suffer still further by competition for distant or "Through Travel." Roads continue to multiply, and especially in the Southwest, and the tendency is to cut off every angle, and take the most direct route between important points. This travel is already divided between so many competing lines, that it is perhaps scarcely worth the cost of competition. As a general rule, the conviction is gaining strength, that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares—the shortest and most direct between certain important points, and presenting such advantages in distance and business attractions, as to shut out all competition.

Connected with this view, it is important to consider whether the local business of the Georgia Railroad will pay fair dividends to the stockholders? With anything like an approach to the former prosperity of the country, no doubt could be raised upon this question. A reference to the business in past years, will clearly show that the local business would pay, and pay well. In truth, the profits of the company for several years past have not been large from distant or "through business." It is generally carried at low rates, and against strong competition, and often costs more than it is worth. It is not likely that the competition for the through travel will be greatly increased. Taking the Northern cities and New Orleans as points, we have had the routes by Grand Junction and by Atlanta to compete with. Taking the same cities and Mobile as points, we have had the routes by Corinth, and also by Knoxville and Atlanta, to compete with. Taking the same cities and Atlanta as points, we have had the Lynchburg and Knoxville routes to compete with. Taking Charleston and Montgomery as points, we had the route by Savannah and Macon; and with Augusta and Montgomery as points, we have had the route by Macon and Columbus as competitors. On all these competing lines the competition is close—time and distance about the same—sometimes rather against us, and it may be well questioned, whether for years past the net profits of the company have been much increased, if at all, by competing for and surrendering its schedules to this "through travel."

But admitting all this, the stockholders have been sometimes discouraged, and the price of the stock affected, by an apprehension of reduced production in the country contiguous to, and tributary to our road. "Old Georgia," it is said, is much worn, and moreover, since emancipation, great numbers of the able-bodied laborers have emigrated to other parts, where labor is better paid, and more profitably employed. This is true to some extent, but do we not sometimes attach too much importance to these acknowledged truths? An annual exodus of the laboring population has been going on for many years, and yet the product and population have continued to increase. No doubt many fine counties have suffered by wasteful and injudicious cultivation, and a certain class of our restless people, were constantly seeking change and fresher lands. On the other hand, the more judicious and observing planters discovered years since, that it was more to their advantage to remain upon the old homestead, and preserve and improve the land, than to lay them waste by skimming, and go to the forest. The consequence was that, for some time before our civil troubles, some of the oldest counties were increasing in the cotton product, as well as in all the elements of material wealth. Though perhaps not so fertile as some parts of the Southwest, Georgia lies within that belt of the temperate zone which Mr. Ellsworth called emphatically "the cotton region." In soil and climate it is especially adapted to the nature of the plant, and the planter in this favored region has this advantage, that with moderate fertility, and proper and judicious culture, he will always make a crop. Comparatively short it may be, according to seasons, but he will rarely fall short of expenses, and may generally rely on a fair interest on his capital. He rarely met with those entire failures which so often brought ruin on the planter of the more fertile region of the Southwest. This was the only secret, which explained the progressive wealth of the planting interest of Georgia, beyond other States, thought to be blest with a more exhuberant fertility.

In years long past, the stockholders were occasionally reminded of the threatened decline in products, by the exhaustion of the soil and loss of population in the region tributary to the road. The best answer to these apprehesions was found in the progressive business of the road, and in the statistics of the country.

The first year after the road reached Atlanta—say in 1846—the entire receipts of the road were $315,342, and the cotton transported, 56,821 bales. The receipts continued to increase, and so did the number of bales of cotton transported, with trifling fluctuations, until in 1860, the last year of peace, when the receipts were $1,159,188, and the bales of cotton carried, 219,774! This was a small increase over the receipts of 1859, when 219,218 bales were carried. And, but for the war, there is no doubt that the quantity would have continued to increase up to the present time. The truth is, there is much life in the old land yet, and if we had peace, and a Government, with constitutional guarantees—giving assurance to the citizen that he would enjoy the fruits of his labor, there are many elements of wealth in Georgia besides cotton, which would be very rapidly developed.

A noted feature in the cotton culture of the present year is believed to be, a reduced area planted, but a careful selection of the best land and a free use of fertilizers. With a fair season, the result will probably be, a good crop in proportion to land planted; and though it may fall much short in quantity, compared with average crops before the war, yet the advanced price will perhaps bring as much money into the country, as an average crop previous to 1860. Such is our hope. Time alone can prove whether our hopes are to be realized.

At present the business is very small, and what we have, grows out of the wants, rather than the exchangeable wealth of the country. The people are too poor to travel, and the fragments of exports left by the ravages of war, and the small crop of last year, have been nearly exhausted; the little remaining is being expended for a scanty supply of provisions, which furnishes at present the principal business of the road.

Accounts of the wheat crop are universally favorable, and reports from the cotton prospect are not discouraging. An ample supply of provisions of home production, and a fair crop of cotton, would do much to change the present state of affairs, and revive the business of the road.

Pressed by the urgent wants of the stockholders, the Board has declared two dividends from the profits—the one of 3½, and the other of 3 per cent. These dividends were perfectly legitimate, as they were fully covered by the profits and reserved fund, notwithstanding the heavy depreciation of the investments of which the reserved fund is mostly composed. But for the consideration named, however, it would have been a sounder and more commendable policy to pay no dividends until the property of the road shall be restored to its former condition, and the floating debt of the company fully paid.

A detailed statement of the assets and liabilities of the company, may be seen in the statement of the Cashier. From this it will be seen, that every demand against the company may be met, even at present ruinous prices, leaving the stock whole, with a handsome surplus.

The company have 46 engines, of which 25 are in good order, 10 in bad order, 5 being repaired, 4 being rebuilt, and 2 out of use; 25 passenger, 8 baggage, 220 box, 115 platform, 16 cab, 8 coal, 13 shanty and 27 stock cars. Miles run by engines during the year, 585,338. Bales of cotton transported, 55,714. Bushels of grain, 265,241. Barrels of flour, 3,623.

The following statement will show the gross earnings, expenses and net profits from April 1, 1859, to March 31, 1867:

	Miles of road.	Gross Earnings.	Total Expenses.	Net Profit.
1859–'60	231	1,159,188	631,144	528,044
1860–'61	231	860,460	704,751	155,709
1861–'62	231	859,598	521,390	338,208
1862–'63	231	1,120,313	469,836	650,476
1863–'64	231	2,275,354	1,916,348	359,006
1864–'65	231	3,342,017	3,056,949	285,068
1865–'66	242	1,155,397	640,478	514,919
1866–'67	242	1,136,141	623,073	513,068

The following is a condensed statement of the condition of the Georgia Railroad and Banking Co., on the 31st of March, 1867:

The road and its outfit		$4,156,000 00
Real estate		186,958 66
Banking House and lot		35,000 00
Road expenses	$973,306 80	
Incidental expenses	9,760 53	
Interest on bonds	36,345 83	
U. S. revenue tax	506 74	
		1,019,919 90
Materials on hand for road		100,289 22
Stock of other companies, etc		1,120,679 00
Bonds " "		162,250 00
Discounted notes		13,310 87
Assessment on stock		262 50
Due by other corporations & agents		6,811 42
Bills receivable		49,746 89
Notes of various banks		314,274 50
Cash—National currency	$58,594.54	
" Gold	1,183.92	
		59,778 46
		$7,175,281 42
Capital stock		$4,156,000 00
Profit and loss		1,193,940 79
Income from railroad		1,126,883 49
Transportation of the mail		25,575 69
Interest account		30,187 63
Premium account		12,112 21
Rent account		2,650 00
Bonds of this company		386,000 00
Dividends unpaid		28,045 51
Due to other corporations & agents		22,596 39
Income tax due U. S		1,889 97
Deposits		4,804 26
Circulation		185,095 48
		$7,175,281 42

President.—JOHN P. KING.

Directors.—Elijah E. Jones, Benj. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, John Cunningham, Wm. D. Conyers, Samuel Barnett, James W. Davies, Geo. W. Evans, Richard Peters, Stevens Thomas, Jas. S. Hamilton, Antoine Poullain, Geo. T. Jackson, M. P. Stovall.

Gen'l Superntendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

Honduras Railway.

A loan of £1,000,000 to the Honduras Railway has been introduced in the London Market. This loan looks to the construction of a railway through Honduras, C. A., from Porto Cabello, on the Atlantic, to the Gulf of Fonseca, on the Pacific, the surveys of which were made under the old Squier's grant about eight years ago by a party of English engineers. The proposed route is about two hundred and fifty miles long, and the cost of construction will be about £6,000 per mile.

Commerce of New York.

The foreign imports at New York for the month of October, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$13,812,206	$10,224,405
Do. for warehousing....	8,113,869	7,096,411
Free goods	1,471,951	754,881
Specie and bullion	1,434,158	362,789
Total entered at port...	$24.832,184	$18,438,486
Withdrawn fr. wareh'use	8,789,838	7,728,761

The foreign imports at New York for the ten months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$144,665,021	$112,931,660
Do. for warehousing...	101,782,061	98,411,215
Free goods.....	11,180,054	9,197,009
Specie and bullion.....	8,422,999	2,862,004
Total entered at port..	$266,050,135	$223,401,888
Withdrawn fr. wareh'se	89,489,721	95,195,569

The following statement will show the revenue from Customs at New York for the month of October, and for the ten months ending October 31:

	1866.	1867.
1st quarter.	$35,618,902 52	$32,916,085 09
2d quarter.....	31,929,287 26	26,438,603 81
3d quarter.....	36,105,092 08	33,840,898 17
In October.....	11,002,048 08	8,682,889 05
Total from Jan. 1.	$114,655,329 94	101,878,476 12

The exports from New York to foreign ports in the month of October, were:

	1866.	1867.
Domestic produce	$14,593,664	$16,679,540
Foreign free goods.....	32,061	4,446
Do. dutiable.....	186,108	797,235
Specie and bullion	1,463,450	1,182,031
Total exports.....	$16,275,283	$18,663,252
Do. exclusive of specie.	14,811,833	17,481,221

The exports from New York to foreign ports for ten months from January 1, were:

	1866.	1867.
Domestic produce.....	$156,186,890	$144,711,692
Foreign free goods....	598,217	845,446
Do. dutiable	4,146,845	6,999,386
Specie and bullion.....	55,489,740	43,214,139
Total exports	$216,421,692	$195,270,663
Do. exclusive of specie	160,931,952	152,056,524

Indianapolis, Crawsfordville and Danville Railroad.

The County Commissioners have rendered a decision allowing the appropriation to secure a right of way for the Indianapolis, Crawfordsville and Danville Railroad through the county, from the west bank of White River to the western line of the county. The work on this road has begun at Crawfordsville, from which point the contractors are working in this direction, and also at Pekin and Danville, Illinois. It is now intended to let the whole line between this city and Crawfordsville on the 16th inst., and it is confidently predicted that the work will be completed and the cars running by the middle of next summer. Montgomery county donates one hundred and twenty-five thousand dollars towards it, and other points are equally liberal. We understand that no stock has been taken in this county, and as the city subscription of forty-five thousand dollars is not payable until the road is completed and the cars running forty miles west of the city. Having provided for the building of the road, and having secured the right of way everywhere on the line except from White River to the county line, it was eminently wise and proper that the necessary amount to secure this should be appropriated by the County Commissioners. The sum is said to be fifteen thousand dollars, which will add but an iota of weight to the tax duplicate.—*Indianapolis Journal.*

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool.....	$2,494,378	$818,472
" cotton...	645.932	447,570
" silk	1,012,845	1,158,702
" flax	803,555	529,078
Miscellaneous dry goods..	506,042	343,262
Total entered for consump.	$5,462,752	$3,297,079

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool.....	$1,012,104	$932,678
" cotton...	192,824	162,439
" silk	384,945	367,736
" flax	264,923	300,086
Miscellaneous dry goods..	128,509	88,654
Total withdrawn from warehouse	$1,983,305	$1,851,593
Add entered for consump.	5,462,752	8,297,079
Tot. thrown on the market..	$7,446,057	$5,148,672

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool.....	$1,417,396	$1,010,073
" cotton...	364,917	226,803
" silk	337,498	286,025
" flax	793,788	509,006
Miscellaneous dry goods..	109,199	53,807
Total entered for wareh'g..	$3,022,798	$2,085,714
Total entered for consump.	5,462,752	8,297,079
Total entered at the port.	$8,485,550	$5,382,793

The imports of foreign dry goods at New York for ten months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool....	$28,752,259	$15,506,156
" cotton..	13,507,330	9,555,770
" silk	15,350,739	11,530,268
" flax	11,432,330	7,345,087
Miscellaneous dry goods.	6,684,817	5,229,592
Tot. entered for consump.	$75,727,475	$49,166,873

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool....	$15,509,760	$15,750,569
" cotton..	5,380,746	5,938,782
" silk	6,846,254	6,386,678
" flax	4,600,203	5,854,382
Miscellaneous dry goods.	1,081,042	1,411,191
Total withdrawn from warehouse	$33,418,005	$35,341,552
Add entered for consump.	75,727,475	49,166,878
Total thrown on the market....	$109,145,480	$84,508,425

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool....	$17,423,306	$14,105,819
" cotton..	5,383,548	5,100,754
" silk	7,285,102	4,858,407
" flax	5,831,454	3,165,620
Miscellaneous dry goods.	1,828,003	1,376,422
Total entered warehouse.	$37,246,413	$28,607,022
Add entered for consump.	75,727,475	49,166,878
Total entered at the port.	$112,973,888	$77,773,895

☞ Edward L. Du Barry, Esq., has been appointed Assistant General Superintendent of the Northern Central Railway—the office to be located at Harrisburg. The appointment dates from the 1st inst.

☞ Mr. Jesse Burdett has been appointed General Superintendent of the Hudson River Railroad, in place of Mr. A. F. Smith, resigned.

Atlantic and Great Western Railway.

TO THE BOND AND STOCKHOLDERS OF THE ATLANTIC AND GREAT WESTERN RAILWAY.

Having carefully read the report of the committee to the bond and stockholders of the Atlantic and Great Western Railway, and since the statements made by Mr. Cave at a public meeting held in London, I feel it my duty to reply, as the statements then made are calculated temporarily to injure the property. At first sight the report of the committee is calculated to give the impression that all the works on the line are imperfect, and that vast sums are still required to make the railway first class. A broad assertion that the embankments are all too narrow and the bridges all uncovered, would naturally give this impression. I do not propose to call in any evidence to contradict these statements, and will frankly admit that some of the cuttings and embankments are too narrow and that all the bridges should be covered. I will state, however, a fact, which I can at any time prove by figures, that the whole cost of the earthworks from Salamanca to Dayton bear a proportion of one-fourteenth part of the whole sum expended on the line; and, admitting the fact that a considerable number of cuttings and embankments do require attention, the outlay to accomplish this dwindles down to an insignificant sum; and when I further state the fact that the estimate for the receiver for covering all the bridges amounts to about £3,000, the bond and stockholders will be able to form a tolerably correct opinion of the object of the committee, which seems to me to be a desire to disparage the whole concern, so as to enable them to take credit for making a first class railway in about six months with an outlay of say £1,000 pounds per mile, of which two-thirds should be spent on extra rolling stock to develop extra traffic.

Having made these remarks, I shall proceed to state why I did not construct the embankments and cuttings some two feet wider, and why in several place I put up trestle work in place of solid banks. Almost as soon as I put the first shovel into the ground the civil war was upon me, and with five hundred miles of railway to build before me, I saw the price of labor run up to an alarming extent. I therefore decided to adhere strictly to all my gradients and curves, but to economize on earthworks as much as possible, leaving the trestles to be filled up by steam excavators and the banks to be widened from the cuts where needed, when the track should be completed, and thus vast sums saved. In this way I did succeed in constructing the whole line at the rate of one mile per day of working days. I did also provide the steam excavators; and what is now being done would have been done more than a year ago, but for the panic in England, which, as all know, stopped these works and depreciated the value of the securities of the road to an extent ten times as much as the value of the works in question. When I state that to execute the earthworks in question I had to import ninety per cent. of all the labor, and that a legion of army recruiting agents were hovering round me all the time, offering from five hundred to one thousand dollars per man bounty to join the army, the difficulty of the situation will be apparent to all. Nor must it be supposed that the line when opened was not substantial. I have only to call attention to our time tables of the speed made by our trains almost immediately after the line was opened. There the fact stands for all time that we did run express trains at express speed in successful competition with other long established lines; and it is also a fact that extremely few accidents

occurred, and that up to the present time only one passenger has lost his life on the line.

With reference to Mr. Cave's remarks as to half the amount of the capital being applied to extra lines, I will only state that the actual sums are represented by $151,147, as follows:

Catawissa Railway	$56,557
Morris and Essex Railway	69,025
Sharon Branch	25,564
Total	$151,147

—in addition to which there will be my professional services, amounting to a considerable sum, on the new surveys through Pennsylvania, on account of which I am personally under very heavy advances.

As to the remarks in reference to the management of the traffic and abuses, this not being in my department, I shall only state that the purchasing agent of the line whose integrity was specially questioned, was and is in my opinion, as highly honorable as any man in the United Kingdom; and that though he (Mr. Cave) may be larger, there are or were men on the Atlantic and Great Western Railway who will not forgive him for making statements reflecting on their integrity.

T. W. KENNARD, Engineer-in-Chief.

New York, November 5, 1867.

Taxation of State Railroads.

At the request of the Commissioner of Internal Revenue, the Secretary of the Treasury submitted the following question to the Attorney General for his opinion:

First. Whether railroads owned exclusively by a State, and operated by its agents, fall within the provisions of the internal revenue act of June 30, 1864, which provides that any person, firm, company, or corporation, owning or possessing, or having the care or management of any railroad, canal, steamboat, ship, barge, canal boat, or other vessel, or any stage coach or other vehicle engaged or employed in the business of transporting passengers or property for hire, or in transporting the mails of the United States, or any canal, the water of which is used for mining purposes, shall be subject to and pay a duty of two and one-half per centum upon the gross receipts of such railroad, &c. (section 103), and which further provides that any railroad, canal, turnpike, canal navigation or slackwater company indebted for any money for which bonds or other evidence of indebtedness have been issued, payable in one or more years after the date upon which the interest has been stipulated to be paid, or coupons representing the interest of any company that may have declared any dividend in scrip or money, due or payable to its stockholders, as a part of the earnings, profit, income, or gains of such company, and as profits of such company carried to the account of any fund, or used for construction, shall be subject to and pay a tax of five per cent. on amount of all such interest or coupons, dividends, or profits, whenever the same shall be payable. (Section 122.)

Second. Whether articles manufactured by convict labor in the penitentiary or prisons of a State for the State, come within the nineteenth section of the act of June 30, 1864, which declares that 'there shall be levied, collected, and paid,' certain duties upon the articles, goods, wares, and merchandise thereinafter mentioned, which shall be produced and sold, or be manufactured, made and sold, and be consumed or used by the manufacturer or producer thereof, on removal for consumption or for delivery to others than agents of the manufacturer or producer, within the United States and Territories thereof.

The Attorney General has given it as his opinion that a State is not embraced by the declaratory clause of section 44 of the act of July 13, 1866, which is as follows: "And any words in any and all parts of this act and all acts to which this is additional, indicating or referring to a person or persons, shall be taken to include partnership firms, associations, bodies corporate and politic, or any other party whatsoever, when not otherwise designated or manifestly incompatible with the intent thereof—and that neither railroads owned by a State, or the gross eanings thereof, or the profits accummulated therefrom, or the dividends paid upon its bonds, nor articles manufactured by convict labor in the penitentiary of a State, for the use of the State or on account of the State, are subject to taxation, either under the act of 1864 or any other of the internal revenue acts."

Central Pacific Railroad.

The work of grading the Central Pacific Railroad over the summit of the Sierra Nevada is fast approaching completion, and before the snow or winter envelopes the lofty range most of the line of track will have been prepared for the iron rails. From Cisco, the present terminus of the road, 95 miles from Sacramento, across the summit to Donner Lake Valley, the road is almost entirely graded, and, in fact, it could all be completed this fall and rails put down, but the company propose to let the winter snow and spring thaws try the cutting and filling, which will give the road when laid the advantage of this test. From Donner Lake, on the eastern side of the summit, a large amount of grading has been done, whilst on the Truckee River the track is laid for several miles and a locomotive and construction train now in running order. The great tunnel, 1,700 feet in length, will be finished by the latter part of October, but the track will not be laid through it until spring. During the present season the depot for freight and point of commencing staging will be at Cisco, where a large warehouse has been constructed in which to safely store goods whilst waiting for teams. Last year the cuts for several miles this side of Cisco filled in with drifting snow, which seriously impeded travel, but by a system of sheds over the road in the cuts this disadvantage is confidently expected to be removed. It is estimated that some ten miles of this kind of protection has been built over the various cuts of the line, and the heavy nature of the structures will doubtless be sufficient to protect the track from falling, sliding or drifting snow. Over four thousand laborers are busy at and near the summit finishing the grading, and when the winter sets in and stops work there, they will remove down into the low lands on the eastern side, where there is no severe weather to hinder labor in the open air. It is confidently believed by the fall of next year that the rails will be laid some fifty miles east of the State line, and that the cars will run from Sacramento to the terminus of the road. Wherever this winter shall demonstrate the fall of snow shall be too heavy for removal by the snow plough, the road will be protected by roofing of heavy timber, under which the cars may run unimpeded. A visit along the line of the railroad is necessary to get a correct idea of the great magnitude of the work, and the wild character of the natural obstacles which have been overcome. Once out of the Truckee Valley, the labor of construction is comparatively easy, and to avail of the advantage of comparative level ground, vast quantities of railroad iron are now being teamed over the mountains, so as to lay the track during the winter months, when the summit of the Sierras shall have been fast bound with winter snows.—*Alta California, Oct.* 1.

☞ Large quantities of new iron are being shipped to different points along the Louisville, New Albany and Chicago Railroad, to be laid down. The Southern division of the road is to be laid with new iron as rapidly as the work can be done.

☞ Work has been commenced on the Dutchess and Columbia Counties Railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 31st Oct., inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866	213,700	3,893,900	23,135,900	3,210,600
1867	286,500	5,999,100	14,009,100	2,303,500
Inc.	72,800	2,105,200	*9,125,800	907,100

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 493,840 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Oct., in the years indicated:

Canal opened—	1865. May 1.	1866. May 1.	1867. May 6.
Flour, bbls.	650,700	213,900	286,500
Wheat, bushels.	6,707,800	3,893,000	5,999,100
Corn, bushels	14,897,200	23,135,900	14,009,100
Barley, bushels.	2,864,900	3,210,600	2,302,500
Oats, bushels	8,071,400	7,786,400	5,819,100
Rye, bushels.	642,600	857,500	625,100
Malt, bushels	444,900	868,900	251,200
Beef, bbls.	8,563	100	.....
Pork, bbls.	15,050	18	898
Bacon, lbs.	1,273,100	.....	34,400
Butter, lbs.	386,400	410,600	295,100
Lard, lbs.	1,991,400	70,400	1,059,900
Cheese, lbs.	9,915,000	3,818,800	3,046,200
Wool, lbs.	527,600	441,600	336,200

Western and Atlantic Railroad.

The Atlanta *Opinion* says that the payment by the State of Georgia of the Government claim against this road for rolling stock, etc., "places the road clear of debt, so that its future earnings can go to replenish the Treasury of the State. When we consider this important fact in connection with the additional fact that the road is now in better condition, and has a better supply of rolling stock than almost any other road south of the Potomac, it is no ordinary commendation of its efficient management. When Maj. Wallace was appointed Superintendent of this road, he found it in a very indifferent condition; most of the bridges were temporary and unsafe affairs; the rolling stock, was scant and of an indifferent quality, and the road was greatly in debt to the Government. Now it is in superior condition, well supplied with stock; and is out of debt. No higher commendation could be pronounced in favor of the ability and efficiency of that officer."

Virginia State Bonds.

If there is any cause of trouble with reference to the Virginia bonds just now, it is from the fact that no provision is made for the future beyond the January interest. The Legislature is not likely to meet next month, because the Convention, under the reconstruction acts of Congress will be in session at that time, and the constitution which it will form will have to go the people, and run the doubtful chances of adoption or rejection. Therefore the whole matter of taxes and finances as regards the future in Virginia is unsettled. The good intent and integrity of the people of Virginia cannot be doubted. They only need to be allowed the opportunity to pay their debts, and they will do it.—*Baltimore Sun.*

☞ The New Brunswick and Canada Railway has been seized for a debt of £7,200, and is to be sold at Frederickton, New Brunswick, on the 7th of December next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref.. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,550,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Oct.'67 3
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	'67 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v'67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'67 4½
Central of Georgia.....100	4,666,900	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000	----------	Ap.'67 2½
Charlotte & S Carolina....100	1,201,000	----------	----------
Chemung*.....	380,000	J.A.J&O	Oct. '67 2
Cheshire, preferred 100	2,017,925	Annual.	Jn.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '67 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	18,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cin.,Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,408,911	----------	Sep. '67 5
Cleveland and Toledo*.... 50	4,841,600	A. & O.	O. '67 2½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. '67 5½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,678,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan.'67 5
Des Moines Valley.....100	1,550,060	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,678,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7a
Eastern (Mass.).....100	3,678,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,884	----------	----------
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,166,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,127,480	----------	----------
Granite..... 100	----------	F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,748	----------	----------1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,258,830	----------	----------
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '67 4
Hazleton..... 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central.....100	25,886,150	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 .
Joliet and Chicago*..... .100	1,500,000	J.A.J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	3,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct. 67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y. '67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill* 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Louisv., Cin. and Lex. pr.100	48,338	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville...100	5,500,000	F. & A.	Aug.'67 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200.000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	5,775,500	J. & J.	Jul. '67 4
Mississippi Central 100	2,030,261	----------	----------
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'67 5
New London Northern.....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 2
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 .400	J. & D.	Jun.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,807	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'67 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000	----------	----------
Panama..... 100	7,000,000	J.A.J&O.	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	636,000	J. & J.	Jul '67 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,355,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct .'67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Oct. 67 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstandirg.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	605,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041.600	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	M'y '67 3
Sand.,Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020.000	----------	----------
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	760,000	----------	M'y '67 5
South Carolina 100	2,819,275	----------	----------
South Shore..... 100	259,685	----------	----------
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West... 50	5,400.000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Boa.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.)..... 100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central..... 100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'67 1½
Vermont Valley..... 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee....100	3,452,315	----------	----------
Western (Mass.)..... 100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	781,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester.....100	1,130,470	----------	----------
Wilm. and Weldon..... 100	1,340,213	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 $4

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep. '67 5
Union Navigation ..... .100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. to single track.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	----	37
30 Nov.'66	5.78	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	----	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,389	3,261	—	----	----
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	----	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	113,472	—	----	56½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494.702	400,000	38,000	76,444	157,176	11,437	—	----	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	----	----
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	----	----
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	----
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	----
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	----	----
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec. '62	3.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	----	----
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,690	—	100	----
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	286,759	200,000	27,500	5,910	98,266	23,408	8	100	----
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	----
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	----
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	82,185	196,041	25,709	—	100	----
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,636	12	10	107
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	----	----
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	----	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	----	----
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,645	123,014	loss.	—	100	----
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	----	----
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	726,724	61,207	9	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	----	----
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	----
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Completed	Sept.,	1867.)	.....	.....	—	----	----
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	----
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	----	----
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	----
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	----	----
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N Y.)	2,408,509	1,170,000	1,330000	70,000	1,093063	280,333	12	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	----	----
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	----	----
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	----	----
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	----	----
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	----	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	----	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	----	----
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,998	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	----	----
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	----	----
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	31,093	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	----	----
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,336	112,245	350,000	36,294	294,688	12,721	20	----	26½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	11340	15½	50	28½
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	—	166,792	51984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	----
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,188	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
						Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss	—	—	—
31 Oct. '66	7.25	—	—	90	13	Philadelphia and Darby	.....	.....	.....	.....	.....	.....	—	----	----
31 Oct. '66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	----
31 Oct. '66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,025	16	50	----
31 Oct. '66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,993	20½	50	----
31 Oct. '66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,871	4	50	7
31 Oct. '66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.		—	----	----
31 Oct. '66	19.35	—	—	435	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,568	50	50	77½
31 Oct. '66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct. '66	8.50	—	—	154	19	4 Spruce & Pine (Phil. & Gr'nF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,045	192,750	—	—	206,945	99,613	21½	50	65
31 Oct. '66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37½
31 Oct. '66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct. '66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	----	----
31 Oct. '66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	.....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	6.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec '62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	800,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	90
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	56,200	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1900	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1900	----
Hoboken and Weehawken:					
1st Mortgage	80,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	88,000	--	----	----	--
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1888	----
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,800	7	J & J.	1900	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage & Real Estate	10,800	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	490,000	----	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1900	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,699,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	136½
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	112
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	118
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	112½
" " " coupon		6	" "	1881	113
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,245,600	6	Jan. & July.	1881	111½
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	1,267,898,100	6	May & Nov.	1882	105
" " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105½
" " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	106½
" " (5-20s) coupon		6	" "	1885	106½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	107½
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	171,823,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	102½
Pacific R. R. Bonds (currency)	18,042,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	334,697,700	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	17,975,539	---	presentation.	----	----
Gold Certificates of Deposit	14,514,200	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,558,940	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	357,164,844	---	----	----	----
Three per cent. certificates	11,560,000	---	----	----	----
Fractional currency	30,706,458	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.)	437,850	5	" "	1887	----
" — " " (sterling)	648,000	5	Jan. & July.	1876	----
" — " " (")	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1881	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 "	198,560	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	82½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	75
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	943,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,329,936	5	" "	1866	99
" — " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421,000	6	April & Oct.	'70-'71	----
" — " " "	416,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '63	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100½
" — " (Bounty)	501,000	6	"	abt.'74	----
" — " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6	"	1890	----
Massachusetts—Funding Loan	15,000	5	Jun & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	119½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	104½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	860,000	6	Jan. & July.	'71-'73	----
" — " " " (stg.)	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " (stg.)	554,130	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	----	'41-'71
" — " " (Union Bank)	5,000,000	6	----	----	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	83½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	95
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'92-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	98
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	703,400	6	" "	'97-'62	----
New York—General Fund Bonds	700,980	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,589,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,560	7	" "	1877	107½
" —General Fund Bonds	1,189,780	7	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 807	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	62½
" — " " "	280,566	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	94
" — " " registered	5,095,052	5	" "	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	469,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	99½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " " "	239,187	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	6½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " coupon	21,760,398	6	" "	long.	85½
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	" "	1876	43
" — " (")	489,300	6	" "	1886	40
" — " (")	39,500	6	" "	1890	36
Wisconsin—State Bond	405 100		Jan & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	363,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	438 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	477,528	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	222,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,640,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	333,691	343,471	356,142	421,484	422,164	430,108	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201,124	1,959,257
1864	158,735	175,492	243.150	185,013	198 679	243,178	224,980	307,874	375,880	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,923	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400.941	428,474	345,028	260,228	3,468,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	568,403	558,200	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	251.334	296,169	473.186	551,122	435.945	407 088	2,911,543
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,691	767,598	946,707	932,682	764,671	547.812	7,976,480
1866	523,566	399,917	528,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51.485	61,787	51.886	60,895	528,364
1864	47,393	56,565	67,822	61,812	59,182	53,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.554	1,103,321
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	122,765	1,317,102
1867	95,223	80,923	93,872	103,154	90,583	87,784	81,500	94,387	120,495	143,606	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37.501	39.600	40,458	39,630	41.212	43,590	65,035	80,588	73,140	50,296	580.571
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816.801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438.689	1,522,472	1,429,765	15,494,775
1866	...including Buffalo Division... 1,185,746	987,935	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478.576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,603	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7.181,206
1866	603,053	505,265	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	558,219	504,036	6,546,741
1867	660,438	564,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	------	------	------
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,658
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,525	96,535	106,594	114 716	121,217	142,823	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,312	112,013	1,217,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	210,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150.989	245,701	244,564	98,787	1,993,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,741
1864	256,600	304,445	338,454	330.651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,129,103
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	496,808	524,769	495,072	351,799	4,826 723
1866	512,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496.655	429,546	352,218	4,690,318
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	423,762	487,869	539,455	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,489	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,569
1866	282,439	255,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,692	308,689	4,260,115
1867	304,095	283,661	376,210	362,783	333,952	284,977	313,021	393,993	461,778	506,295	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	124,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	248,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	203,785	188,515	276,416	466,359	328,539	129,287	2,538,600
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	206,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,024	1,105,864	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187.505	1,116,929	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,851	14,575,125
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	230,466	309,251	263,443	224,957	223,242	268,176	302,596	332,400	278,908	345,243	275,950	3,311,079
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,792,996
1866	267,541	248,109	328,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466.557	454,826	4,088,837
1863	335,685	361,834	396,771	429.929	505,517	464,309	451,884	574,486	714,302	815,902	746,955	526,009	6,324,088
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	702,685	10,038,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	384,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	583,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 985	584,523	712,495	795,938	858,501	712,863	580,964	8,489,052
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	556,222	7,467,217
1867	560,115	522,823	678,349	576,287	578,292	506,586	534,733	602,069	685,068	765,609	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,286	224,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 894	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,264	2,250,142
1867	149,658	149,842	174,152	158,162	171,736	156,066	174,933	220,788	219,160	230,340	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,585	151,052	134,563	111,339	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924 542
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894.975
1867	287,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,786	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	27,850	699,364
1866	45,102	36,005	39,201	43,332	55,913	102,918	85,276	60,698	84,462	100,313	75,248	54,408	814,036
1867	80,078	27,667	36,892	40,710	57 852	60,558	7 262	73,525	126,495	120,288	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	628,500	6	Jan. & July.	"	1880	95
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	----	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	94½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93–'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86½
" " $2,500,000	867,000	6	May & Nov.	"	1889	56
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	92
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57–'60	----
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	6	May & Nov.	" "	1868	----
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.	----	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.	"	1883	90½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	84½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300 000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,646	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,027,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000	----	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	----	----	----	----	----
Mortgage (ordinary)	780,490	----	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	----	----	----	----	----
1st Mortgage (after State)	74,000	----	----	----	----	----
2d Mortgage bonds	14,000	----	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"	----	61½
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	82½
Land Security	3,344.60	7	April & Oct	" "	1881	99
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,323,000	6	" "	New York.	1875	118½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1868	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	62
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July	"	1885	
Michigan Central:						
1st Mortgage sterling	467,488	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	800,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	109
1st Mortgage (S F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,593.000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1878	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	140,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,600	8			1886	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	94½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	98
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	
4th Mortgage	6,441,000	7	April & Oct.	" "	1880	99½
5th Mortgage	926,500	7	June & Dec	" "	1888	92
Buffalo Branch	126,400	7	Jan. & July	"	1891	90
Sterling Bonds	3,876,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

(r) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$239,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 2d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	350,000	10	" "	"	1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	6	May & Nov.	" "	1873	53
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,960,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1896	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
2d Mortgage (1862-'70-'72)	814,900	6	" "	"	'62–'72	
Special Mortgage (1858-'68)	175,000	6	" "	"	'58–'68	
Last Mortgage (1863 to 1869)	42,000	6	" "	"	'63–'69	
Phila., Germant'n and Norris't'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	90
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1834, (unconvertible)	162,400	5	Jan. & July.	Philadelphia.	1880	
" 1842, "	2,696,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91½
" 1842, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April	" "	1913	89
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1900	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	240,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£87,000)	334,208	6			1900	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	850,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1862	144
2d Mortgage	937,500	7	" "	"	1862	33½
3d Mortgage	440,000	7	" "	"	1862	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	115
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	75
2d Mortgage	148,000	7			1876	
Six per cents	73,972	6			1876	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	234,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	437,000			Mason.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	57
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,500,000	7	June & Dec	New York.	1896	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	76½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,020,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	84
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort. guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1873	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1852-'60	210,000	6		Richmond		
Coupon bonds of 1866	33,000	8		"	1876	
Funding Interest bonds	53,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,600	6	" "	" "	1873	
3d or Income Mortgage	814,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	45,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£300,000)	1,519,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	228,000	6	March & Sep.	Camden.	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	500,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1896	
Wilmington and Manchester:						
1st Mortgage	$96,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	
"	197,777	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*		977,963	503,500	105,255	1,515,704	54.0	—	101,102	37,366	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,961		385,010	109,500	21,682	518,965	30.3	—	55,791	21,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,067,006	777,777	340,485	2,476,028	109.6	—	207,626	111,282	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*						57.0	236,791	75,778	21,006	—	—
31 Dec. '65	469.3	13.5	—	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,139,562		5,615,400	7,661,331	1,591,891	17,922,359	482.5	8 mos.	1,534,547	542,499	—	—
28 Feb. '67	88.5	28.4	—	—	21	12	123	Montgomery and West Point	2,439,420	503,967	315,199	1,644,104	1,130,700	283,781	3,063,586	118.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
8 Nov. '58	33.5	—	—	107.5	—	—	—	Memphis and Little Rock	558,577	*		351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,350	*		793,350	700,000	—	1,493,350	22.5	—	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,793	66,483	8,258	306,900	100,000	—	—	23.8	55,555	108,388	26,349	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511		2,087,940	1,936,740	—	—	122.4	319,433	844,738	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	26	42	434	Hartford and New Haven	3,288,982	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	251	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150,843	2,787,594	124.0	192,989	478,095	66,453	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,689	*		1,100,000	296,000	34,056	—	62.0	159,074	419,459	136,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*		788,588	765,000	—	—	62.0	—	67,143	loss.	—	—
30 Nov. '66	35.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	160	New London Northern	658,805	*		395,000	253,288	122,800	1,270,783	100.0	228,845	332,570	58,044	8	85
31 Mar. '67	61.3	1.0	68.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	903,906	6,000,000	1,079,500	258,045	8,272,183	117.4	787,828	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,468,983	149,711	666,663	2,353,800	554,000	6,112	3,350,367	66.4	366,149	750,578	250,523	10	96
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	186,931	133,070	41,458	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,585	744,520	—	5,024	749,544	5.0	—	27,282	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	522,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,585	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153 5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '67	96.7	—	—	18	6	33		Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	55,575	1,346,632	96.7	—	391,477	68,830	3½	—
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*		733,700	129,500	—	—	53.0	—	188,966	96,612	—	—
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*		151,887	—	—	—	71.6	—	—	—	—	—
30 Nov. '66	191.0	—	—	49	31	501		Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	5,636,956	229.0	—	1,754,749	350,214	—	—
31 Mar. '67	171.0	71.0	—	46	23	407		Georgia (and Bank)	4,156,000	*	1,398,961	4,156,000	256,000	241,952	7,176,281	242.0	—	1,136,142	248,358	5½	—
30 Nov. '60	102.5	—	—	19	16	171		Macon and Western	1,500,000	*		1,500,000	—	13,396	1,658,976	102.5	236,241	404,616	212,976	12	—
31 July '59	50.0	—	—	7	2	107		Muscogee	774,244	162,534		969,950	249,000	—	1,026,968	50.0	—	203,714	110,516	8	—
1 May '58	68.1	—	—	3	4	33		Savannah, Albany and Gulf	1,386,634	62,374		1,375,901	10,200	180,921	1,478,140	71.6	—	—	—	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,186	53,595	3,202,900	457,000	146,067	3,855,721	228.8	306,355	1,006,958	382,551	9	—
30 Sep. '59	138.0	—	—	—	52	24	706	Western and Atlantic	5,901,497	*		built and	own'd by	State.		138.0	—	883,343	484,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	—	67	32	1,098		Chicago and Alton	10,118,522	*	2,172,382	6,811,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,698,188	1,494,616	8½	130½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,245 711	2,956,327	2,753,956	10,299,010	5,458,250	385,542	18,987,024	400.0	2,431,566	6,148,862	2,793,462	20	183½
31 May, '67	491.0	661.4	30.0	—	248	138	5,556	Chicago and Northwestern	41,371,570	*	2,992,752	23,021,621	16,251,000	1,122,476	48,864,322	1,152	—	10,161,735	2,226,067	—	49½
31 Mar. '67	161.8	151.5	—	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,315,822	*	3,192,940	9,100,000	3,146,524	636,486	18,506,766	409.2	1,821,307	3,574,034	1,413,909	10	96½
31 May, '63	174.5	5.5	14.8	—	21	23	504	Great Western	4,089,561	*		1,848,561	2,250,000	—	4,714,842	180.0	—	742,097	377,476	—	—
31 Dec. '66	454.8	252.6	—	—	150	83	3,548	*Illinois Central*	20,964,458	*	10,533,888	22,415,780	12,144,000	—	41,478,280	703.8	3,608,862	6,546,741	2,175,447	10	1 9½
31 Dec. '66	111.0	—	—	112	17	7	309	Louisv., N. Albany & Chicago	5,217,634	*	62,349	3,385,939	1,600 000	121,658	5,269,688	111.0	288,524	561,668	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	—	2,240,744	485,553	—	50
								INDIANA.													
— — —	224.0	—	—	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,800,000	5,600,000	—	—	234.0	—	—	—	—	—
31 Aug. '65	132 0	—	—	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,824	1,340,000	4,562	2,726,187	132.0	946,145	559,128	346,726	—	20
31 Dec. '62	72.4	—	—	—	19	17	266	Indiana Central	1,667,039	274,081	36,641	611,050	1,254,500	16,900	2,102,761	102.0	—	442,898	158,541	—	—
31 Dec. '58	89.8	20.2	—	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,109	110.0	—	448,858	280,534	9	63
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,785,556	*	340,222	1,372,000	997,000	106,879	2,978,879	84.0	354,539	771,763	307,536	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,284	1,016,907	221,000	—	1,175,322	108.0	312,569	527,962	269,156	2	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	—	1,583,783	132.0	—	815,172	217,943	8	100
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	—	545,827	871,40	36
30 Nov. '66	78.0	—	—	—	36	23	562	Terre Haute and Indianapolis	1,968,150	*	991,181	1,968,150	6,000	162,235	2,979,231	78.0	448,884	1,049,720	307,126	12	180½
								IOWA.													
30 Apr. '66	75.5	—	—	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,841,804	1,902,110	7,717	3,451,712	75.5	135,325	466,745	181,417	—	—
31 Dec. '65	142.5	—	—	176.0	16	9	211	Dubuque and Sioux City	5,257,048	*	172,180	3,442,128	960,000	653,956	5,429,208	156.5	319,880	806,371	287,861	—	—
1 Jun. '58	88.5	—	—	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499		921,449	570,000	—	—	88.5	11 mo's.	458,921	21,556	—	—
30 Jun. '66	156.0	95.0	—	312.0	—	—	—	Mississippi and Missouri	10,715,552	*		3,462,300	7,145,252	118,000	10,715,552	220.0	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	237,894	4,278,998	111.8	—	426,406	227,884	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	62,800	36,711	514,646	65,000	1,790	690,976	30.0	248,531	510,219	158,517	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,406,910	126,735	54,278	1,109,594	294,519	7,420	1,586,923	65.1				6	—
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,784	*	2,891,582	5,490,100	8,125,401	453,051	12,784,346	324.0	966,947	3,143,189	1,592,033	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	—	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,068,425	1,780,000	2,504,768	8,628,793	80.0	106,960	414,761	200,230	—	—
30 Nov. '66	206.0	—	—	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,288,574	—	4,697,457	3,561,000	281,157	12,089,683	206.0	—	1,523,062	886,268	—	—
31 Aug '60	53.7	—	—	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,262,015	248,980	108,434	1,719,819	53.7	—	—	—	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G r. Tr'k R. Co. of				Canada							
30 Jun. '62	188.0	—	—	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,696	—	2,950,000	4,250,000	—	9,008,899	188.6	—	940,896	—	—	—
31 May '67	284.8	—	28.4	—	97	53	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,666	7,268,986	824,438	16,017,443	339.3	1,902,096	4,225,490	1,498,713	10	109½
31 Mar. '67	246.0	277.8	—	—	101	74	1,484	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,765,796	10,901,300	9,135,849	736,861	20,473,991	432.3	2,586,184	4,673,198	1,809,387		80½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	226.0	—	—	25	22	226		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,752	896,992	6,331,599	226.0	—	884,942	398,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,013	—	796,285	456,940	275,980	1,974,444	59.7	—	176,462	116,883	—	—
31 Dec. '65	53.2	—	60.4	—	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	53.2	—	980,047	131,899	—	—
								MISSOURI.													
31 Aug. '66	66.8	—	18.2	—	31	24	528	*Hannibal and St. Joseph*	12,968,740	*	—	7,128,200	7,777,000	—	—	206.8	879,824	1,947,567	630,026	—	—
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	9,944,538	815,068	286,718	2,428,540	4,400,000	106,286	8,026,361	182.0	—	1,020,089	307,808	—	50
31 Dec. '62	152.0	—	8.6	—	—	—	—	*Platte County*	1,300,000	—	—	598,600	700,000	—	52.6	—	—	—	—	—	—
28 Feb. '67	268.0	—	14.4	—	47	41	594	*Pacific*	14,116,635	2,048,574	482,080	3,809,115	9,300,000	1,256,125	14,565,448	268.0	1,199,660	2,675,975	714,260	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South West Pacific*	6,900,000	118,738	1,206,000	1,388,000	2,000,000	—	5,000,000	127.0	—	—	—	—	—
28 Feb. '64	36.5	3.6	3 3	—	16	13	219	*St. Louis and Iron Mountain*	6,457,049	380,029	—	1,971,324	2,000,000	49 548	6,852,109	90.1	—	289,189	229,291	—	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,370	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,435	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	100½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	8,621,755	14,689,996	16,151,962	9,420,530	1,022,969	59,683,113	286.8	3,493,376	8,577,692	5,307,183	10	115½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	328.0	1,788,704	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15
30 Nov. '66	26.8	1.8	16.8	—	20	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	138½
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	148½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,237	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	58.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,818,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	124
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,383	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	90,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,804	90,966	8	122½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6 666.571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,507	509,790	7	91
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	29	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	245,305	226,900	660	471,171	(Op	er. by B	& L Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,360,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	5½	56½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	148½
30 Nov. '66	45.7	—	10.6	—	11	14	225	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,198	1,255,385	45.7	250,869	474,362	178,965	10½	115
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,123	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	68
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	325,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,538	563,000	—	—	52.7	.....	.....	.....	.....	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	111
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996 647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	3,607,662	1,444,705	15	125
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,961,434	*	—	1,961,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,260,728	13,000,0 0	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 1:1	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000 000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731.050	1,010,500	—	1,741,550	54.0	—	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,286,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	503.576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,383,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,237,874	784.0	7,109,139	14,396,413	2,238,703	4	7½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13 374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,545,528	1,795,099	9	126½
30 Sep. '66	107.0	13.0	—	—	21	46	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,524	6,521,377	9,985,992	26,530,000	12,366,704	815,170	44,119,904	692.2	6,607,561	14,495,786	3,201,112	6	114½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,385	—	12,937,435	164.0	1,820,129	2,763,7 0	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	60
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,80	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '66	38.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,2 0	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,56	109,000	—	666,560	incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,068,366	364,668	10	105
30 Sept. '66	37.9	—	5.82	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	8.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	3.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957 620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	12	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	376,886	2,479,997	112.0	408,408	641,456	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871.348	65,234	—	511 000	—	—	936,581	34.9	83,548	141 888	78,892	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,891	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,568	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	85,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	839,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	59	97.0	—	—	.....	.....	.....	Raleigh and Gaston	1,240.241	*	—	973,300	126,200	—	.....	—	97.0	.....	206,917	108,541	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	28	14	181	Wilmington and Weldon	3,058,895	*	601,333	1,463,775	674,664	523,468	3,560,528	171.0	.....	611,599	258,351	—	.....
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	3,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,056,592	1,933 700	621,906	8	98½
31 Oct '66	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3 882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	96.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	—	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	82½
31 May '67	109.7	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	185.6	1,223,523	2,492,215	1,107,377	14	108
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	—	691,451	1,786,200	252,200	70 248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494 543	64,292	2,388,064	3,655,800	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,206	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,332	119,032	—	.....
30 Jun. '66	153.6	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	596 400	391,992	3,282,163	1 218,972	109,913	4,372,748	206.9	346,071	694,520	154,081	5	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	108,623	900,228	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
* ..... '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,118,900	260.6	—	3,717,886	906,200	—	33½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,166,819	60,721,124	507.0	2,041,771	4,883,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,646	447,052	130,641	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,522	204.5	1,909,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	448,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,920,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,436	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	96.6	313,902	618,566	235,158	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,016	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,260	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	51
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	886,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	23
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,288	67.5	345,588	902,213	382,500	—	31
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 266	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	60
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139.079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	64½
31 Dec. '66	287.5	—	68.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,738	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,062	454,077	—	24
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,398,493	3,765,774	2,399,368	22,742,867	6,719,562	—	32.577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195.478	849.446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	60	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	52½
31 Oct. '66	58.4	—	90.6	14	12	—	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	529,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,843	28,927,540	468.5	4,945,418	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,188	130,292	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	145,650	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	28,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,872	250,000	706,365	195,226	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,846	.....	164.5	.....	341.190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898.950	1,028,000	272,259	2,199,209	102.0	154,496	517,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	421,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 630	921,937	9,451,617	291.0	786,731	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,014,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	31	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	169.0	.....	734.118	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,968	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— —	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,880	521,102	3,171,811	110.3	171,490	495,706	134,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper	r. by Vt.	Central	180,000	8	98½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	708,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	—	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	12	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,366,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	130.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	98,628	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	404,785	6,245,868	195.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	276	Virginia and Tennessee	7,190,650	*	171,670	3,497,291	1,839,500	529,922	7,362,250	214.9	278,839	556,022	93,852	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,950	5,229,000	—	18,508,374	275 0	986,727	2,638,800	934,103	—	40
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '52	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,239	55,777	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3.8	—	1,380,000	18,100	186,000	1,799,232	60 0	—	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	163,416	129,107	37,181	—	—
	8.			—	11	22	120	NEW GRANADA. Panama	9,000,000	*	—	5,000,000	0	—	10,167,723	48.7	—	1 617,438	1,236,924	—	300

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	22½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	125½
Chicago & Northwestern (pref.)	14,789,125	7	7	64½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,"73,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	---	68
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	16½
" " " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,286	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,870,900	7	---	62½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	95
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62½
Toledo, Peoria & Warsaw (1st pref.)	1,851,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1856	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816.000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1872	25

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	95½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	46
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	28
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	90
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	10
" " (preferred)	50	2,888,988	—	20½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----	----	2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 —	@ 40 —
Pig, American, No. 1		42 —	@ 43 —
Pig, American, No. 2		39 —	@ 40 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold)	92 50	@105 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		155 —	@ — —
Bar, English and American, Refined		105 —	@110 —
Bar, English and American, Common		95 —	@103 —
Scroll		132 50	@180 —
Ovals and Half-round		130 —	@140 —
Band		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, ¾ @ 3-16 inch		110 —	@165 —
Hoop		187 50	@190 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia, Med. No.'s		— 17½	@ — 18½
Sheet, Single, D. and T. Common		— 6	@ — 7½
Rails, English	(gold) per ton.	52 50	@ 53 —
Rails, American (at works)		79 —	@ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast	(2d and 1st qlty.) per lb.	— 18	@ — 23
English Spring	(2d and 1st qlty.)	— 10	@ — 12½
English Blister	(2d and 1st qlty.)	— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German	(2d and 1st qlty.)	— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool,	do.	— 21	@ — 23
American, Spring,	do.	— 12	@ — 15
American Machinery,	do.	— —	@ — 14
American German	do.	— 11	@ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— —	@ — 33
Bolts		— 35	@ — —
Braziers'		— 35	@ — —
Sheathing, &c., Old		— 22	@ — 23
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 29
American Ingot		— 22	@ — 23

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ 9 50
Spanish	(gold)	6 50	@ 6 55
German Refined	(gold)	6 50	@ 6 55
English	(gold)	6 50	@ 6 87½
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 26½	@ — 26½
Straits	(gold)	— 23	@ — 23½
English	(gold)	— 22½	@ — 22½
		—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box.		8 62½ @ 9 25	12 50 @ 13 50
Plates, I. C. Coke		7 25 @ 8 —	10 25 @ 11 75
Plates, Coke Terne		6 75 @ — —	9 75 @ 10 —
Plates, Charcoal Terne		8 50 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 12	@ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 18	@ — 18½
Refined, free, S. W.		— 48	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 28
Refined, in bond, Standard White		— —	@ — 29
Refined, in bond, prime White		— 30	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 31	@ — —
Residuum	per bbl.	3 50	@ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13
Atlantic M. S. S. Co.	116	116	----	----	115	115½
Boston, Hartford & Erie	16	----	15	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	42	43½	43	----	----	43
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	125½	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Ins. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	138	----	----	----	----	111½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	47	47½	47	47½	47½	48½
" " pref.	62½	64	63½	63½	63½	63½
" " 1st M.	84	84	----	----	85	84½
" " 2d M.	----	----	----	----	----	----
" " S. F.	96	----	----	----	----	----
" " Consol.	----	81	----	----	----	----
Chicago & Rock Isl.	94½	95½	95½	95½	96½	96½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	94½	94	94	----	----	----
Clev., Col. and Cin.	----	----	98	----	98½	----
Clev. and Pittsburg	81½	81½	82½	82½	82½	83
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	102	102½	102½	102½	102	102
" "S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	23	----	23½	25½	----	24
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	114	----	----	----	----	114
" "1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	98	----	----	----	----
Erie	71½	72½	72½	72½	72½	72½
" pref.	----	77	----	77	77	77½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	103	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	91½	92	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	125	125	----	126	----	125½
" 1M. 7 p.c. '69	----	----	102½	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	125½	126½	126½	128	----	129½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	16	----	16½	16½	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	----	----	8½	----
" " pref.	----	----	----	----	14	----
" " 1st mort.	27	----	30	----	----	----
Michigan Central	108½	109	109	109	108½	109
" S F. 8 p.c. '82	----	----	109	----	----	109
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	78½	78½	79½	79½	79½	79½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	96½	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	38½	40½	40½	----	40	40
" " pref.	59½	62½	62½	64	62	61½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	93½	94½	94½	94½	94½	94½
" iss. to H. & St. J. R.	----	----	----	84½	----	82½
" " Pacific	94½	----	----	----	94½	----
Morris and Essex	----	----	----	----	----	----
" "1st mort.	----	----	----	94½	----	----
" "2d mort	----	----	----	----	85	----
New York Central	111½	112½	112	111½	112	113
" "7s, S. F. '76	103	----	----	----	----	----
" "7s, conv. '76	----	----	----	----	----	----
" "6s, S. F. '83	----	----	91	----	----	----
" "6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '78	----	----	----	----	----	----
" "3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	122	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	49½	51	52½	----	52½	52½
" new	50	51	52	----	----	----
Ohio & Miss. cer.	23½	24½	24½	24½	24½	25
" " pref.	----	----	----	----	----	72
Pacific Mail S.S. Co.	142½	142	139½	135½	135	136
Panama	----	----	----	----	300	300
Phila. and Reading	96	96½	96½	96½	96½	96½
Pitts. Ft. W. & Chicago	96	96½	----	97½	97	97½
" 1M.	----	----	----	----	----	----
" 2M.	----	97½	----	97	----	----
" " 3M.	----	----	----	----	86	----
Quicksilver Mining Co.	17½	16½	----	16	16	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	66½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Ins. b'ds.	----	78	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	65½	63	----	66	----	65½
" new	62½	62½	62½	63	62½	63
Tol. Wab. & Western.	37½	----	----	----	----	38½
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	77	----	----	76½	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	42	----	----	44	45
new	----	----	----	----	----	44

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	112¼	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101¼	101¼	101⅞	101⅞	102	102¼
U. S. 5s, 10-40s, reg.	100¼	100¼	100⅝	100⅝	100⅞	----
U. S. 6s, 1881, reg.	----	----	111¼	----	111¼	----
U. S. 6s, 1881, cou.	----	----	112⅜	----	112⅜	112⅜
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	136¼	----
U. S. 6s, 5-20s, reg. '62	104¼	105	105	104⅞	104⅞	104⅞
U. S. 6s, 5-20s, c. '62	----	108¼	108¼	108¼	108⅛	108⅛
U. S. 6s, 5-20s, reg. '64	----	----	----	----	105½	----
U. S. 6s, 5-20s, c. '64	105⅛	105⅛	105⅝	105⅛	105¼	105¼
U. S. 6s, 5-20s, reg. '65	----	----	----	----	106¼	----
U. S. 6s, 5-20s, c. '65	106⅛	106	106⅛	106⅛	106¼	106⅜
U. S. 6s, 5-20s, c. n. '65	107⅛	107⅛	107⅜	107⅛	107¼	107⅜
U. S. 6s, 5-20s, c. n. '67	----	107⅜	107⅜	107⅜	107⅜	107⅜
7.30 Notes, 2d series	105⅛	105⅛	105⅛	105⅛	105⅛	105⅛
" " 3d series	105⅛	105⅛	----	105⅜	105⅛	105⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	----	----	----	----	----	----
" preferred	----	22¼	----	----	----	----
Camden & Amboy	124	124½	125	125	----	125
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	87	87	----
" " 6s, '83-86	----	----	----	----	----	----
" " 6s, '89	----	----	86	86	86	86
" mort. 6s, '86	----	----	93	93	----	93
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	50	46
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	94	----	----	----	----
Lehigh Navigation	35	34¼	----	31¼	29¼	24
" " 6s, '84	85½	85	84¼	84¼	84¼	84¼
Lehigh Valley R. R.	51¼	51¼	51¼	51¼	51	51
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	57¼	----	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	90	----	90	----	----	----
" " 6s '70	----	----	----	----	----	----
North Pennsylvania	31¼	31	----	----	----	----
" " 6s	86¼	86¼	----	----	----	----
" " 10s	----	----	112¼	----	----	----
Northern Central	----	43¼	----	----	----	----
Pennsylvania R. R.	51	50¼	50¼	50¼	50¼	50
" 1st m.	----	99	----	----	----	99
" 2d m.	----	----	----	----	----	----
Penn. State. 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	101¼	101¼	----	----	----
Philadelphia City, 6s	97	97	97	----	96¼	----
" " new	101¼	101¼	102	101¼	101¼	101¼
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	64¼	----	----	64¼	----
Phila. & Reading	48¼	47¼	48¼	48	47⅞	47⅞
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	95	----	----	----	----
Philadelphia & Erie	----	24¼	24¼	24¼	24	----
" " 6s	----	89¼	----	90	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	97
Schuylkill Navigation	----	10	----	----	----	----
" pref.	----	----	----	22	20¼	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	58	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	9¼	----	----	----	10¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	W.6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	96	96¼	----	96¼	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	97	98	----	98¼	----	99
" " 1893	----	----	----	----	----	----
Balt. and Ohio	116	116	----	115¼	115¼	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	98	----	----	----
" " " '85	----	----	97¼	----	----	----
Northern Central	----	----	----	43¼	----	----
" " b'ds, 1885	----	----	----	----	85	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	18¼	----	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
Boston and Lowell	----	----	----	----	----	125
Boston and Maine	137¼	----	137¼	----	----	138¼
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	150	----	148¼	----	----	148¼
Boston, Hartford & Erie	15	15	15¼	15	14⅞	15
Cheshire, pref.	----	----	----	----	----	61¼
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	111	----	111	111	----	131¼
Fitchburg	----	----	124	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	109	----	109	109	----	----
Northern, N. H.	111	----	----	----	111	----
Ogdens. & Lake Champ	----	----	----	----	60	----
Old Colony & Newport.	91	----	91¼	----	----	91
Ph., Wil. & Baltimore	53¼	53¼	53⅜	53¼	53¼	53⅜
Portl'd, Saco & Ports.	----	----	101	----	101	100⅞
Vermont & Canada	----	----	95	----	----	98¼
Vermont & Mass.	57	----	----	----	----	56½
Western	----	----	149	----	----	145¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	90¼
Metropolitan "	56	----	56¼	56¼	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23¼	24¼	25	25¼	26¼	26¼
Franklin "	13¼	----	13¼	13¼	14	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	10¼	10¼	----	10⅝	11¼	11¼
Pittsburg "	----	----	----	----	21¼	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 18th and 25th of Oct.:

	Closing Prices. Oct. 18.	Oct. 25.
United States, 5-20s, 6 per cent 1882.	68¾ @ 68¾	69⅝ @ 69¾
Do. do. 6 do. 1884.	70 @ 72	67 @ 69
Do. do. 6 do. 1885.	66⅝ @ 66⅝	67⅝ @ 68⅝
Do. do. 6 do. 1865.	85 @ 90	85 @ 90
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	20 @ 21	20¾ @ 21¼
Erie shares, $100 (all paid) 8 p. c.	45 @ 45¼	45¼ @ 46¼
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 36
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	75 @ 77	72 @ 75
Do., $100 shares (all paid)	77 @ 78	79 @ 79¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @ 105	100 @ 105
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	90 @ 95
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 88	82 @ 84
Do. with option to be paid in Phil.	83 @ 88	82 @ 84

American Railroad Journal.

Saturday, November 16, 1867.

Stock Exchange and Money Market.

The changes in the Money Market, since our last, have not been important. The banks, while reporting a loss in their deposit and legal tender averages, have enlarged their loans and circulation moderately. They have also made a handsome addition to their specie hoard. The augmentation of the loan averages has been mainly in the form of temporary, controllable advances on the pledge of the public funds, and other prime or acceptable stock collaterals, the rates on which have been uniform at 6@7 per cent. On Saturday, a few of the more prominent of the Government houses had round sums deposited with them on call at the exceptionally low price of 5 per cent. Both the banks and private lenders continue to give the preference to call loan applications, which have been rather more numerous and perhaps a trifle more urgent. Not much more favor has been shown to mercantile calls for aid. The failure of an old and respectable dry goods firm (that of Messrs. Tracy, Irwin & Co.,) through the embarrassments resulting from the extraordinary dullness of trade, and the severe depression of values, together with the circulation of reports adverse to the solvency of a number of other houses, chiefly in the same line, served to check any tendency on the part of lenders to deal more freely in commercial paper, which has been discounted to only a moderate extent on the basis of 7@10 per cent. per annum, for all really current grades. The influx of currency from the West has been increasing, particularly since Monday, and larger numbers of Western merchants have been in market, for the purposes of purchasing supplies, which they could no longer conveniently dispense with, bringing with them more or less means, to be expended and left here. Against this influx, there has been an outflow of currency to the South, but, thus far, not of a disturbing magnitude. The Sub Treasury business, last week, was on an unusually extensive scale, in both receipts and disbursements, the former having been the heavier by over four million dollars, adding thus much to the available cash balances of the office. There has been a further gain in this particular thus far, this week, on a reduced rate of disbursements. The city banks have increased their liabilities, in the face of slightly diminished resources. Since Aug. 3, they have lost 24 millions of deposits, and 21 millions of legal tenders; while gaining only 6 millions of specie. The specie reserve of the banks is now $12,816,984, against $13,146,[illegible] same time last year. The city bank deposits are now $177,849,809, against $226,825,817 week ending Nov. 3, 1866. The legal tender reserve amounts to $55,540,883, against $71,512,495 same time last year. The circulation now stands at $34,069,908, against $39,968,940 same time last year. The loans are now $247,719,175, against $275,698,288 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $85,898,658 a day, against a daily average of $80,226,050 the preceding week, and $85,027,776 the week ending with Oct. 19. The current week's exchanges average about $89,500,000 a day. The city banks, last week, gained $3,842,449 of specie, but lost $1,855,184 of legal tender, and $359,915 of deposits. They increased their loans, $491,687; and their circulation, $32,827.

National Bank notes to the amount of $80,330 were issued last week, making the total issue to 1,671 banks thus far, $304,367,971, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,084,745, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,283,230. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,684,250; and for the public deposits, $38,030,450—making a total of $378,714,700 The Treasury Department last week redeemed and destroyed $416,403 of worn and mutilated fractional currency, and issued $755,952 of new.

The Philadelphia Bank movement the past

week shows a decrease in loans, of $347,154; an increase of $6,244 in specie; a decrease in legal tenders of $340,832; an increase of $344,075 in deposits; and an increase of $5,692 in circulation. The Bank Clearings show an increase of $1,418,911, and the balances, an increase of $494,514.

The U. S. Sub-Treasury receipts, week ending with Nov. 9, were $40,771,790, including $1,923,857 from customs duties; payments, $36,595,770, including $2,724,000 of coin interest; balance at the close of the week, $105,430,588, against $101,254,567, at the close of the preceding week, showing an increase of $4,176,020. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,955,414 including $300,528 from customs; and payments, $6,836,564; on Tuesday, receipts, $2,037,761 including $326,661 from customs, and payments, $1,328,141. The balance at the close of business on Tuesday stood at $106,259,058, against $102,781,479 a week previous.

The United States Sub-Treasury, Boston, held cash balances of $6,796,670 on Saturday. Customs at Boston, last week, yielded $266,876.

In the line of Government revenues, there has been a slight improvement in the customs, but this has been more than offset by a decrease in the excises. The aggregate falling off, for the week, is equal to nearly two millions in currency. The excises, last week, yielded $4,031,050, against $6,250,000, the preceding week; customs at the port of New York $1,923,857, and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal about $7,640,275 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $77,500,000.

Government received $6,215,000 from customs, through the port of San Francisco, from Jan. 1, to Oct. 13, 1867, against $6,150,000 same time in 1866.

The fluctuations in gold have been comparatively unimportant. The *bulls* have straggled earnestly to inflate the price, but they have met with no compensating success. An elaborate letter from Mr. Stevens, of Pennsylvania, advocating practical repudiation, by urging the liquidation of the funded debt of the country in greenbacks, instead of coin, as had been substantially agreed upon, in the original compacts between the Government, and its fund holders, or rather between the National Treasury and its legitimate creditors, was given to the public in a local paper on Saturday, and was expected to help the inflationists. The letter, however, produced no impression in the street, adverse to the credit of anybody but its author. Nobody seems to attach the slightest importance, in a business point of view, to the extreme "garrulity" of the "old man" of Pennsylvania, on a subject of which his acquaintance is not very profound, obviously. The less assuring political news from Europe tended slightly to strengthen the market, and business was more active toward the close. The range of the price of gold through the week was 138⅜@140⅛, and the latest dealings on Wednesday were at 140. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,870,374, against $9,018,582 same time last year. The customs demand for Gold last week, averaged $320,643 a day; thus far, this week, it has been equal to $350,000 a day, or equal to a weekly aggregate of $2,100,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $22,170, and from California, $333,363. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $106,722,466, against $119,447,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $25,302,796, against $37,175,953 same time last year, showing a decrease this year, of $11,873,157. The exports of specie from this port, last week, were $298,112. The total outflow of specie from the port, since Jan. 1, 1867, has been $45,135,444, against $56,623,627 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,724,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $54,540,681, against $44,021,710 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Oct 1, reached $31,726,940, against $34,689,705 same time last year, showing a decrease, in 1867, of $2,962,765.

An increase of the offerings of foreign exchange has operated against the price, very pointedly. Though rates have been reduced, chiefly on sterling drafts, the demand has been less animated, if anywise changed. Bankers' 60 day bills on London closed at 109½@109¾, and on Paris to 5.15⅝@5.15; sight bills on London to 109¾@110¼; and on Paris to 5.13⅛@5.12½. The offerings of produce bills have been quite extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,663,445, making the total value of exports since Jan. 1, 1867, $161,471,616, against $164,317,268 same time in the preceding year.

Government securities have been in fair demand. There has been an increased call for the six per cents of 1881, and the Ten-Forty five per cents, which have improved in price. A few millions of the Ten-Forties have been bought for export to Europe, mainly to London, where these bonds are now not only regularly dealt in, but are in decided favor. The Five-Twenties of the several issues have been mostly sought after by home purchasers, for investment purposes. There has not been much business of a speculative nature transacted. Some *short* sales of the Ten-Forties were reported. They were generally protected by purchases on a rising market (consequently at a loss to the *shorts*) on Monday and Tuesday. The Seven-Thirties have been less buoyant, having been least sought after. It was announced on Tuesday that President Johnson heartily endorsed the policy of Secretary McCulloch, and peremptorily declines to make any change in his department. This announcement tended to strengthen confidence in the fund values, which close quite firmly and buoyantly. U. S. sixes of 1881 closed here on Wednesday at 112⅞@113; U. S. Five-twenties of 1862, 108⅜@108½; U. S. Five-twenties of 1864 at 105½@105⅝; U. S. Five-twenties of 1865 at 106⅜@106½; U. S. Five-twenties of 1865, consolidated, 107¾@107⅞; U. S. Five-twenties of 1867, 107¾@107⅞; U. S. Ten-forties at 102⅛@102¼, and U. S. Seven-thirties at 105½@105⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..119¼	September, 1865..116
May, 1865 .....117⅝	October, 1865....115¾
August, 1865....116¾	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 30.	Nov. 6.	Nov. 13.
Consols	94⅝	94½	94⅝
U.S. 5-20's of 1862....	69⅓	70¾	70¾
Erie.....	46½	47	47
Ill. Central.....	79¼	82¼	84¼

There has been unusual variableness in the General Stock Market. The railways have been in moderate speculative demand at momentarily fluctuating prices, though no very decisive changes occurred. In the miscellaneous line, there has been greater activity, chiefly in Express Stocks, and in Pacific Mail, which have fluctuated widely, the latter influenced by the manipulations of the rival factions, who are endeavoring to secure permanent control of the property, each faction for itself, of course. An opposition line was announced on Tuesday, and the announcement operated to the serious depression of the price of the stock, whence there was a sharp recovery late on Tuesday, which was however not maintained on Wednesday. The market closed buoyantly for the railways, and the express stocks, on an improved demand.

General business has been less active, since our last. There had been less doing in breadstuffs and provisions, until near the close, when a more active demand set in for flour, wheat, oats, pork, and bacon which closed buoyantly. Cotton has been less freely dealt in, partly on account of the three days silence of the cable, and partly because of the unfavorable advices which came to hand, on the resumption of telegraphic communication, between Livepool and New York, on Monday. The closing transactions indicated a heavy and yielding market. Middling cotton closed heavily on Wednesday at 18¼@19½ cents, as the extremes per lb. The stock of cotton now here is estimated at about 26,500 bales. The receipts at the port this week, have averaged about 2,850 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 202,000 bales, against 228,000 bales same time last year; exports, same time, 65,400 bales, against 87,300 bales same time last year; stock on hand at latest dates, 135,800 bales, against 268,400 bales same date last year. Beeves have been more freely offered and have been in less demand, since our last, at 8@16c., as extremes. Calves have been salable and firm at from 10@13c. Sheep and lambs have been in large supply and

moderate request at the reduced figures of 3¾@6c., and 5@7c., respectively. Swine have been fairly active at from 6@6¾c. per lb., live weight. The week's receipts have been 6,970 beeves, 1,255 calves, 35,891 sheep and lambs, and 39,771 swine.

In Foreign merchandise some increase of activity can be noted in dry goods and groceries; but as rule, the market for imported articles has been ame and weak. The total imports of foreign dry goods, last week, were $1,381,967, and the total amount marketed $1,090,136. The value of foreign merchandise imported last week, was $3,270,755—making the grand total specie value of last week's imports of dry goods and merchandise, $5,102,722, and since Jan. 1, 1867, $214,826,880, against $254,614,660 same time in the preceding fiscal year. The ocean freight market has been moderately active, since our last, with 498 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d. @2s. 9d. per bbl.; grain at 8½c.@9d. per bushel; cotton at ¼@$\frac{5}{16}$d. per lb.; and heavy goods at 30s.@40s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Nov. 12, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$2,954,821	$4,663,445
Prev. reported	161,362,447	156,808,171
Since January 1	$164,317,268	$161,471,616

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,851,683	$1,381,967
Gen. merchandise	3,394,741	3,720,755
Total for the week	$5,246,424	$5,102,722
Previously reported	249,368,236	209,724,158
Since January 1	$254,614,660	$214,826,880

The balance in the Sub-Treasury on Wednesday was $107,641,022 28.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, coupon 107¾; do., reg., 107½; do., 6s, 1873, 100⅛; do., 1877, 100½; do., 1883, 93; do., 1887, 93¾; Georgia State 7s, 82⅞; Brooklyn 6s, W. L., 96; Great Western 2d mort., 70; Long Docks bonds, 98¾; N. Jersey Central, 120; do., 1st mort., 104; Ohio and Mississippi 1st mort., 88½; Chicago and Great Eastern 1st mort., 65; Rome, Watertown and Ogdensburg R. R., 105; Indianapolis and Cincinnati R. R., 68; Joliet and Chicago R. R., 95; Boston Water Power Co., 18½; Adams' Express Co., 72⅝; Wells-Fargo Express, 52½; U. S. Express, 73½; Merchants' Union Exp., 34; Am. Exp., 72; Western Union Telegraph, 32½; do., bonds, 81; Central Coal, 41; Park Bank, 145; Union Bank, 113; Phœnix Bank, 104; Metropolitan Bank, 130; Hanover Bank, 110½; Fourth National Bank, 105; Bank State of New York, 105; Ocean Bank, 103; Am. Ex. Bank, 110; Bank of Commerce, 116; Nassau Bank, 104½; Central National Bank, 104; Ninth National Bank, 103¾; Bank of Commonwealth, 108½; Seventh Ward Bank, 110; City Bank, 200; American Flag, 0.60; Bates and Baxter, 0.50; Benton Gold, 0.51; Consol. Gregory Gold, 5.85; Corydon, 0.50; Davidson Copper, 0.87; Edgehill Mining Co., 4.00; Gunnel Gold, 1.25; Harmon G. & S., 15.05; La Crosse Gold, 0.53; Liberty Gold, 0.04; New York and Eldorado, 1.65; New York Gold, 0.80; Nye Gold, 0.02; Peoples' G. & S., 0.21; Quartz Hill Gold, 1.20; Rocky Mt., 0.30; Reynolds Gold, 0.02; Rutland Marble, 9.00; Smith and Parmalee, 3.60; Wallkill Lead, 0.42; Pit Hole Creek petroleum, 0.85; Clinton, 1,35; Bennehoff Run, 3.00; Buchanan Farm, 0.50.

Philadelphia.—Belvidere Delaware bonds, 82; Reading 6s, 1844-'80, 91; Connecting R. R. bonds, 88½; Phila., Wil. and Balt., R. R., 52⅞; Germantown Passenger R. R., 26½; Union Passenger R. R., 37½; West Philadelphia, R. R., 60; 13th and 15th streets R. R., 18; Pennsylvania State 6s, 1st series, 103½; do., 2d series, 105½; 3d series, 106; Big Mt. Coal, 3; Ocean Oil, 4; Dalzell, ½; City Bank, 71; Girard Bank, 56; Mechanics' Bank, 30¼. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101⅝@101¾; State 5s, reg., 96½@97; do., coupon, 94¾@95; do., 6s, W. L., 101½@102½; Reading, 48½@48⅝; do., 6s, 1870, 94@95; do., bonds, 91@91; Camden and Amboy, 124½@125; do., 6s, 1889, 92½@93; do., 1883, 86½@87; Penn. R. R., 49¾@50; do., 1st mort., 98¾@99; do., 2d mort., 93½@93¾; Little Schuylkill R. R., 22@25; Morris Canal, 35¼@36; do., pref., 89@90; do., bonds, 83@95; Wyoming Valley Canal, 40@40; do., 6s, 75@80; Susquehanna Canal, 12@14; do., 6s, 57@60; Sch. Nav., 9@11; do., pref., 19½@20¾; do., 6s, 1882, 70@71; Union Canal bonds, 15@20; Delaware Div. Canal, 46@47; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 42@45; do., 7s, 1873, 92@94; do., 5s, 60@62; Lehigh Coal and Navigation, 31@31⅛; do., bonds, 1884, 81@82; North Pennsylvania, 31@32; do., 6s, 86@87; Philadelphia and Erie, 24@24; do., 6s, 89@90½; Minehill, 56¾@57; Catawissa, 8@11; do., pref., 20¾@21; Lehigh Valley, 49¾@50; do., bonds, 91@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 77@77; West Philadelphia 60@61; Spruce and Pine, 24@27; Green and Coates, 31@31½; Chestnut and Walnut, 45¾@50; Thirteenth and Fifteenth, 18@18¼; Girard College, 26½@29; Tenth and Eleventh, 64@67; Union, 37@40; Hestonville, 10½@11.

Boston.—Boston, Hartford and Erie 7s, 56¼; Rutland 2d mort., 33¼; Old Colony and Newport 7s, 1877, 100¾; do., 6s, 1875, 92; New York and Boston Air Line 6s, 49; Boston, Concord and Montreal 6s, 1889, 94½; Western R. R. 6s, 1875, 97½; Ogdensburg 1st mort., 99; do., 2d mort., 55; Vermont Central and Vermont and Canada 8s, 1877, 101¼; Boston and Maine R. R. Rights, 3; Connecticut and Pass. Rivers R. R., 80¼; Worcester and Nashua R. R., 115; Indianapolis and Cincinnati R. R., 35; Norwich and Worcester R. R., 96; Taunton Branch R. R., 112¼; Boston Water Power Co., 18¼; Cary Land Co., 7⅞; Ophir (N. S.) gold, 1.62½; Maine 6s, 1889, 98½; New Hampshire 6s, 98; Boston 6s, currency, 1376, 102; Chicago 7s, Municipal, 92; do., sewerage, 98⅜; Salem 6s, 1877, W. L., 99¼; do., 10-50, currency, 97¾; Bangor 6s, 1874, 91¼; Bath 6s, 1891, 92; Portland 6s, 1887, 93⅝; St. Louis 6s, Harbor Imp., 82; do., 1876, Municipal, 83¼; Albany 6s, 1890, 95¾; Lynn 6s, 1887, 98; Augusta 6s, 1870, 97; Shawmut National Bank, 111; Suffolk National Bank, 114⅛; Maverick National Bank, 104¼; Blackstone National Bank, 128; State National Bank, 102¾; Boyleston National Bank, 185⅞; Mt. Vernon National Bank, 110; Merchants' National Bank, 111; Hide and Leather National Bank, 145; North National Bank, 110; Traders' National Bank, 97½; Everett National Bank, 105; Exchange National Bank, 144¾; Howard National Bank, 104¾; Third National Bank, 111¾; Union National Bank, 123; Allouez Mining Co., 3¾; Concord, 3; Calumet, 30; Hancock, 13; Humboldt, 1⅛.

Baltimore.—Virginia Coupon 6s, new, 40; do., old, reg., 38⅝; do., 1866@1867, 36; Marietta and Cincinnati 1st mort., 85; Atlantic Coal, 0.80; George's Creek, 60½; Gardner Hill, 1.25; Central Ohio R. R., 32½; Bank of Baltimore, 106½; Franklin Bank, 13½; Mechanics' Bank, 9½; Union Bank, 57¼. The latest quotations are: Balt. and Ohio, 115½@116¾; do., 6s, 1875, 98@100; do., 1880, 98@99; do., 1885, 97½@97½; Northern Central, 42@42½; do., bonds, 1885, 84¾@85; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 91@94¼; do., 2d mort., 90@92; do., 3d mort., 1873, 89½@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84⅞@85; do., 2d mort., —@65; Central Ohio, 3d¼@32⅝; do., 1st mort., 81@85; Western Md. 6s, 1890, 75@77; do., guar., 90@90; Maryland 6s, coupon, 1870, 100¾@101; do., Ins., 100¼@101¼; do., 1890, 100¼@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 95@—; do., 1875, 96¾@97; do., 1886, 98@98; do., 1890, 99@99¼; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1838-'70, 80@81; City Passenger R. R., 19@20; Canton Co., 42½@—; Gardner, 1.00@1.40; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 61@63½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.50; Atlantic Coal, 0.76@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

Another Mexican Railway Grant.

The Mexican Government has chartered a company, headed by Senores Abdon Morales Montenegro and Manuel B. da Cunha Reis, who are to construct a railway from the north side of the city of Mexico, *via* Tlalnepantla, Cuantitlan, Zumpango, Tizayuca, Tulancingo, Huanchinango and Hico, to the river Tuxpan. From this point on the Rio Tuxpan steamboats are to connect the road with the ports of Tuxpan and Tampico. A branch road is to be built also to Pachuca. A telegraph line is also to be constructed along the road. The whole work is to be finished in five years. The concession of public lands, &c., is for sixty years. The main features of the grant are like those of the Tehuantepec road. It is dated October 16, 1867.

☞ Hon. Emilie La Sere, through whose instrumentality authority has been obtained from President Juarez for the opening of interoceanic communication on the Isthmus of Tehuantepec, arrived in New Orleans from Vera Cruz on the 28th ult. The enterprise excites unusual interest in that part of the country.

☞ The following gentlemen have been elected directors of the Atlantic Mail Steamship Co. for the ensuing year: Geo. B. Hartson, Spencer K. Green, Chas. A. Meigs, O. W. Joslyn, Fred. Butterfield, William H. Seward, Jr, and A. W. Dimock.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Alton Railroad for the first week in November, 1867, were $89,753 00
Corresponding period previous year... 77,325 00

Increase..... $12,428 00

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1867, were.. $96,842 69
Corresponding week of previous year.. 97,142 28

Decrease..... $299 59

The earnings of the Chicago and Northwestern Railroad for 1st week in Nov., 1867 .. $300,021 00
Corresponding week previous year .. 246,342 00

Increase $53,679 00

The earnings of the Detroit and Milwaukee Railroad for the week ending November 7, 1867, were $42,909 00
Corresponding week of 1866..... 39,962 00

Increase $2,947 00

The earnings of the Chicago and Rock Island Railroad for the first week in Nov., 1867, were $122,000 00
Corresponding week of previous year. 104,400 00

Increase $17,600 00

The earnings of the Atlantic and Great Western Railway for the first week in Nov., 1867, were $104,431 00
Corresponding week previous year... 116,078 00

Decrease $11,647 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Nov., 1867, were $101,693 00
Corresponding week of 1866..... 100,076 00

Increase $1,617 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Nov., 1867.. $30,391 00
Corresponding week previous year.... 22,566 00

Increase $7,825 00

The earnings of the Western Union Railroad for the first week in Nov., 1867..... $41,038 84
Corresponding week previous year.... 33,690 59

Increase $7,348 25

The receipts of the Des Moines Valley Railroad for the fourth week in October, 1867, were $23,557 89; same time in 1866, $21,396 65; increase, $2,161 24, and for the quarter ending Oct. 31, 1867, $221,806 95; same time in 1866, $189,203 29; increase, $32,603 66.

The earnings of the Virginia and Tennessee Railroad for the first week of Nov., were $19,487, an increase of $655 on the same week last year. Total for the fiscal year commencing 1st of July, $332,687, an increase of $57,832 on same time in 1866.

☞ A suit against the Southern Express Co., has just been decided at Blountsville, Tenn., in which the plaintiffs claimed damages for goods destroyed by the Federal troops on an express car in Virginia. The Express Company plead that their bills provided against damages for loss by fire or the common enemy. Judge Butler decided that the Federal troops were not a common enemy, and rendered a verdict for sixteen thousand dollars against the company.

☞ The survey of the branch route of the Wilmington and Birdsboro' Railroad has just been completed. It will form a junction with the Westchester Railroad a short distance below their depot at Westchester.

Journal of Railroad Law.

THE RIGHT OF RAILROAD COMPANIES TO KEEP SEPARATE WHITE AND BLACK PASSENGERS—DECISION BY THE PENNSYLVANIA SUPREME COURT.

A decision was rendered in the Supreme Court at Pittsburgh, Penn., on the 4th inst., in a case involving the right of railroad companies or carriers to keep separate black and white passengers. The case in which the question originated was that of a colored woman being compelled to occupy a different seat in a railroad car of the defendants than the one she had selected. She soon after brought suit for damages, and obtained a verdict in the lower court, but the defendants appealed and the case was fully argued before the Supreme Court, which has just announced its decision, reversing the judgment of the court below, and ordering a new trial. The opinion of the Court was delivered by Judge Agnew, which was sustained by Chief Justice Woodward, and Judges Thompson and Strong. Justice Reed alone dissenting. Below we give the opinion of the Court in full:

Philadelphia and West Chester Railroad Co., vs. Mary E. Miles. Eastern District. Error to Common Pleas of Philadelphia Co.

AGNEW J. It is admitted that no one can be excluded from carriage by a public carrier on account of color, religious belief, political relations, or prejudice. But the defendants asked the Court to say if the jury believed that the seat which the plaintiff was directed to take, was in all respects a comfortable, safe and convenient seat, not inferior in any of these respects to the one she was directed to leave, she could not recover. The case, therefore, involves no assertion of the inferiority of the negro to the white passenger; but conceding his right to be carried precisely on the same footing with a white man, it appears to be not unreasonable to assign places in the cars to passengers of each color. The simple question is, whether a public carrier may, in the exercise of his private right of property, and in due performance of his public duty, separate passengers by any other well defined characteristic than that of sex. The ladies' car is known upon every well regulated railroad, implies no equal cost of right on the part of the excluded sex, and its propriety is doubted by none.

This question must be decided upon reasonable grounds. If there be no clear and reasonable difference to base it upon, separation cannot be justified by mere prejudice. Nor is merit a test. The negro may be proud of his service in the field as a defender of his country. But it was not thought indefensible to separate even white soldiers from other passengers. There is a clear and well founded difference between the civil and military character, and the separation of soldiers from citizens implied no want of inequality, but a sound regulation of the right of transit.

The right of the carrier to separate his passengers is founded upon two grounds—his right of private property in the means of conveyance and the public interest. The private means he uses belong wholly to himself, and implies the right of control for the protection of his own interest, as well as the performance of his public duty. He may use his property, therefore, in a reasonable manner. It is not an unreasonable regulation to seat passengers so as to preserve order and decorum, and to prevent contacts and collisions, arising from natural or well known customary repugnances, which are likely to breed disturbances by a promiscuous sitting. This is a proper use of the right of private property, because it tends to protect the interests of the carrier, as well as the interests of those he carries. If the ground of regulation be reasonable, courts of justice cannot interfere with his right of property. The right of the passenger is only that of being carried safely, and with a due regard to his personal comfort and convenience, which are promoted by a sound and well regulated separation of passengers. An a[nal]ogy and an illustration are found in the case of an inn-keeper, who, if he have room, is bound to entertain proper guests; and so a carrier is bound to receive passengers. But a guest in an inn can not select his room or his bed at pleasure; nor can a voyager take possession of a cabin or berth at will, or refuse to obey the reasonable orders of the captain of the vessel. But, on the other hand, who would maintain that it is a reasonable regulation, either of an inn or a vessel, to compel the passengers, black or white, to room or bed together? If a right of private property confers no right of control, who should decide a contest between passengers for seats or berths? Courts of justice might interfere to compel those who perform a business concerning the public, by the use of private means, to fulfill their duty to the public; but not a whit beyond.

The public also has an interest in the proper regulation of public conveyances, for the preservation of the public peace. A railroad company has the right and is bound to make reasonable regulations to preserve order in their cars. It is the duty of the conductor to repress tumults as far as he reasonably can, and he may on extraordinary occasions, stop his train and eject the unruly and tumultuous. But he has not the authority of a peace officer to arrest and detain offenders. He cannot interfere in the quarrels of others at will merely. In order to preserve and enforce his authority as the servant of the company, it must have a power to establish proper regulations for the carriage of passengers. It is much easier to prevent difficulties among passengers by regulations for their proper separation than it is to quell them. The danger to the peace engendered by the feeling of aversion between individuals of the different races, cannot be denied. It is the fact with which the company must deal. If a negro takes his seat beside a white man, his wife, or daughter, the law cannot repress the anger or conquer the aversion which some will feel. However unwise it may be to engender the feeling, human infirmity is not always proof against it. It is much wiser to avert the consequence of this repulsion of race by separation than to punish afterward the breach of the peace it may have caused. These views are sustained by high authority. Judge Story, in his Law Bailments, stating the duty of passengers "to submit to such reasonable regulations as the proprietor may adopt for the convenience and comfort of passengers as well as for their own proper interests," says, "the importance of the doctrine is felt more strikingly in cases of steamboats and railroad cars." S. 691 *a* see also, S. 476 *a*. Angel on Claims, S. 528; 1 American Railway Cases, 393, 394.

The right to separate being clear in proper cases, and it being the subject of sound regulation, the question remaining to be considered is whether there is such a difference between the white and black races within this State, resulting from nature, law and custom, as makes it a reasonable ground of separation. The question is one of difference, not of superiority or inferiority. Why the Creator made one black and the other white, we know not; but the fact is apparent, and the races distinct, each producing its own kind, following the peculiar law of its constitution. Conceding equality, with natures as perfect and rights as sacred, yet God has made them dissimilar, with those natural instincts and feelings which He always imparts to His creatures when He intends that they shall not overstep the natural boundaries He has assigned to them. The natural law which forbids their intermarriage, and the of social amalgamation which leads to a corruption of races, is as clearly Divine as that which imparted to them different natures. The tendency of intimate social intercourse is to amalgamation contrary to the law of races. The separation of the white and black races upon the surface of the globe is a fact equally apparent. Why this is so, it is not necessary to speculate, but, the fact of a distribution of men by race and color is as visible in the providental arrangement of the earth

...nat of heat and cold. The natural separation ...eraces is therefore an undeniable fact, and ...organizations which lead to their amalgama... ...ate repugnant to the law of nature. From ...amalgamation it is but a step to illicit in... ...course, and but another to intermarriage. But ...assert separateness is not to declare inferiority ...ither—it is not to declare one a slave and the ...er a freeman; that would be to draw the il... ...gical sequence of inferiority from difference ...ty. It is simply to say that following the or... ...of Divine Providence, human authority ought ...to compel these widely separated races to in... ...mix. The right of such to be free from social ...tact is as clear as to be free from intermar... ...ge. The former may be less repulsive as a ...tion, but not less entitled to protection as a ...t. When, therefore, we declare a right to ...intain separate relations, as far as reasonably ...acticable, but in a spirit of kindness and charity, ...t with due regard to equality of rights, it is ...prejudice, nor caste, nor injustice of any kind, ...simply to suffer men to follow the law of ...es, established by the Creator himself, and not ...compel them to intermix contrary to their in... ...ess.

...or can we disregard the laws and customs of ...State. Indeed, these must be our guide, ...ing it to the Legislature to correct the errors ...the law, or its departure from that justice ...ich should ever be its foundation. It is u...essary to recur to the original condition of ...oes as slaves in Pennsylvania, or to trace the ...slation of the provinces distinguishing them ...freemen. Nor need we, for the purpose of ...ing the *status* of the negro, refer to that great ...of emancipation in 1780, whose preamble, the ...t beautiful and expressive ever prefixed to a ...an statute, only professed to extend to the ...k race a "portion" of our own freedom. ...have a later and an authoritative guide, the ...an decision of this Court, in 1837, in the case ...Hobbs *vs.* Fogg, 6 Watts, 553. The opinion ...e from the pen of the late C. J. Gibson, and ...s the imprint of his remarkable intellect. It ...here shown from the laws, constitutions and ...ons of the State, and from a former decision ...e High Court of Errors and Appeals, that the ...of the negro never fell within the term ...ten" in the several constitutions; and that ...mancipation act of 1780 did not elevate him ...citizenship of the State. And in 1838 the ...e of this Commonwealth, by an express ...dment of their Constitution, drew the line ...tly between the white citizens and black ...bitants of the State.

...is clear, therefore, that under the Constitu... ...and laws, the white and black races stand in ...parate relation to each other. We find the ...difference in the institutions and customs of ...State. Never has there been an intermixture ...e two races, socially, religiously, civilly or ...tically. By uninterrupted usage the blacks ...Court, visit and entertain among themselves, ...separate places of public worship and ...ment, and fill no civil or political stations, ...en sitting to decide their own causes. In ...here is not an institution of the State in ...they have mingled indiscriminately with ...ites. Even the Common School Law pro... ...r separate schools when their numbers are ...ge. In the military service, also, they were ...ermixed with white soldiers, but were ...ed into companies and regiments of color, ...not by way of disparagement, but from ...of wisdom and prudence, to avoid the ...isms of variant and unmixable races. ...d custom having sanctioned a separation ..., it is not the province of the judiciary to ...e it away. We cannot say there was no ...ce in fact, when the law and the voice of ...ple had said there was. The laws of the ...e found in its constitution, statutes, insti... ...and general customs. It is to these ...Judges must resort to discover them. If ...ndon these guides, they pronounce their ...ions, not the laws of those whose officers ... Following these guides, we are com... ...pelled to declare that at the time of the alleged injury, there was that natural, legal and customary difference between the white and black races in this State which made their separation as passengers in a public conveyance the subject of sound regulation, to secure order, promote comfort, preserve the peace and maintain the rights both of carriers and passengers. The defendants were therefore entitled to an affirmative answer to the point recited at the beginning of this opinion. It only remains to add that this cause arose before the passage of the act of 22d March, 1867, declaring it an offence for railroad companies to make any distinction between passengers on account of race or color, and our decision pronounces the law only as it stood when the case arose, leaving the act to operate upon such cases as shall fall within its provisions. Indeed, the act itself is an indication of the legislative understanding of how the law stood before.

Iron Railroad.

This road is about 13 miles in length connecting at Ironton on the Ohio river, and extending *via* La Grange, Vesuvius, Pine Grove, Etna, Lawrence Furnace and Bartles' to Centre, in Lawrence Co., Ohio. It is now proposed to extend this road to a connection with the Portsmouth Branch of the Marietta and Cincinnati Railroad, some 10 or 12 miles further. For the purpose of raising the necessary means to accomplish this object, a meeting of the stockholders and citizens of Ironton was held on the 28th ult., at which a proposition from the directors of the company was submitted by the President, accompanied by a statement that "the lowest possible value that could be placed on the property now owned by the Iron Railroad Co. is equal to the sum $138,650 (incumbered by $35,000 in bonds), and that it is just the kind of property which a new company would require if an entire new railroad was projected. This property the directors now offer to new stockholders, for the reduced sum $134,778, being the net amount of stock held by the present stockholders, which stock, the Directors, if they desire it, have no power or authority to reduce, or destroy; but which they now tender to citizens wishing to extend their road, and place the city of Ironton and Lawrence county in connection with the traveling world; thereby securing to them those advantages, in railroad communications, the want of which has so much retarded the growth and prosperity of the city, on terms as liberal, in their opinion, as the law will permit."

The plan proposed by the directors, as subsequently modified by them, at the suggestion of the Citizens' Committee, reads as follows:

1st. That the sum of $150,000, and as much more as may be obtained, of responsible subscription to new stock, be subscribed, which, with the proceeds of $200,000 in bonds to be issued, shall be applied to the construction of said road, and the liquidation of the present mortgage debt.

2d. That said subscription shall be paid in on calls of 10 per cent. every two months. The first installments of the 10 per cent. being payable as soon as $150,000 is subscribed.

3d. That the work shall be so prosecuted as to insure a completion of the entire road to such connection, as soon as practicable.

4th. The stock subscriptions to be binding when $150,000 is subscribed.

5th. The present stock of the Iron Rail road company, amounting to the sum of $134,778, subject to a deduction of $1,558 84 unpaid of original subscriptions, leaving $133,189 17 of actual paid up stock, now in said company, to be share and share alike with the new stock.

The above plan was adopted, and the sum of $52,000 subscribed, with the understanding that the subscriptions were to be binding only when the whole amount of $150,000 was obtained.

Swaged Wrought Iron Chairs.

We ask the special attention of railroad men to the New Swaged Rail Chair just introduced into market by the VAN ANDEN RAIL CHAIR COMPANY, of Poughkeepsie, N. Y., whose advertisement appears in our columns.

Mr. Van Anden, the inventor, is well known in this business as the patentee of a wrought chair which for many years past has deservedly maintained its claims of superiority.

His new chair is the result of many years of practical experience and observation, and combines the merits of strength and durability of the wrought iron chairs now in use with the improved form of the rolled chair.

Illinois Central Railroad.

The statement of this Company for the month ending October 31, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	22,339.14 for	$206,547 65
Acres Int. Fund Lands sold	1,085.36 for	14,364 07
Acres Free Lands sold	6,698.67 for	83,365 08
Total sales during month of October, 1867	30,123.17 for	$304,276 80
To which add Town Lot Sales		1,030 00
Total of all	30,123.17 for	$305,306 80
Cash collected in October		$474,457 85

TRAFFIC DEPARTMENT.

Receipts from Freight		$480,241 00
do. Passengers		160,900 21
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		110,000 00
Total Receipts in October, 1867		$761,499 54
Total Receipts in October, 1866		$639,194 67

Running Horse Cars on Sunday.

The Supreme Court of Pennsylvania, sitting at Pittsburg, has dissolved the injunction, granted some months since, by Justice Strong, at *nisi prius* in the case of Sparrowhawk et al. *vs.* the Union Passenger Railway Co. of Philadelphia, restraining the passenger railway companies of that city from running their cars on Sunday. The justices who concurred in dissolving the injunction are Woodward, Thompson and Read; the dissenting justices being Strong and Agnew. The opinion of the Court is that the remedy of those who oppose the running of the cars is by action at law, and not in equity, as in the present suit. Justice Read, in a lengthy opinion, takes the broad ground that the running of cars on Sunday is "a work of necessity and charity."

Chile and Buenos Ayres Railroad.

A company has been formed in Buenos Ayres for the purpose of constructing a railway from that city to the Chilean frontier. The proposed road is under the direction of a German Engineer named Otto von Armen. The route will be from Chivilcoy, Buenos Ayres, in a straight line to the Planchon Pass, in the Andes, connecting the present Western Railroad of Buenos Ayres with the Southern Chilean Railroad.

☞ A horse railroad is soon to be opened between Newark and Clinton.

Owensboro' and Russellville Railroad.

We learn from the Owensboro', Ky., *Monitor* that the preliminary surveys of the proposed routes of this road between that city and Cahoon, have been completed. Owensboro' is in Daviess County, on the Ohio River, and Russellville, in Logan County, is a point on the Memphis Branch of the Louisville and Nashville Railroad, about 25 miles south of the junction with the main stem. The whole length of the road will be between 60 and 70 miles. The surveys were conducted by Mr. H. W. Scott.

☞ In the matter of the application of John McDonald *vs.* the Commissioners of Emigration, on the motion for mandamus to compel them to admit the relator to the Emigrant depot at Castle Garden, as the Agent of the Pennsylvania Railroad Co., Judge Barnard has decided that—"The Pennsylvania Railroad Company, being a foreign company, has no standing in court, as the act expressly prevents such corporations from having an agent in Castle Garden. The motion, as far as they are concerned, is denied with costs."

☞ The officers of the Boston and Albany Railroad elected at the meeting of the new board of directors on the 30th ult., are as follows: President, Chester W. Chapin, of Springfield; Treasurer, Charles E. Stevens, of Boston; Clerk, James A. Rumrill, of Springfield.

500 MILES

OF THE

Union Pacific Railroad

Running West from Omaha

Across the Continent,

ARE NOW COMPLETED.

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other company in the same time, and they will continue the work with the same energy until completed. The Western Division is being pushed rapidly eastward from Sacramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE

will be open for business in 1870. MORE THAN ONE-THIRD OF THE WORK HAS ALREADY BEEN DONE, MORE THAN ONE-THIRD OF THE LINE IS NOW IN RUNNING ORDER, AND LABORERS ARE NOW EMPLOYED IN GREATER NUMBERS THAN EVER BEFORE. More than

Forty Million Dollars in Money

has already been expended by the two powerful companies which have undertaken the enterprise, and there is no reason for its most vigorous prosecution.

The Union Pacific Company therefore offer their First Mortgage Bonds to the public with the assurance that they are based upon the largest and most valuable corporate property in the world. The first question asked by an investor is, "Are the bonds safe?"—the second, "Are they profitable?" To answer, in brief:

1. The early completion of the whole line is as certain as any future business event can be.

2. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

5. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount put upon the first 517 miles west from Omaha is only $16,000 per mile.

6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

8. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. stocks.

9. At the current rate of premium on gold, they pay

OVER NINE PER CENT. INTEREST.

FIRST MORTGAGE BONDS whose principal is so amply provided for, and whose interest is so thoroughly secured, must be classed among the *safest* investments. They pay

SIX PER CENT. IN GOLD,

and are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Six Per Cent. in Currency from July 1.

Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

October 28th, 1868.

LELAND BROS. & CO.,

BANKERS,

22 Nassau Street,

Dealers in Government Securities, Gold, Exchange, Notes, &c.

Stocks and Bonds Bought and Sold on Commission.
Interest allowed on Deposits, subject to Draft at Sight.
F. L. LELAND, Member Govt. Securities Board.
C. H. LELAND, Member Gold Exchange.
WM. CARPENDER, Member N. Y. Stock Exchange. 6m41

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, Nov. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Nov. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

F. & F. A. DANA,

ENGLISH AND AMERICAN

RAILROAD IRON,

(OLD AND NEW.)

Pig, Scrap Iron and other Metals,

LOCOMOTIVES, RAILROAD CHAIRS AND SPIKES.

Old Rails Re-rolled or Exchanged for New.

Wall Street, New York.

Louis Windmuller & Roelker,

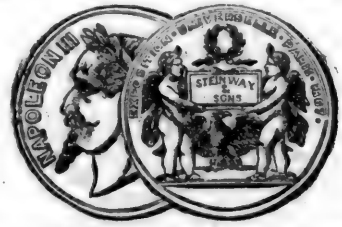
No. 20 Reade Street, New York,

IMPORTING COMMISSION MERCHANTS,

SOLE AGENTS IN THE UNITED STATES FOR

Hellenbeck's best Refined German Steel.
Erbschloe's Double do. do. do.
" Warranted Cast Steel Files.

Universal Exposition, Paris, 1867.



STEINWAY & SONS

TRIUMPHANT,

Having been Awarded

The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, *over* all other American exhibitors, and *over* more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.

GEORGES KASTNER,
AMBROISE THOMAS,
ED. HANSLICK,
F. A. GEVAERT,
J. SCHIEDMAYER,
} Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 209 Pianos from all parts of the world.

STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1862 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.

EVERY PIANO is WARRANTED for FIVE YEARS.

Warerooms, First Floor of Steinway Hall,
Nos. 109 and 111 East Fourteenth Street,
(Between 4th Ave. and Irving Place,) NEW YORK

TO RAILROAD CAR BUILDERS AND OTHERS.

The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS**, Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. Being MIXED READY FOR IMMEDIATE USE, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after TEN YEARS and found to be quite good and READY FOR USE. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS **CHEAPER AND BETTER THAN ANY OTHER** PAINT IN THE MARKET.

L. MORTON MONTGOMERY, Agent and Importer,
Office 27, Nos. 40 & 42 BROADWAY, N. Y.

OIL! OIL!! OIL!!!

FIRST PREMIUM.....PARIS, 1867.
EXPOSITION UNIVERSELLE!

PEASE'S IMPROVED OILS!

Acknowledged the Best in the World! The Highest Award over all others!

Grand Silver Medal and Diploma!
The **Only One** to the United States awarded to
F. S. PEASE,
For the Greatest Excellence in Oils for Lubricating and Burning.

London .....1862.
WORLD'S FAIR—TWO PRIZE MEDALS
Awarded to **F. S. PEASE** for Improved Engine, Signal, Lard, and Premium Petroleum, as the **Best made!**

These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and pracical tests as the Best Oils made fr
Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.
N. B.—Reliable orders filled for any part of the world.

ESTABLISHED IN 1836.
GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.

THE LOBDELL
Car Wheel, Tire & Machine Co.
Wilmington, Del.

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and Cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,
26 **102 Front Street, Brooklyn, N. Y.**

Burnettized Lumber,

For Bridges, Railroad Ties, Wharfs, &c., for Sale by

T. M. MAYHEW & CO.,
117 Wall St., N. Y.

Agents for Burnettizing Works, at Bangor, Me.

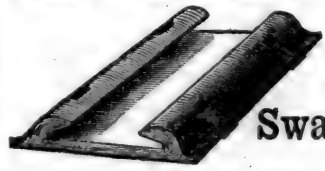
The Auburn File Works,
AUBURN, N. Y.

MANUFACTURERS OF

HAND CUT FILES OF THE BEST QUALITY, WARRANTED EQUAL TO ANY BRAND IN MARKET.

Railroad Companies, Machine Shops and Locomotive supplied on the lowest terms. 8m34

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their Improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ ***All orders will receive prompt attention. Samples sent on application.***

PATENTED SEPT. 18th, 1866.

GILEAD A. SMITH,

15 LANGHAM PLACE,
LONDON, W.

RAILROAD IRON,
Bessemer Steel,

STEEL TYRES AND METALS.

Railroad Bonds and U. S. and other American Securities negotiated, and Credit and Exchange provided for U. S. or Continent.

Consignments solicited on the usual terms of any of the staples.

Special Counting and Reception Rooms available for Americans in London, with the facilities usually found at the Continental Bankers.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, Boi's etc For plans and particulars apply to

C. J. SCHULTZ,
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Or Address
Letter-Box No. 1,393, P. O.

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER
CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, **TRENTON, N. J.**
MEAD & MANNING,
June 8th, 1867.

PUMPS.

STEAM, POWER AND HAND PUMPS,
OF ALL SIZES FOR
Railway Stations, Factories of all descriptions, Public and Private Water Works, &c., &c.

The Steam Ram for Feeding Boilers.
THE STEAM SIPHON FOR RAISING WATER.

Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for circulars to

PHILAD. HYDRAULIC WORKS,
No. 247 South 3d Street,
Philadelphia, Penn.

PLASTIC SLATE ROOFING

JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. **LICENSES GRANTED.**

PLASTIC SLATE
FOR
Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was
PATENTED FEBRUARY 21ST, 1865.
It is a combination of
Pulverized Slate and Viscous Matter,
(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

Is a Roofing Material it Stands Unrivalled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

THE ELNATHAN SAMPSON

NEW AND IMPROVED

RAILROAD CAR WHEEL.

PATENTED, MAY 7, 1867.

This Car Wheel contains a lateral and conical Tread combined with the guiding flang, and being so constructed as to move the truck and cars over and past any curve in the Railway track with as much ease and freedom as though the entire Road were constructed upon an air line. The cone tread will take the track rail, against which the wheel seems to be pressed, while passing any curve, and the diameter increasing, of course the circumference increases, and therefore the greater distance over the outer rail will be gained without any sliding of the wheels upon the track or undue strain upon the car axle, journal boxes or bearings, truck frame, car wheels, or other parts of the running gear of the cars or of locomotive engine. The hitherto great amount of friction caused by the use of the usual or old car wheels upon long trains of passenger, or heavy freight trains is avoided or prevented, of course there will therefore be a great saving in the use of oil. There is much less wear of the track rail, and the lateral thrusts of cars against the track rails being done away with by the new wheel, there is much less liability to displacement of the rails, or of the loosening of the spike by which the rails are fastened.

This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



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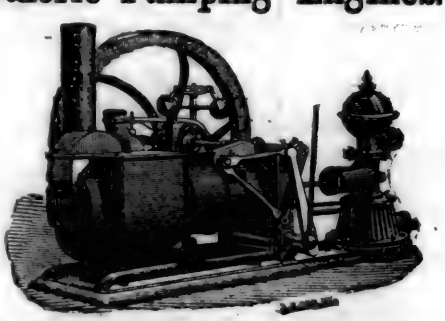
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ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, November 23, 1867.

Virginia and Tennessee Railroad.

General Wm. Mahone has been elected to the Presidency of the Virginia and Tennessee Railroad Company. The whole number of votes cast was 7,107, of which 2,665 were by the State, and 4,442 by private stockholders. Of these Gen'l Mahone received 5,298 votes, viz: 2,665 by the State, and 2,633 by the private stockholders. The conditions upon which the election was proceeded with, is embodied in an order from Gen'l Scofield authorizing of the same to be held, viz:

1st. That none of the officers so elected shall be installed in or exercise the functions of their offices, until the prohibition, by the United States Government, of any change in the management of said road, shall be removed. 2d. That if the claims of the United States shall not be adjusted, and the prohibition above referred to removed, on or before the 1st day of December, 1867, the above election shall be null and void.

The committee appointed to visit Washington to ask that the order prohibiting them from electing a President be recinded, say they are satisfied that the original action of the Secretary of War was had upon *ex parte* representations made to him, and would never have been taken if the facts of the whole matter had been as fully understood by him then as they are at this time. They therefore recommended that the election be held in accordance with the terms of Gen. Schofield's order, feeling confident that the officers of the company will have no difficulty in making an early and satisfactory adjustment of said claim, and removing said order.

Gen'l Mahone, in accepting the position, expressed the hope that as the struggle was now ended, the passions and excitements to which it had given origin would be permitted to subside, and all move forward shoulder to shoulder in the great work of regenerating the State of Virginia.

Railways in New Brunswick and Nova Scotia.

The St. John (N. B.) correspondent of the Montreal *Herald*, writing under date of November 9, says that considerable progress is being made in the development of the Railway system of which the St. John and Shediac line forms the first link. From Moncton to the Nova Scotia boundary the grading and bridging is making rapid progress. Under almost any circumstances this portion of the line must form a section of the Intercolonial, and every care is being taken by the contractors to render it fit for that purpose. Westward of St. John the so-called Western Extension line, to join the American Railroad system at Bangor, is being pushed forward with great vigor, and this will without doubt be the first route by which direct railway communication between the Maritime Provinces and Quebec and Ontario will be made. This system of Railroads will connect the cities and towns of Halifax, Truro, Windsor, St. John, Fredericton, Woodstock, St. Andrews, and St. Stephen with each other and with Bangor, in the State of Maine, and by means of the Grand Trunk with Montreal, Quebec, and the cities of the West. While this line does not in the least obviate the necessity for the Intercolonial, yet it is evident that so long as we are permitted to run our traffic through the United States in the same manner as the Grand Trunk now does, it will prove a formidable rival to the Intercolonial proper, and this constitutes a powerful argument for taking the Intercolonial by the Central Route—where the settlement of the country will be certain to develope a large and increasing local traffic. The first sod of the Fredericton Branch of Western extension was turned on Wednesday with much *eclat*. The Lieutenant-Governor, the Mayors of St. John and Fredericton, with other celebrities assisting. The whole of the line is under contract, and will be pushed forward without delay.

Mississippi, Ouachita and Red River R. R.

At a meeting of the stockholders of this road on the 21st inst., it was voted that the road, with all the rights, titles, privileges and franchises of the company, should be sold, and that a board of three commissioners should be appointed for that purpose, with instructions not to sell for a less sum than the entire indebtedness of the company. They were also instructed not to sell the road to any person or company unless they were satisfied that it was the *bona fide* intention of said purchaser or purchasers, and that they had the ability, to build said road in a reasonable time from date of sale.

At a subsequent meeting of the directors, the above action of the stockholders was approved, with the distinct understanding that said board of commissioners should not sell and dispose of said road about without first requiring the purchaser or purchasers to enter into a bond with approved security in the sum of one hundred thousand dollars, conditional that they should build and complete, or cause to be built and completed, said road, from the Mississippi river to Camden within seven years, and to the Red river within ten years from the date of sale.

The commissioners appointed by the President are: T. P. Dockery, B. W. Martin and T. J. Eliott.

Steel Rails.

Twelve hundred tons of steel rails have been laid, in place of iron ones, on the Boston and Providence Railroad. At Roxbury, near the repair shop, they have been in use upwards of a year, at a point where one hundred and twenty trains or locomotives pass over them daily, and as yet there is no perceptible wearing away. Iron rails had to be relaid seventeen times a year at the same place. As fast as the iron rails wear out, on any portion of the route, the company intend to replace them with steel ones.

Wilmington, Charlotte & Rutherford R.R.

The Eastern Division of this road is 109 miles in length, extending from Wilmington, N. C., to Sand Hills. The earnings of the road for the fiscal year ending August 31, 1867, have been as follows:

From freight	$158,792 26
" passengers	23,951 36
" mail	11,445 83
	$194,189 45

And the expenses were:

Transportat'n department	$30,514 38	
Mechanical department	40,722 38	
Road department	68,851 78	
General expenses	27,129 03	
		179,992 44
Leaving a balance of		$14,197 01

Included in the above expense are $75,162 34 classed as "permanent;" excluding these, the net earnings will be $89,359 35.

The Western Division, extending from Charlotte to Sharon, is 25 miles in length, the earnings upon which were $30,168 44, and the operating expenses, $16,924 02—leaving a balance of $13,244 42.

The total receipts of the Western Division, including $29,862 91 from the Eastern Division, were $60,031 82; and the expenditures, including the operating expenses of the past year, together with payment of debts that accrued before, during and subsequent to the war, were $55,745 21—leaving a balance August 31, 1867, of $4,286 11.

The engineer of the Western Division in his report says that the graduation is completed, except at two unimportant intervals, to the town of Shelby, 10½ miles, and the sills laid to Buffalo Creek, a distance of 7 miles. If the rails are obtained to complete the road to either point, this division will at once become remunerating.

Referring to the above statements, it will be seen that the earnings of the whole road for the past year have been $224,357 89; the operating expenses, $121,754 04—and the clear profits $102,603 87. This shows an excess of receipts above those of the previous year of $29,573 76; with a decrease in operating expenses of $13,925 90—making the increase of clear profits $43,499 66. The operating expenses have been only 54 per cent.

The increase in tonnage carried over the road has been 234 per cent.; in freighting business, 72 per cent.; in receipts from transportation, 16 per cent.; and in clear profits to the company, 74 per cent.

The large increase of tonnage is accounted for by the difference in the character of the freights offered for transportation during the past year. The comparatively small increase of receipts from transportation was caused by a reduction of more than one-third in the rates; and the large increase of profits by the diminution of the operating expenses of the road.

The whole result, which is decidedly gratifying, is due to the gradual development of the country through which the road passes. The President, in his report, says:

In our last annual report, we gave full statements showing the condition of the company, and the amount of money required to complete the road and pay off all of its liabilities. We do not think it necessary to repeat these statements in full, but respectfully refer to them. The earnings of the road have been applied to the improvement of rolling stock and machinery, and to graduation. Our debt is a little larger than it was last year; but we have expended some $60,000 in graduation, which reduces, to that extent, the cost of completing the road. There will be no material change, therefore, in the figures which we then submitted to you. It will require $2,300,000 to construct the road, equip it, and pay its entire floating debt.

To enable us to raise this amount of money, in accordance with your instructions, application was made to the General Assembly of North Carolina for power to issue bonds to be secured by a mortgage of the entire property of the company. The General Assembly responded by the passage of the annexed Act, which was submitted to, and accepted by, a special meeting of your body, called in accordance with your Charter and By-Laws, and held in Wilmington on the 25th day of last February.

In accordance with your instructions we have executed the mortgage under this act, and prepared the bonds for market; but, in the face of the general distrust which prevails against all Southern securities, we have not thought it best to press them to a sale. We have preferred to suspend the work of construction until a more favorable time; and—to relieve the company of its pressing liabilities—to borrow money on the deposit of the bonds as collateral. This we have found no difficulty in doing; and we are assured that, as soon as public confidence is restored we will find as little difficulty in negotiating a sufficient number of the bonds at their intrinsic value, to complete the work in the shortest possible time.

But for the restoration of public confidence, and the consequent successful negotiation of any Southern security, there are two conditions essentially prerequisite, which must be fulfilled. The first is, that the State shall resume her constitutional relations with the general government—the second, that she shall re-establish her own credit, by providing for the payment of the interest on her own debt. The first is dependent upon the action of the Congress of the United States. In the State of North Carolina, we confidently believe that the second will follow promptly on the first. The present attitude of the State is practically that of repudiation. Repudiation is dishonesty; and, aside from the moral question, North Carolina can not afford to be dishonest. Her works of Internal Improvement; her corporations of all kinds; all of her citizens feel the evil consequences of the impeachment of her credit; and we say, without hesitation, that they will not long tolerate such legislation as must, in the end, bring ruin on themselves. Just so soon, then, as our political troubles are settled, and certain and fixed laws, common to all the States, are enacted for our government, so that our people may have some permanent prospect before them, some future of hope and promise, some security of property and the fruits of industry, of life and the pursuit of happiness, the representatives of the people will require no compulsion, and but very little time to do that which the common welfare requires should be done. Believing this confidently, we have been unwilling to submit to the sacrifice which the surrounding circumstances would have required of us, and which certainly would not have been lessened by the failure of the last General Assembly to protect the public credit.

An eight per cent. bond, well secured, with an assurance of the prompt payment of its interest, ought, at the least, to command its par value in the market. This is the test of the value of the bond, the ability to meet the interest, and the security of the mortgage. On both of these points our company can offer assurances which ought to be satisfactory.

We do not propose to issued all of our bonds at one time; but only so many as we can manage, and as may be necessary, from time to time, to pay for construction. Our clear profits, for the past year, would pay the interest of $1,800,000 of these bonds. Our reasonable expectations for the next year, will pay the interest on $2,000,000; and the proceeds of that amount of bonds would fill the gap beetween our present terminus and Charlotte. This gap being completed, there would be no question of our ability easily to pay the interest on the entire mortgage. But this will become more apparent as we proceed.

The second question is as to the security of the mortgage. The test of this security is the cost of the road, and the resources of the country through which it passes, the quantity and value, and character of its productions.

The road has cost, already, at ante-war prices, before one single dollar of the money to be derived from this mortgage is expended upon it, about $3,600,000. At the present prices of labor and material, it is worth at least $6,000,000. When completed and fully equipped, it will own property, independent of the franchise, to the full value of three times the amount of the mortgage; and will possess an income sufficient to pay a dividend of eight per cent. to its individual stockholders, and its entire debt in ten years.

This assertion may be verified by any one who will take the trouble to examine the United States census statistics of 1860. Allowing the productiveness of the country to be reduced one-half by the results of the war—giving full army rations to the entire population, and all the horses, mules and cattle, allowing one-third of the surplus to seek some other outlet to market, while, in point of fact, by far the greater part is dependent upon our transportation alone, and charging upon the remainder only one-half of our present rates of freight, we have an annual income of $827,000. Add to this the receipts from travel and from return freights, and freights from other sources, and we have an income exceeding one million of dollars per annum; and this, we say, is sufficient to pay a dividend of eight per cent. to our stockholders, and lay aside a sinking fund which will pay our entire debt in ten years. We regard these figures as beyond any probable contingency. We believe the result will be even more gratifying and profitable.

And this revenue will be yielded by the produce of the country as it now stands, undeveloped—in its present imperfect state of cultivation—from the fruits of the surface of the earth which has been drained for ages of its natural fertility, with comparatively no return, such as skillful labor and science afford to increase its productiveness. But no part of the country is susceptible of a higher degree of improvement—no part of the country will yield more readily, or more cheaply, the certain means of improvement—no part of the country has been more bountifully blessed with those extensive and valuable mineral deposits which are destined to make the State rich, and great, and populous, and powerful.

* * * * * *

But great as is the future which is opened before us by this magnificent country, it does not begin to comprehend the full measure of that which is in store for us. Reaching the Tennessee line, no matter which route may be selected, we are brought into immediate connection with other great roads, through Tennessee and Kentucky, to the West and the Northwest; and the contributions of freight and passengers which we will receive from those roads, without saying anything of our immense local business, will more than justify the construction of our road.

From Asheville, in Buncombe County, *via* the Paint Rock, to Morristown in Tennessee, we meet a leading road from Louisville, Kentucky. This road is already in operation from Louisville to Crab Orchard, a distance of 115 miles. It is under contract to London, a distance of 47 miles farther, to be completed this fall; and it will make its southern terminus either at Knoxville, or by way of Cumberland Gap, at Morristown. The leading object of its projectors was a connection with the Atlantic coast by means of the system of railroads chartered by North and South Carolina. Like the road from Morristown to Paint Rock, it is in the hands of energetic and accomplished railroad men, who are fully alive to

the importance of the connection, and who have the means of completing their end of the line long before we can complete ours, even under the most favorable circumstances. Nothing, then, is needed to induce them to come to Morristown but the assurance that we can and will meet them at the Tennessee line. The very moment that we reach that point the connection is ready for us; and the slightest attention to the country will convince any one that it is a connection of the very first importance. We will have almost an air line from the Atlantic Ocean to the Ohio River. We will pass through a great and growing country, rich in all the productions of commerce; and we offer them a route to market as good as, if not the very best, which the country can afford. For the productions of Eastern Tennessee, and for those of all Kentucky intended for the Southern Atlantic coast, we will stand without a competitor; and we can present, by far, the shortest, quickest, and in every way the most attractive route to passengers from the same section of country, to the North Western States, to the Territories, and to California, by way of Louisville, St. Louis, and the great Pacific Railroad.

Joining the Western North Carolina road in its extension to Ducktown, with the completion of the short link between Ducktown and Cleveland, for which a charter and aid has been granted by the State of Tennessee, we have direct communication with the city of Memphis, *via* the East Tennessee and Georgia and the Memphis and Charleston Railroads. Trace this route upon the map, and you will find it as straight as could be built, even if we started out for the purpose of connecting that city with our eastern terminus. The completion of the projected line between Nashville and Knoxville would be another step to improve our position, for we will have close communication with Knoxville by the Morristown route. In either case, the line from the Atlantic to the Mississippi will not vary more than one degree north or south of an air line; and gives us an advantage which is not possessed by any other through line in the country. Looking beyond the Mississippi, then, we can offer the very best line in the whole country, to the Southern Pacific, by way of Memphis, Little Rock and El Paso—a route in which the Ohio River States are deeply interested, and which beyond El Paso, being merged into the South Western Pacific, with the Government grant, is certain to be pushed to completion long before the Southern Pacific, through Texas, can possibly be built.

In the direction of the Cranberry Iron Works, by availing ourselves of the privileges of the charter to the North Western Railroad Company, passed by the last General Assembly, we have a connection with the East Tennessee and Virginia Railroad; and, have the advantage of its connections. A road has been chartered, and surveyed from Bristol to the Cumberland Gap; but its progress seems to be dependent, in some way, upon the consolidation of certain Virginia and Tennessee roads—a measure which has exercised the minds of the stockholders of these companies for some time past, but which has not yet been decided. With the aid of this road, our communication with the Ohio would be quite as direct as by the routes of which we have already spoken; but our communication with the Mississippi would be much less direct; and in this point of view, this route is much less desirable for us. But there are facts, connected with it, which are well worthy of your most attentive consideration. The country which our own road would cross is of well ascertained great natural wealth; and, within our own State, we would be without a competing line for the transportation of its products. In a national point of view, as a military measure, as a source of great wealth and strength to the whole country, the development of its immense iron interest, at some future day, will commend itself to the General Government; and the road upon which it depends for transportation, to a certain extent, will be invested with a national character.

These connections being made—and, in process of time they will all be made as surely as self-interest governs man—our seaport terminus will then be nearer to Nashville, Knoxville, Memphis, Louisville, Indianapolis, Cairo and St. Louis than any other on the Atlantic coast. It will be as near to Cincinnati as Baltimore is, and as near to Chicago as New York; and, though we do not expect to compete with these great cities in the carrying trade of the world, yet there are thousands of tons of freight, which are shipped first to these cities, thence to our own seaports, and thence to the interior, which must, and will come over these roads direct to their destination. The city of Wilmington, then, may furnish the whole of Western North Carolina, and Eastern Tennessee and Kentucky with West India produce, for New Orleans itself cannot compete with us beyond those points which are watered by the Mississippi, and its navigable tributaries.

Nor, is there any valid reason why we should not do a fair proportion of all that freighting business, outward and inward, which is intended for foreign commerce. The capabilities of our port were fully tested during the late war. It is a significant fact that of the thousands of vessels which ran the blockade, selecting always the darkest night for their arrival and departure, not one was lost except she was driven on shore by the vigilance of the blockaders. The conclusion is that the dangers of our navigation have been greatly exaggerated, and that prudence and skill have learned to avoid them. If the Insurance Companies would underwrite none but first class vessels, leaving always a fair margin for the risk of owners, the proverbial storms of Hatteras would be much less dreaded, and their attendant disasters materially decreased.

Much more might be said on the important topics which we have selected to present to you; but we have already far exceeded the limits of such a report as this. We hope, however, that we have said enough to convince you that our road is destined to form a part of a great national highway over which an immense traffic will pass, and that it constitutes an important link in a great chain, which cannot be omitted without materially damaging, if not destroying, the chain itself. We have, thus, a future of boundless prosperity opened before us; and our road becomes an indispensable public necessity. No matter, then, what changes may take place in the country, or the Government, or among the people—no matter what disasters may befall us, or to what delays and losses we may be subjected, we feel an abiding confidence that this very road, eventually, must and will be built. If we should fail from the combination of circumstances which are operating against us—if the road should pass into other hands, and every dollar of our investment be lost to us—if all which we have done should be undone—if every man, woman and child should be driven out of the country, and strangers fill their places, THIS ROAD WILL STILL BE BUILT, BECAUSE THE PUBLIC NECESSITY DEMANDS IT.

But we will not fail. Judging the future by the past, we cannot fail. The whole history of our road incontestibly proves that we deserve, and must eventually secure, success. We have passed through three terrible financial crises and one devastating war; we have seen our work wantonly destroyed; we have seen our credits shamelessly repudiated; we have seen our available means, at one time abudant for the entire completion and equipment of the road, depreciated to an extent which rendered them valueless for our purposes; but the intrinsic merit of the work, its necessity, its boundless future, its certain prosperity have triumphed over all difficulties, and sustained us under every disadvantage. We stand before the moneyed world to-day with a credit as fair as that of any Southern railroad; and with a prospect of completion contingent only upon the restoration of the prosperity of the country itself. When the Union shall have been reconstructed—when political agitation shall cease—when peace and quiet shall be restored to the land—when labor shall become subordinate to discipline—when business shall flow back into its accustomed channels, and prosperity shall again reward the industry of the people—all of which are certain, and present only a question of time—then, and not till then, we may look for the certain, early and complete success of our enterprise. And when our road shall be extended farther into the interior, where the country is still more fertile, still richer in mineral wealth than that which it now passes through, and whence the products must come to market by our transportation, or not come at all—even then, without waiting for its completion, the greatest work of Internal Improvement in the State of North Carolina, which she has so wisely fostered, so anxiously watched, and from which she has a right to expect so much, will pour her rich treasures into the markets of the world, and bountifully repay her for her enlightened liberality.

There are upon the Eastern Division 8 engines, (6 of which are in good order,) 2 first class and 2 second class passenger coaches, 2 mail and baggage, 43 box, 62 flat, 11 lumber, 2 crank, and 21 section cars. Miles run by engines, 99,033. Number of passengers carried, 8,141.

The receipts from all sources on the Eastern Division, including $449 76 from the previous year, were $565,862 35; and the payments, $562,836 89—leaving a balance of cash on hand, Aug. 31, 1867, $3,025 49.

President.—ROBT. H. COWAN.

Directors.—R. H. Cowan, J. A. McDowell, S. W. Cole, A. G. Logan, S. J. Person, W. L. Steele, S. H. Walkup, C. E. Henderson, A. R. Homesby, R. S. French, H. W. Guion, J. M. Hutchinson and John D. Taylor.

Sup't Eastern Division, WM. I. EVERETT.

Sup't Western Division, B. S. GUION.

Treasurer.—I. T. ALDERMAN.

The Oshkosh Railroad.

Col. J. L. Dorrance, of Oshkosh, has just returned from New York, where he has had a hearing before the Directors of the St. Paul road relative to the new road from Omro to Oshkosh, connecting that place with this city. He found the Directors of the St. Paul road ready to listen to propositions relative to the road, and an agreement was drawn up to build it as soon as the people of Oshkosh raised the sum of $50,000 in aid of the enterprise. Col. D. thinks he can raise the money in thirty days, and felt very sanguine that we should soon have railroad communication with Oshkosh. The directors of the St. Paul road also instructed Manager Merrill, as soon as the $50,000 was raised by Oshkosh or anybody else, to go forward with the road, and Mr. Merrill, with his accustomed earnestness, says as soon as that is done the ten miles of road shall be laid and be in complete running order sooner than the same amount of road was ever built in this country, when there was grading to do. The report will be satisfactory to our business men who have long desired to have railroad connection with Oshkosh, and it will also be satisfactory to the people of Oshkosh, who have long desired such connection with Milwaukee.—*Mil. Wisconsin.*

Ohio and Mississippi Railroad.

The re-organization of this road is now complete. The new Board of Directors are: Wm. H. Aspinwall, Joseph W. Alsop, Allan Campbell, Wm. Whitewright, Jr., S. F. Odell, Wm. W. Scarborough, Larp Anderson, Wm. D. Griswold, Alexander H. Lewis, John H. Ross, Samuel Gaty and Lewis B. Parsons. Wm. D. Griswold has been elected President, Alexander H. Lewis, Vice President, John W. Coulogne, General Superintendent. The new corporation have had a settlement of all the difficulties with the City of Cincinnati, and have secured all desirable accommodations in the city.

The Open Board of Brokers.

ITS RIGHTS TO SUSPEND OR EXPEL MEMBERS FOR NON-COMPLIANCE WITH ITS RULES.

In the Court of Common Pleas, on the 14th inst., Judge Van Vorst, before whom the motion was argued, rendered his opinion in the case of Cumberland G. White *vs.* John L. Brownell, President of, and representing the Open Board of Brokers of this city. This was a motion for a permanent injunction against the defendant, restraining him from carrying out a decision of a regularly constituted Committee of the Board, suspending the plaintiff from his privilege of membership on account of his failure to fulfill a contract made with another member.

The Judge prefaces his opinion with a detailed statement of the case, of which the following is a brief synopsis: Plaintiff became a member of the Open Board of Brokers in 1865, and like other members pledged himself to abide by the constitution and by-laws of the association, which, as amended in May, 1867, required the Committee on Membership to report to the President of the Board any defalcation of contract on the part of a member, or refusal or inability to pay differences, whereupon it became the duty of the President to suspend the member thus reported, who, however, had the privilege of appealing within sixty days to the Executive Committee, and if they reported the complaint as just, the suspension was confirmed. In accordance with these rules and regulations, plaintiff was reported by the Committee on Membership, in September, 1867, as a defaulter, in having refused to fulfill a contract made with Currie, Martin & Co. in January, 1867, for the purchase and sale of 1,000 shares of Hudson River Railroad stock. [The reasons why plaintiff refused to comply with the contract are set forth at length, and are claimed by him to be sufficient and valid; but as they do not affect the point on which the decision rests they are omitted.] Plaintiff appealed from the decision of the Committee on Membership to the Executive Committee, and a meeting was called to consider his case, but was adjourned for want of a quorum. Before another meeting was held, plaintiff commenced the action in this Court for an injunction. While the motion was pending in this Court a meeting of the Executive Committee was held, before which plaintiff was cited to appear and did appear, but refused to prosecute his appeal, and protested against and forbid the Committee taking any further action on the appeal. Plaintiff charges that several members of the Arbitration Committee were prejudiced against him, and had expressed an opinion in the case before taking any official action; also, that the delay in the meetings of the Executive Committee was caused by Currie, Martin & Co., and other members, who sought to prevent justice being done him. He disputes all claims made by Currie, Martin & Co., and insists that his original contract with them is still in force. He claims that his suspension was unjust, and calculated to injure his vocation as a broker, and asks that the Board be enjoined from interfering in any manner with him in the enjoyment of his rights as a member of the association.

The President of the Board in his answer denied that he or any other officer or member of the Association were instigated by Currie, Martin & Co. to take the action they did, or that they sought or desired in any way to deny the plaintiff justice; they affirm that they merely acted in accordance with the constitution and by-laws of the Association, and without prejudice or malice. The following is the opinion of

VAN VORST, J.—The Open Board of Brokers is not a corporation; the obligations and rights of its members are not determined or fixed by any statutory enactment, general or special. It is not a joint stock association. There has been no contribution of capital by its members for the prosecution of business of any kind by the association. There has been no stock issued to its member, nor can the individual members claim any rights of property in it as stockholders. The association engages in no business and does not devote its funds to the prosecution of any undertaking to produce profit or gain to its members. Nor is it a co-partnership. In its organization the essential features which characterize a partnership are wholly wanting. There are no profits earned to be divided among its members, nor are there losses to be borne. The constitution, the contract between the parties, does not establish co-partnership relation between the members. The associates do not hold themselves out to the world as co-partners, nor is there anything to show that they regard themselves the one to the other in that relation. The association looks to a continued existence unaffected by the death, resignation, suspension or removal of its members. If it was a simple co-partnership the death or a retirement of an associate would dissolve it. It is an established principle in the law of partnership, that if it be without any definite period any partner may withdraw at a moment's notice, when he pleases, and dissolve the partnership, and the civil law contains the same rule. (Kent's Com., vol. 3, p. 53.) The death of either party is, *ipso facto*, from the time of the death, a dissolution of the partnership, however numerous the association may be. But in this organization, although individual members retire, die or are expelled, the body lives. The status, rights and obligations of this plaintiff are not therefore to be determined by a consideration of this association in the light of its existence either as a corporation, joint stock association or co-partnership.

The Open Board of Brokers is a voluntary association of persons, who, for convenience in the transaction of business with each other, have associated themselves to provide a common place for the transaction of their individual business, agreeing among themselves to pay the expenses incident to the support of a "mart" in which each for himself, at stated hours of the day, and for his individual profit, may prosecute his own business and enter into separate engagements with his fellow members. The association does not share in the losses of the individual associates; each member takes his own gains, and individually sustains the losses incident to his engagements.

The organization of this Board grew out of a necessity for "new and greater facilities for exchange and negotiation incident to the rapidly developing interests of the country and the increasing number and value of its commercial securities." As the number of these securities had been largely augmented, so too, the body of persons who dealt in them as purchasers and sellers for others had greatly increased, and new organizations have required to be formed, and new places of business appointed to meet the wants of a growing and increasing business. The persons who formed this association were brokers. It is stated in the constitution that no person was eligible to membership unless he possessed a Government license as a broker.

A broker is an agent simply. He transacts business not for himself, but for another. He is a middleman, a negotiator between other persons for a compensation. A stockbroker deals in stock of moneyed corporations and other securities for his principal. It is a calling of great responsibility, in which punctuality, honesty and knowledge are required.

Acting as the stockbroker does for others, it is important that all the engagements he enters into should be both promptly and faithfully fulfilled, both by himself and the party with whom he contracts. Hence the language of the agreement of the original associates is suggestive—"Such business can only be transacted where there is the utmost confidence, and such confidence is begotten only by public, open, fair and upright transactions, where every party interested may and can know where and how such business is done." And hence "a great public 'mart,' open to all the associates," was desirable.

It follows, from the very nature of such an organization, with such objects, intents and purposes, that there must be rules and regulations for the good order of the association, and which rules should be held to be conclusive as to the mode of transacting business between the members, and as to the privilege of admission to and continued enjoyment of membership. As this association is not organized in pursuance of any statute, nor the terms of membership fixed by the principles of the common law, it follows that the agreement which the members make among themselves on the subject must establish and determine the rights of the parties on the subject.

The constitution of the association and its laws, agreed upon by the members, contains all the stipulations of the parties, and is the law which should govern. The members have established a law for themselves. No person is entitled to membership in the Open Board of Brokers except he is approved by the appropriate committee, voted for by the Board, and shall agree to adopt and affix his name to the constitution. And having done this, each member should stand by his contract. Each member is under an obligation to support it himself in all its details, and is under a duty to see to it that it is supported by others. "As a means of mutual protection" it is declared to be the duty of "every member to report to the Board all cases of defalcation of contracts of other members, and all cases of refusal or inability to pay differences." (Article 8 of Laws.)

The very existence of this body depends upon the faithful observance of its organic law by all its members. The Court must regard the constitution and laws of this Board as the contract by which all the members are bound. The Court cannot make any other contract for the parties than they have solemnly made for themselves. It is not the province of Courts of law to make contracts for parties. It may explain, interpret and enforce, and in some instances, when contracts are hard and unconscionable, relieve from them. But there is no claim in this suit that the terms of this constitution, adopted by the plaintiff, are hard and unconscionable. The plaintiff does not ask to be relieved from his membership, he rather demands that he may be allowed to remain in the association under the constitution. He does not wish to be suspended, or have his connection determined and ended.

In an organization of the character of the Open Board of Brokers, with its several hundred members, the business transacted at its rooms being daily large in amount, and the stocks and securities dealt in being ever fluctuating in value, it was most reasonable to apprehend that there would be constantly occurring differences between members, acting as agents for others, in regard to the terms of contracts, and as to the obligations and duties of contracting parties under agreements often hastily made. The temptation to avoid a contract in a rapidly rising or falling market, as the pecuniary interest of a party might prompt, rendered it imperative that some tribunal in the body of the Association should be appointed and agreed upon, to take cognizance of and exercise jurisdiction over all claims and matters of difference which might arise between members of the Board. This appears the more important as confidence in each other, and in the engagements which they might make one with the other, and

in the fairness, openness and uprightness of their transactions, and in the certainty that their engagements would be fulfilled, are announced as causes which led to the organization. To be effective their decisions should be prompt. As these engagements would be constantly maturing, it was eminently proper that a tribunal should be near to render speedy and exact justice. Confidence is the real life of such engagements. Hence the appointment of a Committee on Arbitration is a prominent feature in the Constitution of this Board, and by the expressed assent of each member jurisdiction is awarded to this Committee in advance of all claims and matters of difference which may arise between the members. The associates have argued among themselves that the decisions of this Committee shall have conclusive force, and that the members shall be bound by them; and each member is truly bound by such decisions, so far as they are made the basis of such general action in the Board to secure its good government under its Constitution.

Let us apply the above principles to the case before us. A claim and matter of difference arose between the plaintiff, a member of the Board, and Currie, Martin & Co., also members, growing out of their respective rights and obligations under a contract for the purchase of 1,000 shares of Hudson River Railroad stock agreed to be sold and delivered by plaintiff to them. This contract was made at the Board and between its members. It was in respect to a transaction embraced directly within the objects and purposes for which the association was formed. Currie, Martin & Co. claimed the right under the contract to subscribe for the increased stock proposed by the Railroad Company to be issued, and they elected to do so and looked to plaintiff for the same. This claim to subscribe for the additional stock under the contract was not admitted by plaintiff. Currie, Martin & Co. claimed of plaintiff a deposit of additional margin under the contract, which was refused; they then notified plaintiff that they would under the rules of the Board purchase 2,000 shares of such stock on plaintiff's account, against which proposed action plaintiff protested. The stock was bought by the President of the Board, under the rules of which plaintiff was notified. He refused to recognize the transaction or pay for the stock, and Currie, Martin & Co. paid for it, and made a claim and demand on plaintiff for a large sum of money difference in their favor; the justice of the claim was denied, and its payment refused by plaintiff. This was a claim and matter of difference on which the Arbitration Committee has jurisdiction so soon as the case should be brought before it. It was presented to the Committee by the claimants, and an examination and adjudication upon it demanded; a day for hearing was appointed, and plaintiff summoned to appear and answer and interpose his defence. The plaintiff declined to appear before the Committee, claiming that there was nothing to be submitted, and that there was no difference between him and Currie, Martin & Co. Now, the facts clearly show that there was a real and substantial difference between these parties. Claims were presented on the one side to a large amount growing out of the contract, and denied on the other. If the parties had agreed in regard to their respective rights, then there would have been no claim or difference. But they were very far apart. The question is not whether the claim of Currie, Martin & Co. was right or wrong in itself, just or unjust. There was a difference which was to be adjusted, and of which the plaintiff, when he became a member, had agreed that the Committee should take cognizance. The plaintiff seems to rest in the belief that because he denies that Currie, Martin & Co. had a claim, that therefore there was none in their favor. He would decide the matter for himself. Now, it happens that much of the real business of courts of law arises from the assertion of a claim by the plaintiff and its entire denial by the defendant, yet the action proceeds to trial and final determination, and it is no uncommon occurrence that the party who denies the claim, fails in his defence.

A claim "is a demand of a right, or supposed right, a calling on another for something due, or supposed to be due." (Webster's Dic.) And wherever there is a disagreement in opinion in regard to a contract or a matter in controversy existing between the parties to it, there is a difference such as the Committee might properly adjudiate and of which it was bound to take cognizance.

The Committee, in the absence of the plaintiff, heard and determined the matter upon the statements of the claimants, and rendered judgment in their favor. Plaintiff had a right to appear and make his objections and set up his defence; this he refused to do. After the award was made he could perform it and retain his rights as a member; this he declined to do. He might appeal to the Board of Appeals; and this he refused to do. Having made up his mind that Currie, Martin & Co. had no claim he concluded that he need interpose no defence, not take any steps to reverse the decision, and could treat the award as a nullity. The plaintiff cannot assume this position and still claim the right of membership. He cannot invoke the aid of this court to protect him in all the rights and advantages of the Association, and which he alleges are a great source of benefit to him, and still be allowed to disregard his duties under the Constitution and laws of the Board.

Plaintiff agreed when he became a member that the Arbitration Committee should take notice of all claims and differences between members, and that he would be bound by their decision. He refused either to acknowledge its conclusive force in a case in which he was interested, or to appeal from its decision. The Constitution must be taken as a whole. The contracting power is an entirety. All its obligations are to be assumed and discharged; all its profits are to be enjoyed. The enjoyment of the latter depend upon the performance of the former. Were it otherwise the Association would be of no real advantage to its members. It clearly appears that good faith in the observation of the constitutional obligations of the members was intended to furnish a test for the rights of continued membership.

There was some discussion on the argument of this motion as to the right of the plaintiff to make his consent to the jurisdiction of the Arbitration Committee over the claim and difference in question. In an action in a court of law to enforce the award such question might be raised; for the purposes of this action under the facts of this case it can give him no relief. If the plaintiff would revoke the part of his agreement with his associates which imposes duties and obligations upon him he cannot insist in a Court of Equity that he shall be protected in the enjoyment of rights and privileges created by the same contract. He that would have equity must do equity.

After the action had before the Arbitration Committee, no appeal having been taken, proper steps were taken to bring the facts and circumstances involved in this controversy between the plaintiff and Currie, Martin & Co., and the default of plaintiff before the Committee on Membership. The matter was investigated, and this Committee reported to the President of the Board that plaintiff was in default under the contract. The President of the Board, as was his duty, declared the plaintiff suspended.

This suspension operates as a deprival, during its continuance, of all plaintiff's privileges as a member, including an exclusion from the rooms of the Board. But this declaration of suspension is not final. There is reserved to the plaintiff a right to appeal to the Executive Committee. The jurisdiction of this Committee is ample to render and do complete justice. It has full power to hear and investigate the matter, and to report the result to the Board itself. If it shall appear that the suspension is just, it shall be confirmed, otherwise it shall be annulled. The plaintiff has taken such appeal to the Executive Committee. He has placed his case in a way to be investigated and finally decided by the Board itself. Having gone thus far, he pauses. He fails to prosecute his appeal; in fact has forbidden the appellate tribunal to take cognizance of his appeal. At this step, and with this appeal pending, he asks this Court in effect to annul all that has been done by the Association in the investigation and disposition of this matter by the officers and Committees of the Board. He asks this Court to restore him to and protect him in the enjoyment of all his privileges and rights as a member; to give him regular standing in the organization, although its records show him to be in default, and the decree of his suspension to be unrevoked.

There are allegations in the complaint which claim that some of the members of the Committee had prejudged the plaintiff's case. But in the protest which plaintiff served upon the Committee he does not place his refusal to submit or appear on any such ground. He made no objection to the competency or fairness of the Committee. He expressly assigns for his refusal that no matters of difference have arisen between him and Currie, Martin & Co., and that they have no claim. If any such objections as he now mentions existed, he should have asserted them at the proper time, that appropriate action could be taken by the Association of which he was a member.

The plaintiff also charges the officers, committees, and a portion of its members sufficient to control its action, with a disposition to deny him justice and deprive him of his rights. But all the allegations on the subjects are denied by the answer of the President.

This Court, under its equitable powers, can give the plaintiff no relief under the facts disclosed. Plaintiff has unexhausted remedies for all his complaints and grievances under the constitution and laws of the Board. There is no occasion for the intervention of this Court. When he became a member he submitted to its laws, which offered full and complete relief. The equity of the complaint is denied. Motion to dissolve injunction granted.

Winona and St. Peter Railway.

Into every section of the west and northwest, that great railway Corporation, the Chicago and Northwestern, is now extending its iron arms. By the recent purchase of the Winona & St. Peter Railroad and further contemplated connections therewith, the Northwestern has secured a hold on the trade and traffic of Upper Minnesota that will be a prolific source of profit to that Co. and Chicago for all time to come. This purchase is but the preliminary, it is confidently asserted, to the construction of another road between Madison and Winona through the fertile Baraboo valley, which will give this city a short cut route to St. Paul, through a region of country inexhaustibly rich in agricultural resources, and forming a continuous line in every respect convenient and advantageous.—*Western R. R. Gazette.*

Council Bluffs and St. Joseph Railroad.

The *Omaha Republican* says the Council Bluffs and St. Joseph Railroad is now running to Nebraska City. By the 15th of November an additional twelve miles will be finished, and the cars will then run to Hamburg, Iowa. Track is now being laid at the rate of half a mile per day. All this on the northern end of the route. At the St. Joseph end, all the hands that can be found are employed; and grading is going forward with great and commendable activity. In eight months from date St. Joseph will be in full connection with the Pacific Railroad.

☞ The Columbia and Augusta Railroad Bridge was crossed by trains for the first time on the 16th inst. The Directors of the road, with many of the citizens, crossed in the first train. The bridge is a handsome iron structure of the Fink pattern. The entire length is 1,040 feet. This road, when completed, will be a great through line from the north to the south, and will shorten the distance between Columbia and Augusta over 60 miles. The laying of the track is being pushed forward.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Oct.'67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,300		
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,360,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	326,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City.....10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref.....50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct.'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		Ap.'61 2½
Charlotte & S. Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Oct. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy .. 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	A. & O.	O. '67 26
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord.....50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth 100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware.....50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,560	J. & J.	Jan. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,578,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg.....100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly.....100		M. & N.	M'y'67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 3
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite.....100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745		1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph.100	1,900,000		
Do. do. pref.100	5,253,330		
Hanover Branch..... 50	116,950	M. & N.	Nov.'67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River.....100	13,937,100	A. & O.	Oct. '67 4
Hazleton.....50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,356,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 .
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,754,100	J.A.J&O	Oct.67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 3
Little Miami.....50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*.....50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'67 2
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,185	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ..100	9,311,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	388,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.)	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '67 4
Mississippi Central.....100	2,000,261		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey.....100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	28,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 100	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	135,000		May'67 4
Northern of N. Hampsh..100	3,064,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b.'67 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,681,000		
Panama.....100	7,000,000	J.AJ&O.	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '67 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*... 50	5,059,450		Jan. '67 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,200	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct.'67 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Oct. 67 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R....100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	369,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		M'y '67 5
South Carolina 100	2,819,275		
South Shore.....100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southe.n Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ...100	595,924		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul, '67 1
Tol., Peoria and Warsaw..100	1,650,000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.).100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,287		
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,213		
Worcester and Nashua .. 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,603,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 100	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....—	200,000	J. A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....—	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express..... 100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. in single t'k	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90½
30 Nov.'66	2.57	—	36	6	—	Lowell (Horse)	46,536	46,000	—	—	20,389	3,261	—	....	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,255	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	57½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	....	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	....	—
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep.'66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	50,000	72,872	27,901	7,567	—	100	....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051494	356,656	12	10	....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,666	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	—	....
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	—	....
30 Sep.'68	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	....
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	405,661	89,549	—	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	—	....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep.'66	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	223,230	90,000	124,000	2,600	70,522	16,172	—	100	....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	—	....
30 Sep.'66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,026	—	100	55
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N Y.)	2,408,509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	....
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	—	....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	—	....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	....
30 Sep.'66	1.76	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	—	....
30 Sep.'65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	.....	.....	—	—	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	—
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	15½
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	—	20½
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	27
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	80½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct.'66	19.00	—	390	56	1	Hestouv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	10½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	—	90	13	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	—	....
31 Oct.'66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct.'66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,068	16	50	....
31 Oct.'66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct.'66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	—	....
31 Oct.'66	19.38	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	77½
31 Oct.'66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	—	154	19	4 Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	—	—	101,996	38,491	8	50	28
31 Oct.'66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct.'66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18
31 Oct.'66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,009	300,000	—	344,895	67,574	7½	50	37½
31 Oct.'66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct.'66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	....
31 Oct.'66	1.03	—	—	9	4	— Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	19
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	—
31 Dec 62	3.65	—	—	—	—	Pendleton & 3.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	185,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage guaantied	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	—	.....	.....	....
Malden & Melrose bonds	46,971	—	.....	.....	....
Real Estate	6,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	67,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	—	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J & J	1909	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1849 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	138½
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	112
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	118
" " " coupon		5	" "	1871	12:
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	112½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,245,600	6	Jan. & July.	1881	112½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	105
" " " (5-20s) coupon		6	" "	1882	108
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105½
" " " (5-20s) coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	106½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	107½
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	171,823,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	101½
Pacific R. R. Bonds (currency)	18,042,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	384,607,700	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	105½
Matured Debt not presented	17,975,539	---	presentation.	----	----
Gold Certificates of Deposit	14,514,200	---	presentation.	----	----
Coupon Interest Notes 1864-'65	62,558,940	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	357,164,844	---	----	----	----
Three per cent. certificates	11,560,000	---	----	----	----
Fractional currency	30,706,483	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127
" " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	278,000	7	various.	'72-'74	83
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	73
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1889	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	1½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	100
" — " " "	3,329,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	95
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1863	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	263,000	5	April & Oct.	'67-'78	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,332,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt. and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,269,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	100½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100½
" — " " (Bounty)	501,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	"	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	119½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	103½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,600	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	82½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	94½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	98
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,800	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	----
New York—General Fund Bonds	700.000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100½
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	50
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,998,000	5	Various.	'77-'82	94
" — " " registered	5,083,052	5	"	'68-'70	98½
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,988	5	" "	1892	----
" — " " 1st series	4,907,160	6	" "	1877	102
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,187	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	62½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,369,398	6	" "	long.	33½
" — " " coupon	10,900,000	6	" "	long.	----
" — (new) registered	1,379,500	5	" "	1876	43½
" — (") coupon	489,300	6	" "	1886	40
" — " " (") "	39,600	6	" "	1890	38
Wisconsin—State Bond	408 100	6	Jan & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December	Total.
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	633,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,019	465,102	383,396	400,550	461,879	483,177	477,528	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2.770.484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	430,108	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,785	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	558,200	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,830	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858.948	925,983	808.524	797,475	1,000.086	1,200.216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	523,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87.037	97.876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116.293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	60,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	843,783	770,148	731,243	687,092	816.801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1.224.909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522.472	1,429,765	15,434,776
1866 ....including Buffalo Division..	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	------	------	------
Marietta and Cincinnati:													
1863	88,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,054
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	142,823	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,117	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,015	1,711,284
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,503	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	287,126	315 258	278,891	358,862	402,219	407,107	448.924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	392,216	4,650,328
1867	305,557	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	------	------	------
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,681	490,694	447,679	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,773	506,295	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,548	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	209,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	205,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,766	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187.505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,360,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,291	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	752,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,805	692,510	633,667	552,378	648,201	654 926	757,441	679,735	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	765,568	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,384	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,670	220,209	265,154	2,050,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,069	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,994,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	------	------	------
Western Union:													
1865	43,716	37,265	32,373	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	44,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	[illegible]262	73,525	126,496	120,268	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1892	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6		New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $875,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	641,775	7	Feb. & Aug.	Cooper's Point	1872	93½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'90	
Central Pacific of California:						
1st Mortgage	736,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	690,000	7	March & Sept.	" "	1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	103
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,00	7	April & Oct.	"	1883	90½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	83½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	18[illegible]6	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	"		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Five per cent bonds	570,000	5	April & Oct.	"		80
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344,600	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1853	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,688,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	90½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		62
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,137,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1851	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	95
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		55
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " "]B.& N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	113
New York and Erie:						93½
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	105
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1891	90
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	86
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1878	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	33½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	75,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg r'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben's and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	78
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	86
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	63
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	93½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	78
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1866	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,616,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,044,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	101,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	—	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353.288	122,500	1,370,788	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,260	704,016	10	124
30 Nov. '66	69.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,000	555,000	6,112	3,380,367	66.4	366,149	750,678	250,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	5	—
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472 000	*	1,949,923	4,666,800	786,000	183 940	6,636,956	229.0	.....	1,734.749	359,274	—	—
31 Mar. '67	171.0	71.0	----	—	46	26	407	Georgia (and Bank)	4,156,000	*	1,998,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	192.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	411,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,958	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,696,153	1,484,616	8½	121
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,642	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	184
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,344,322	1,152	.....	10,161,735	2,226,967	—	57½
31 Mar. '67	181.8	181.5	----	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,374,034	1,413,999	10	95½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,862	6,646,741	2,175,447	10	131
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,524	861,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442.893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	88
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771.763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	36½
30 Nov. '66	73.0	—	----	—	26	28	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156.5	319,890	805,271	237,861	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,676	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,321	21,356	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	} 14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—	}			} Louisville and Frankfort	1,405,910	128,735	54,278	1,109,594	294,519	7,430	1,586,923	35.1				6	----
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,108	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,055	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	172.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	106,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	----	125.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada						—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	$2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '67	204.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	100
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,662,517	1,745,795	10,601,200	9,135,540	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	90
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,092	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	189,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	50
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,028,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	3,609,116	9,200,000	1,258,135	16,598,448	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb, '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,487,068	360,029	—	1,971,222	3,501,000	40 568	6,352,109	90.1	282,189	890,291	339	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	----
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	----
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	115½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,882,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,980	20,126,330	84.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	124½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	138
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,201	10	148
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,813	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,428,700	94.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	126
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	----
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Oper. by Boston & Lowell)				6	----
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	778,226	41.5	215,731	441,504	90,996	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	90
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,696	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	----
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	147½
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	15,196	1,285,385	45.7	250,869	474,362	178,965	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	21	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	70½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	—	—	----
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	5,607,652	1,444,705	15	125
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	303,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	119½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,585	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	140½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	----
31 Dec '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	164,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	29	----
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,093	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	----
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	----
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	383.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,864	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	125
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	114
30 Sep. '66	130.8	2.1	45.5	—	42	132	615	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,760	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,334	122.0	451,196	851,783	284,606	—	60
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,900	222,000	157,080	585,880	—	—	—	—	—	----
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	----
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	389,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	----
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	----
30 Sep. '66	141.1	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	106
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	----
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	----
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	—	"	"	"	7	----
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	----
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	----
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,942,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	----
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811.000	—	—	▲ 936,581	34.9	83,548	141 888	78,882	7½	----
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,912	598,199	loss.	—	----
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,641	—	----
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	162,542	—	----
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	----
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	276,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	32½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,276,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	----
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	5	85½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	150½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	83½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	102½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	----
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	----
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,306	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,085	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	----
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	8,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	----
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,823	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	----
[illegible] '66	412.0	45.2	—	—	102	47	1,092	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,118,900	250.6	—	3,717,389	906,200	—	38

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	213,542	2,876 342	44.0	134.201	366,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,999,900	1,156,519	60,721,124	507.0	2,041,771	4,633,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,800	3,370,500	717,222	15,376,322	204.5	1,906,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,542,926	554,628	225,000	664,300	1,248,704	435,296	2,622,648	98.6	313,902	618,566	235,138	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	—	oper. by	Penn.	R.R. Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,402,149	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,016	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	50½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	22½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	8,775,600	(	"	"	")	8	55½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	6,887,236	67.5	345,588	992,213	382,500	—	32
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 266	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	49½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,983 760	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	25½
30 Nov. '66	147.0	—	256 4	—	287	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,366	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	58
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	53½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,741	*	2,673,792	9,940,988	12,568.500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,958	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	857,590	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,490	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	196,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	315,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,575	242.0	.....	1,312,738	287,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	.....	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 347	130.3	139,832	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
30 Sep. '65	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	662,059	3,014,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	51	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734.115	337,384	6	—
1859	.....	.....	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240.000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171.811	110.3	171,490	496,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	6	94½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	360,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	74
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,988	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,528	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,514	280,926	3,353,679	1,799,822	304,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,339,500	520,922	7,382,250	214.9	278,839	556,022	93,852	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	89½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54.750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9.281.435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	.....	148,339	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,743	02,358	—	1,380,000	18,100	136,000	1,799,232	60 0	.....	132 565	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,491	*	—	4,273,261	—	—	4,273,261	92.0	158,416	139,107	37,181	—	—
	8,.				11	22	120	NEW GRANADA.													
								Panama	8,000,000	*		4,000,000			10,763,723	48.7		917,438	1,328,924		300

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	—	20½
Catawissa (preferred)	1,150,000	7	—	21
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	61½
Chicago & Alton (preferred)	2,425,400	7	7	125⅝
Chicago & Northwestern (pref.)	14,789,125	7	7	64½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	—	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	—	61½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	115
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	----------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----------	------	89
Boat Loan	232,807	6	----------	------	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	' " "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
'0—	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	95½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	46
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,968,146	10	31½
Monongahela Navigation	50	726,800	3	——
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	90
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	10
" " (preferred)	50	2,888,988	——	20
Susquehanna and Tide Water	50	2,048,280	——	11½
Union	----	----------	----	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	36
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 —	@ 41 —
Pig, American, No. 1		42 —	@ — —
Pig, American, No. 2		38 —	@ 39 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	92 50	@105 —
		(Store Prices.)	
Bar, Swedes, ordinary sizes		155 —	@ — —
Bar, English and American, Refined		105 —	@110 —
Bar, English and American, Common		95 —	@100 —
Scroll		132 50	@180 —
Ovals and Half-round		130 —	@140 —
Band		132 50	@ — —
Horse Shoe		127 50	@ — —
Rods, ⅜ @ 3-16 inch		110 —	@165 —
Hoop		137 50	@190 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia, Med. No.'s		— 17	@ — 18
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	52 50	@ 53 —
Rails, American (at works)		79 —	@ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 13 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 23
American, Spring, do.		— 12 @ — 15
American Machinery, do.		— — @ — 14
American German do.		— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 29
American Ingot		— 22½ @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½ @ 6 50
German Refined	(gold)	6 50 @ 6 55
English	(gold)	6 37½ @ 6 75
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½ @ — 26½
Straits	(gold).	— — @ — 23½
English	(gold).	— 22½ @ — —

	(Gold.)		(Currency.)	
Plates, I.C.Charcoal.p.box.	8 50 @	9 12½	12 — @	13 —
Plates, I. C. Coke	7 — @	7 75	10 — @	11 50
Plates, Coke Terne	6 75 @	— —	9 75 @	10 —
Plates, Charcoal Terne	8 25 @	8 75	11 75 @	12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).per gall.	— — @ — 12	
Crude, 40 @ 47 gravity (in shipping order)	— 17½ @ — —	
Refined, free, S. W.	— — @ — 45	
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 26	
Refined, in bond, Standard White	— 26 @ — 26½	
Refined, in bond, prime White	— — @ — 27	
Naptha, Refined, (60 @ 63 gravity)	— 31 @ — —	
Residuum	per bbl. 3 — @ 3 25	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	Th. 14.	F. 15.	Sat. 16.	M 18.	Tu. 19.	W. 20
Atlantic M. S. S. Co.	116	117	117½	117½	117⅞	117½
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	127	----
Canton Co.	44½	46½	46⅝	45½	44	45⅜
Chicago & Alton	----	123	----	120	120	120
" " pref.	----	----	----	----	----	----
" " 1 M.	103	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	133	----	134	----	----	134
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	49⅜	51½	53⅞	54	54	54½
" " pref.	64⅜	65	65⅛	65	63⅜	63⅜
" " 1st M.	----	84	----	----	----	85½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	81½	----	85	----	----
Chicago & Rock Isl.	96⅛	96⅝	97	96½	95⅝	95½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	93⅞	94	93½	93⅝	93⅜	94
Clev., Col. and Cin.	----	----	98½	----	----	98½
Clev. and Pittsburg	82⅝	83½	84⅛	84½	83½	82⅝
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	103⅛	103⅝	103⅞	103	102½	102⅝
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	25	26	28	----	----	----
Del. & Hudson Canal	146	----	----	148	----	----
Del., Lack. & West.	114	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	72⅝	73½	74⅛	73⅜	72⅛	71⅛
" pref.	80	79½	79½	80	----	----
" 1 M. 7 p.c. '67	----	102½	102⅛	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	91	----	91⅞	91½
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	126⅛	126	126	125½	125⅛	125½
" 1 M. 7 p.c. '69	----	----	----	----	102½	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	129⅞	131	131½	131	----	----
" bonds	118½	----	----	115	----	----
Marietta & Cin. 1st pref.	----	17	17	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	14½	14	----	----	14½	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109½	----	109⅞	110	110½	110
" S. F. 8 p.c. '82	109	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80⅜	81½	81½	81½	80	79⅛
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	96⅛	----	----	----	96⅜	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	41	40	39	39½
" " pref.	62½	62½	63	61	61	61½
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	94⅛	----	95	95	95⅛	95
" ins. to H. & St. J. R.	----	----	----	----	----	82
" " Pacific	95	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	94⅛	----	95	----	95	----
" " 2d mort	----	----	----	----	----	----
New York Central	114⅜	124⅛	114⅛	114⅛	113⅛	113⅛
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	93	----	93	----	91½	91½
" " 6s, S. F. '87	93⅛	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	123½	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	53⅛	53½	----	54½	53⅞	----
" new	52⅛	----	53⅛	54	54	----
Ohio & Miss. cer.	25⅛	25⅝	26⅛	26	25⅛	25⅝
" " pref.	----	----	73½	----	74	----
Pacific Mail S.S. Co.	136	136	133⅞	135	137	134½
Panama	----	----	299½	----	299½	----
Phila. and Reading	97⅜	97½	97⅞	97½	96	96
Pitts. Ft. W. & Chicago	97⅛	98	98⅛	98⅛	97⅛	98
" 1M.	----	105½	105⅝	106	----	----
" 2M.	----	----	----	----	98	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	17½	17	16½	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	67	----	67	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	82	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	66	----	66½	66⅜	66⅛	66
" new	63	63½	63½	64	64	62⅝
Tol. Wab. & Western	39½	39½	----	39½	----	37⅝
" Pref.	----	----	----	----	----	62
" 1M. ex.	89	----	----	----	----	89
" 2M.	----	----	----	----	77½	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	47	46	----	----	----	----
new	43	42½	----	41½	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	117	----	----	118	----	----
U. S. 5s, 1871, coup.	----	----	121	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	112	112	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	102½	102½	102½	102½	102½	101⅞
U. S. 5s, 10-40s, reg	100½	101	101½	100⅞	100⅞	100⅞
U. S. 6s, 1881, reg.	112⅝	----	----	112⅝	112⅝	112⅝
U. S. 6s, 1881, coup.	113	113	113⅛	113⅛	113	113⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	105	----	----	----	----	105
U. S. 6s, 5-20s, c. '62	108⅛	108⅛	108¼	108⅜	108⅛	----
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	105⅝	105⅝	105⅝	105⅝	105⅝	----
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	106⅛	106	106¼	106⅛	106¼	----
U. S. 6s, 5-20s, c. n. '65.	107⅛	107⅛	107⅛	107⅛	107⅛	107⅛
U. S. 6s, 5-20s, c. n. '67.	107⅛	107⅛	107⅛	107⅛	107⅛	107⅛
7.30 Notes, 2d series	105⅛	105⅛	105⅝	105⅝	----	105⅛
" " 3d series	105⅛	105⅛	105⅝	105⅝	----	105⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	W.13	Th.14	F.15	Sat.16	M.18	Tu.19
Catawissa	----	----	----	----	----	----
" preferred	21	20	21	23¼	23¼	20½
Camden & Amboy	125	125	125	125	125	125
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	87	----	----	----	----
" " 6s, '89	86	86	----	----	----	86
" mort. 6s, '88	93	----	93	----	----	93
Ches. & Del. Canal 6s '86	----	----	93	----	----	----
Del. Div. Canal	46	45	46	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	94	----	----	----	----	----
Lehigh Navigation	28	23½	31½	30½	33	32½
" " 6s, '84	84½	----	81	----	----	83
Lehigh Valley R. R.	51	50½	----	51½	51	50¾
" " 6s	----	----	----	91	91	----
Little Schuylkill R. R.	----	----	----	----	----	22½
" " 7s	----	----	----	----	----	----
Minehill	57	57	57	----	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 8s '76	----	----	----	----	----	----
North Pennsylvania	----	----	32	----	----	----
" " 6s	----	----	87	----	87	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	50	50	50	50	50	49⅞
" 1st m.	99	----	99	----	100	----
" 2d m.	----	----	93½	93½	----	93½
Penn. State, 5s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	97¼	----	----	97¼	97½
" " new	101½	101½	101½	101½	101½	101½
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	64	64	64
Phila. & Reading	47½	48½	48½	48½	48½	47½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	95	----	----	----	----	----
Philadelphia & Erie	----	24½	25	25½	----	25½
" " 6s	----	90	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	20	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	11½
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	75	----	----	----	----
Hestonville, (Horse)	10½	11	10½	----	----	10½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	24	26	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	W.13	Th.14	F.15	Sat.16	M.18	Tu.19
Baltimore City 6s, 1875	96½	97	97	----	----	96
" " 1886	----	----	----	----	98	96
" " 1870	----	----	----	----	----	----
" " 1890	99½	99½	----	99½	----	99
" " 1893	----	----	----	----	----	----
Balt. and Ohio	116⅛	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	99	----
" " " '80	----	99	99	99	99	----
" " " '85	----	----	97½	----	97½	----
Northern Central	----	----	----	----	42½	----
" " b'ds, 1885	85	----	----	----	84½	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Boston and Lowell	125	----	124½	----	----	----
Boston and Maine	138	----	----	----	138	138
Boston and Providence	----	----	----	142	142	----
Boston and Worcest.	----	147	147½	147½	148	
Boston, Hartford & Erie	14¾	14¾	14¾	14¾	14¾	14¾
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	70½	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	111½	111½	111¾	111¾	
Fitchburg	126	----	----	126	126	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	109	----	----	----	----	----
Northern, N. H.	----	----	112½	----	----	----
Ogdens. & Lake Champ.	----	----	----	----	----	----
Old Colony & Newport	----	----	90½	90	90½	90
Ph., Wil. & Baltimore	54	----	----	----	53½	53½
Portl'd, Saco & Ports.	----	----	100½	101½	----	----
Vermont & Canada	99	99	----	----	95	94½
Vermont & Mass.	----	----	----	----	----	----
Western	----	----	147⅞	----	----	147⅞
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90½	----	----	----
Metropolitan "	----	57	57½	57½	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	26½	27	27½	----	----
Franklin "	----	----	15	14½	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	11½	11½	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	5	5½	4½	5	----

London Stock Exchange.

The following were the closing prices for American Securities on the 25th and 31st of Oct.:

	Closing Prices. Oct. 31.	Oct. 25.
United States, 5-20s, 6 per cent 1882	69⅛@ 70⅛	69⅛@ 69⅜
Do. do. 6 do. 1884	67 @ 69	67 @ 69
Do. do. 6 do. 1885	68⅛@ 68⅛	67⅞@ 68⅛
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	31 @ 33	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1891	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	20 @ 21	20½@ 21½
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	45½ @46½
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	65 @ 67	62 @ 66
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., 7 p. c., 1875	80 @ 85	72 @ 75
Do., $100 shares (all paid)	80 @ 81	79 @ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	66½@ 67½	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	-- @ --	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	100 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	90 @ 95
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	82 @ 84
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, November 23, 1867.

Stock Exchange and Money Market.

A very marked increase of demand from private borrowers has been noted for Money, since our last, especially within the past two days, and rates have advanced a point on call loans, or to full 7 per cent. as the minimum price in the open market. In several instances, a fractional commission, in addition to the legal figure, has been paid; and in a few cases, even 7 per cent. in gold has been exacted from some closely pressed street operators. Treasury gold sales, and drafts on the depositaries of the public funds, have been assigned as the immediate causes of this sudden change in the market. The banks have been concentrating their resources to meet anticipated demands on them, and have thus contributed to the reduction of the floating supply of capital. The influx of currency from the northwest has been offset by the outflow to Cincinnati and the South. The Government office has been augmenting its cash balances, chiefly in the legal tender form. It gained nearly five millions last week, partly through sales of coin and bonds. The banks were deprived of nearly a million and a quarter of legal tender notes, and about $107,000 of deposits, during the week. They added nearly a million to their specie reserve, chiefly from the distribution of coin from the Sub Treasury, for interest and in the way of direct sales. There has been more inquiry for discount accommodation on the basis of 7½@10 per cent. per annum for all really marketable grades of business paper. The stronger city banks have been taking selections from their most responsible customers' notes at the legal rate of 7 per cent. in small amounts; but this has been an exceptional price. Secretary McCulloch is represented as having retired permanently some few millions more of legal tender notes, in furtherance of the contraction policy, which he will defend in his annual report, before Congress, with the hearty endorsement of the President. In the street, however, the impression seems to be spreading that Congress will not only suspend all existing authority for contraction, but will authorize some addition to the national bank circulation. Washington advices are against this theory, and indicate the probability that Congress will not act decisively on the currency question, at a very early day. Forcing a resumption of specie payments, however, does not seem to be popular, just at present, while business is so dull in most branches, all over the country. Secretary McCulloch does not mean to do more than work his way as prudently as practicable back toward a hard money basis, for the trade, commerce, and credit of the country. The specie reserve of the banks is now $13,734,964, against $15,511,124 same time last year. The city bank deposits are now $177,742,853, against $221,892,500 week ending Nov. 17, 1866. The legal tender reserve amounts to $54,329,650, against $66,120,361 same time last year. The circulation now stands at $34,134,366, against $31,238,502 same time last year. The loans are now $248,439,814, against $273,338,390 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,536,188 a day, against a daily average of $85,898,658 the preceding week, and $80,226,050 the week ending with Nov. 2. The current week's exchanges average about $98,722,000 a day. The city banks, last week, gained $917,980 of specie, but lost $1,211,233 of legal tender, and $106,956 of deposits. They increased their loans, $720,639; and their circulation, $64,463.

National Bank notes to the amount of $118,850 were issued last week, making the total issue to 1,671 banks thus far, $304,486,551, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,130,025, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,358,526. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,682,750; and for the public deposits, $38,030,450—making a total of $378,713,200. The Treasury Department last week redeemed and destroyed

$407,660 of worn and mutilated fractional currency, and issued $404,884 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $322,910; a decrease of $52,791 in specie; a decrease in legal tenders of $55,014; a decrease of $18,346 in deposits; and a decrease of $5,514 in circulation. The Bank Clearings show a decrease of $2,238,126, and the balances, a decrease of $454,936.

The U. S. Sub-Treasury receipts, week ending with Nov. 16, were $19,827,827, including $1,732,656 from customs duties; payments, $14,963,838, including $2,440,300 of coin interest; balance at the close of the week, $110,295,077, against $105,438,588, at the close of the preceding week, showing an increase of $4,864,489. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $9,784,864 including $245,000 from customs; and payments, $[illegible],692,979; on Tuesday, receipts, $795,125 including $346,000 from customs, and payments, $971,333. The balance at the close of business on Tuesday stood at $110,174,753, against $106,259,058 a week previous.

Government revenues have been quite light, since our last, in the form of both customs and excises. The customs have been unusually low. They give no indication of an early improvement. The excises, last week, yielded $2,050,000, against $4,031,050, the preceding week; customs at the port of New York $1,732,656, and at the outports, about $550,000 (in coin) more, making the grand total income for the week equal about $5,245,718 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $79,150,000.

Government received $6,574,463 from customs, through the port of San Francisco, from Jan. 1, to Oct. 28, 1867, against $6,480,000 same time in 1866.

Gold has been fairly active, since our last, but at a modified range of prices. The speculative demand has been quite confident, but has been promptly met, partly by sales from the Treasury, which needs currency, to approximately equalize its legal tender and coin reserves, so as to be prepared for all calls upon it, in either form. In December, it will have currency interest to pay on the June or second series of the Seven-Thirties. The export inquiry for gold has been very light. The customs call has been on a more than usually restricted scale. The extreme prices, during the week, have been 139¼ and 141¼; while the closing figure on Wednesday was 139⅝. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,892,411, against $9,095,798 same time last year. The customs demand for Gold last week, averaged $288,776 a day; thus far, this week, it has been equal to $295,500 a day, or equal to a weekly aggregate of $1,773,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $22,037, and from California, $187,838. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan, 1, 1867, has been $108,516,166, against $121,514,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $25,409,634, against $37,175,953 same time last year, showing a decrease this year, of $11,685,319. The exports of specie from this port, last week, were $242,285. The total outflow of specie from the port, since Jan. 1, 1867, has been $45,377,729, against $57,150,012 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,440,300, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $56,983,981, against $45,664,710 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Oct. 28, reached $34,197,761, against $37,286,939 same time last year, showing a decrease, in 1867, of $3,089,178.

Foreign exchange suffered considerable depression early in the week, under liberal offerings of bills, and a comparatively light demand for them. Within a day or two past, the market has exhibited increased firmness, on a less extensive supply and fair inquiry. Bankers' 60 day bills on London closed at 109¼@109½, and on Paris to 5.20@5.16¼; sight bills on London to 109½@109⅞; and on Paris to 5.15@5.13¾. The offerings of produce bills have been unusually liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $5,137,914, making the total value of exports since Jan. 1, 1867, $166,609,530, against $168,436,426 same time in the preceding year.

Government securities have been in moderate demand, during most of the week. The main call has been for the six per cent. coin bearing bonds, particularly for the Five-twenties, which, like nearly all the National stocks, have held their own comparatively well, as regards price, despite the pinch in money. Less attention has been given to the Ten-forties, which have been less buoyant in price. Seven-thirties have been slow of sale, save to the Treasury officials, who are buying them in. Some thirty-two millions of Seven-thirties have been retired through the local office, since the 15th of October, a little over a month ago. Compound Interest Notes have been lightly dealt in, as a rule, at barely steady rates. The closing transactions were on a restricted scale at drooping prices. U. S. sixes of 1881 closed here on Wednesday at 113⅛@113¼; U. S. Five-twenties of 1862, 108@108⅛; U. S. Five-twenties of 1864 at 105⅛@105¼; U. S. Five-twenties of 1865 at 106⅛@106¼; U. S. Five-twenties of 1865, consolidated, 107⅛@107⅝; U. S. Five-twenties of 1867, 107⅛@107⅝; U. S. Ten-forties at 101⅞@102, and U. S. Seven-thirties at 105⅛@105¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..119¼	September, 1865..116
May, 1865 .....117⅝	October, 1865....115¾
August, 1865....116¾	

Railway and miscellaneous stocks opened very firmly, as a rule, on a lively speculative movement, which was maintained with great energy and measurable success up to Monday. During the past few days, however, the market has been less active; and, influenced by the sudden twist in Money, values have generally declined, closing heavily, in most instances, under a pressure to realize. The *bears* have taken advantage of the monetary activity, to force prices down. The latest dealings were restricted in amount and at drooping figures.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 6.	Nov. 13.	Nov. 20.
Consols.....	94½	94 9/16	94 9/16
U. S. 5-20's of 1862....	70¾	70¾	70 5/16
Erie.....	46½	47	47½
Ill. Central.....	82¼	84¼	84¾

A fair business has been reported in breadstuffs, which close more firmly and buoyantly than they ruled earlier in the week. Provisions have been less freely dealt in, and have been somewhat depressed. Cotton has picked up considerably, within a day or two, on much improved demand, mainly for the low grades for export; but closed less buoyantly. Middling cotton closed on Wednesday at 18@19½ cents, as the extremes per lb., which is a ½ cent. a lb. above the lowest quotations of the week. The stock of cotton now here is estimated at about 48,000 bales. The receipts at the port this week, have averaged about 5,500 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; last year; estimated stock at close of the year, 80,296 exports, 1,554,664 bales, against 1,557,054 bales bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 284,000 bales, against 293,750 bales same time last year; exports, same time, 101,145 bales, against 108,376 bales same time last year; stock on hand at latest dates, 164,700 bales, against 309,000 bales same date last year. Beeves have been more active and firmer, this week, ranging from 10@17c.; receipts, 5,269. Calves in fair demand and steady at 10@12½c.; receipts, 1,160. Sheep and lambs plenty and heavy, at 4@6c., and 5@7c., respectively; receipts, 35,160. Swine in better request and quoted up to 6⅜@7⅛ per lb., live weight; receipts, 32,755. Foreign goods of all kinds have been in comparatively light demand, and depressed in price. While domestic cottons and woolens have been more freely purchased, there has been very little call for imported dry goods, through private channels, and prices have been irregular, generally favoring purchasers. The total imports of foreign dry goods, last week, were $1,008,189, and the total amount marketed $926,773. The value of foreign merchandise imported last week, was $2,641,293—making the grand total specie value of last week's imports of dry goods and merchandise, $3,649,482, and since Jan. 1, 1867, $218,476,362, against $258,503,099 same time in the preceding fiscal year. The ocean freight market has been fairly active, since our last, but at yielding rates, with 445 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 8¼c.@8¾d. per bushel; cotton at ¼@5/16d. per lb.; and heavy goods at 27s. 6d.@35s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for

the week ending Nov. 19, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,119,158	$5,137,914
Prev. reported	164,317,268	161,471,616
Since January 1	$168,436,426	$166,609,530

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,377,716	$1,008,189
Gen. merchandise	2,510,723	2,641,293
Total for the week	$3,888,439	$3,649,482
Previously reported	254,614,660	214,826,880
Since January 1	$258,503,099	$218,476,362

The balance in the Sub-Treasury on Wednesday was $110,099,681 28.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 83; N. Y. State 7s, Bounty Loan, reg., 107¼; do., coupon 107¾; do., 6s, 1873, 100⅞; Ohio 6s, 1886, 101½; Tennessee 5s, 60¼; Brooklyn 6s, W. L., 96; Stonington R. R., 85; Norwich and Worcester, 92; New Jersey Central, 119½; Rome, Watertown and Ogdensburg R. R., 106; Hannibal and St. Joseph pref., 62½; Toledo, Peoria and Warsaw 1st mort., 82½; Long Docks bonds, 99¼; Chicago and Great Eastern 1st mort., 65; American Coal, 44; Adams' Express Co., 73⅞; Wells-Fargo Express, 53; Am. Exp., 72¼; U. S. Express, 73¾; Merchants' Union Exp., 34½; Western Union Telegraph, 31⅞; Harlem Gas, 160; Bank State of New York, 108; Am. Ex. Bank, 113½; Bank of North America, 110; Metropolitan Bank, 133; Continental Bank, 106; Bank of Commerce, 116½; St. Nicholas Bank, 105; Central National Bank, 104; Ninth National Bank, 103½; Bank of Republic, 114; Market Bank, 117; Importers' and Traders' Bank, 120; American Flag, 0.66; Consol. Gregory Gold, 5.60; Corydon, 0.50; Columbian G. & S., 0.11; Davidson Copper, 0.87; Edgehill Mining, 3.55; Liberty Gold, 0.03; La Crosse Gold, 0.50; New York and Eldorado, 1.55; New York Gold, 0.51; Nye Gold, 0.02; Quartz Hill Gold, 1.20; Rocky Mt., 0.20; Reynolds Gold, 0.51; Rutland Marble, 10.00; Smith and Parmalee, 3.10; Wallkill Lead, 0.41; Buchanan Farm, petroleum, 0.40; Rynd Farm, 0,10; Bennehoff Run, 1.80; United States, 2.25; Oceanic, 0.05; N. Y. and Allegheny, 3.50; Pit Hole Creek, 0.90.

Philadelphia.—Pennsylvania State 5s, coupon, 94; do., 6s, 1st series, 102; do., 2d series, 105¼; do., 3d series, 106; Allegheny County coupon 5s, 73; Girard College R. R, 27; 13th and 15th streets R. R., 18; 10th and 11th streets 65; Phila., Wil. and Balt., R. R., 52¾; Warren and Franklin 7s, 78; Elmira and Williamsport 5s, 60; Belvidere Delaware bonds, 82; Camden and Atlantic 2d mort., 75; Harrisburg and Lancaster 6s, 89½; West Jersey 6s, 87⅝; Philadelphia and Reading 6s, 1848-'80, 91¼; Dalzell Oil, 0.44; Ocean, 3.94; Corn Planter, 0.31; McElheny, 0,50; Fulton Coal, 4⅝; Big Mt. Coal, 3¾; Clinton Coal, 1; Farmers' and Mechanics' Bank, 135; Bank of Northern Liberties, 106; Western Bank, 91; Mechanics' Bank, 30¼; Manuf. Bank, 30½; Consolidation Bank, 43. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101⅝@101¾; State 5s, reg., 96½@97; do., coupon, 94@94¾; do., 6s, W. L., 101½@102; Reading, 48⅛@48¼; do., 6s, 1870, 95@95¼; do., bonds, 91@92; Camden and Amboy, 125@125½; do., 6s, 1889, 92¾@93; do., 1883, 86½@87½; Penn. R. R., 49⅝@49⅞; do., 1st mort., 99¼@99½; do., 2d mort., 93½@94; Little Schuylkill R. R., 20@25; Morris Canal, 35@40; do., pref., 89@91; do., bonds, 83@95; Wyoming Valley Canal, 40@40; do., 6s, 75@80; Susquehanna Canal, 11½@12½; do., 6s, 57@60; Sch. Nav., 10@11; do., pref., 20⅛@21¼; do., 6s, 1882, 70@72; Union Canal bonds, 14@20; Delaware Div. Canal, 46@47; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 91@94; do., 5s, 60@60⅛; Lehigh Coal and Navigation, 31@31½; do., bonds, 1884, 83¾@84; North Pennsylvania, 32@34; do., 6s, 86@87; Philadelphia and Erie, 25¼@25½; do., 6s, 90@90¼; Minehill, 56¾@56½; Catawissa, 8@11; do., pref., 20½@21; Lehigh Valley, 50⅝@51; do., bonds, 91@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 75@76; West Philadelphia, 60@61; Spruce and Pine, 26@27; Green and Coates, 30@31; Chestnut and Walnut, 44¾@50; Thirteenth and Fifteenth, 17⅞@18½; Girard College, 27@29; Tenth and Eleventh, 65@65½; Union, 37@38; Hestonville, 10½@11.

Boston.—Nashua and Lowell R. R., 125; Indianapolis and Cincinnati R. R., 35¼; Worcester and Nashua R. R., 116; Boston and Maine R. R. Rights, 2⅞; Boston, Hartford and Erie 7s, 56; Old Colony and Newport 6s, 1876, 93; do., 7s, 1877, 100½; Vermont Central and Vermont and Canada R. R., 8s, 1877, 101; Western R. R. 6s, 1875, 98½; Boston, Concord and Montreal pref., 70⅓; do., 6s, 1889, 93; New York and Boston Air Line 6s, 48; Vermont Central 1st mort., consolidated, 63; do., 2d mort., 25; Vermont and Massachusetts 6s, 1883, 90¼; Connecticut and Pass. Rivers R. R., 6s, 1876, 90; Boston Water Power Co., 17½; CaryLand Co., 7½; Palmerston Gold, 2.10; Short Mt. Coal, 4¼; Massachusetts 5s, 1894, 103½; Maine 6s, 1882, 98¾; Connecticut 6s, 98½; Salem 6s, 1877, W. L., 99¼; do., 10-50, currency, W. L., 99¾; Cambridge 6s, 1875, 98½; Portland 6s, 1882, 93¼; Albany 6s, 1896, 96; St. Louis 6s, 1874, 83½; do., W. L., gold, 93⅝ do., Harbor Imp., 84; Chicago 7s, Municipal, 91⅞; Lynn 6s, 1887, 98; National Bank of Republic, 130, State National Bank, 103; Merchants' National Bank, 111⅞; Atlas National Bank, 115¾; City National Bank, 106¼; Everett National Bank, 112; Suffolk National Bank, 114¾; Globe National Bank, 125⅜; National Bank of Redemption, 110; Boyleston National Bank, 133¼; Mt. Vernon National Bank, 103⅞; Webster National Bank, 104¾; Traders' National Bank, 98¼; Exchange National Bank, 142; Blackstone National Bank, 125¼; National Bank of North America, 104¼; First National Bank, 106; Freemans National Bank, 124¾; Hamilton National Bank, 119¼; Revere National Bank, 134¾; Tremont National Bank, 120; Fanuel Hall National Bank, 128; Hide and Leather National Bank, 142¾; Concord, 3; Dana, 1; Eagle River, 1; Hancock, 14; Hanover, 62½c.; Humboldt, 1⅛; Hecla, 37½; Native, 1⅛; Phœnix, 1; Petherick, 75c.; South Side, 50c.; Star, 75c.

Baltimore.—Virginia 6s, Coupon new, 43; do., old, reg., 38¼; Marietta and Cincinnati 1st mort., 85⅛; Western Maryland bonds, 78; Gardner Hill, 1.25; George's Creek, 61; Third National Bank, 100; Bank of Baltimore, 106; Franklin Bank, 14. The latest quotations are: Balt. and Ohio, 115¾@116½; do., 6s, 1875, 98¾@99; do., 1880, 99@99⅛; do., 1885, 97⅛@97½; Northern Central, 42@43; do., bonds, 1885, 85¼@85½; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 91@92; do., 2d mort., 91⅜@91½; do., 3d mort., 1873, 89½@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 85@85; do., 2d mort., —@65; Central Ohio, 32¼@32½; do., 1st mort., 80@85; Western Md. 6s, 1890, 78@78; do., guar., 90@90; Maryland 6s, coupon, 1870, 100¾@101; do., Ins., 100¼@101¼; do., 1890, 100¼@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 97@—; do., 1875, 96¾@97; do., 1886, 98@98; do., 1890, 98¾@99; do., coupon, —@97; do., Park, 98@99; do., 1893, 93½@94; do., 5s, 1838-'70, 80@81; City Passenger R.R., 18¾@20; Canton Co., 44¼@—; Gardner, 1.20@1.25; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 60@63½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.50; Atlantic Coal, 0.65@0.90; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th inst. On motion of Miles White, Esq., Albert Schumacher, Esq., was chosen chairman, and Joshua I. Atkinson, Esq., secretary. J. W. Garrett, Esq., president of the company, presented the thirty-ninth annual report of the president and directors to the stockholders, being for the fiscal year terminating 30th September, 1865. Mr. G. stated that such progress had been made in the adjustment of the accounts as would enable the board to furnish the remaining reports within a few months. The report was then read by the secretary. This report is being printed in pamphlet form, and will be ready for distribution at an early period.

After the reading of the report, no other business being presented, the stockholders' meeting adjourned for the election of directors to serve for the ensuing twelve months, Messrs. A. Schumacher, M. White and W. J. Albert acting as judges. On counting the ballots, the following gentlemen were found to be unanimously re-elected by a vote of 33,066 shares:—Johns Hopkins, Samuel W. Smith, Francis Burns, John Gregg, Galloway Cheston, Wm. W. Taylor, John Spear Nicholas, C. Oliver O'Donnell, James Harvey, Wm. Heald, Samuel Kirby and Allen A. Chapman.

Cattaraugus County Railroad.

A new railroad company, styled the Cattaraugus County Railway Company, to connect the Lafayette coal branch of the Erie road with the Buffalo and Washington road, was organized at Buffalo on the 13th inst., by electing the following directors: Alexander S. Diven, John S. Eldridge and D. R. Eaton, of New York city; General Thomas L. Kane, of Pennsylvania; A. G. Rice, Eleazer Harmon and A. D. Scott, of Ellicottsville, N. Y.; John C. Devereaux, of Utica; George Brewer, of Great Valley; Rufus L. Witcher, of Machias; Bronson C. Rumsey, Myron P Bus and Henry A. Richmond, of Buffalo

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 2nd week in Nov., 1867, were.. $86,938 73
Corresponding week of previous year.. 94,046 05

Decrease..... $7,107 32

The earnings of the Chicago and Northwestern Railroad for 2d week in Nov., 1867 .. $280,029 07
Corresponding week previous year .. 252,416 50

Increase $27,612 57

The earnings of the Detroit and Milwaukee Railroad for the week ending November 14, 1867, were $42,457 00
Corresponding week of 1866..... 39,854 00

Increase $2,603 00

The earnings of the Chicago and Rock Island Railroad for the second week in Nov., 1867, were..... $99,200 00
Corresponding week of previous year.. 83,185 00

Increase $16,015 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Nov., 1867, were..... $104,882 00
Corresponding week of 1866..... 102,927 00

Increase $1,955 00

The earnings of the Western Union Railroad for the second week in Nov., 1867..... $19,180 71
Corresponding week previous year..... 18,910 81

Increase $269 90

The earnings of the St. Louis, Alton and Terre Haute the 1st two weeks in November have been as follows:

	1st week.	2d week.
1867	$42,056 27	$37,847 73
1866	50,613 68	50,228 60
Decrease.....	$8,557 41	$12,380 87

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Nov., 1867, were..... $80,228 09
Same week in 1866.. ..... 89,116 19

Decrease $8,888 10

The earnings of the Chicago and Alton Railroad for the second week in November, 1867, were $100,949 70
Corresponding period previous year.. 84,188 19

Increase..... $16,761 51

☞ Mr. William Richardson, President of the Dry Dock, East Broadway and Battery Railroad, of New York, has leased for forty years the Atlantic street and Fifth Avenue Railroads, Brooklyn. It is reported that the price paid is $35,000 per annum for the first five years, $40,000 for the next five, and $45,000 for the third five.

☞ The Oskaloosa (Iowa) *Conservator* says that the grading on the Iowa Central Railroad, between that city and Eddyville is progressing finely, and between Eddyville and the south line of the State the work is approaching completion as fast as vigorous work can be brought to bear upon it.

☞ The Springfield (Mo.) *Patriot* says that a combination of forty-seven capitalists, the wealthiest ever organized in this country for railroad purposes, will, on the assembling of the Legislature, submit a proposition to the State for building the Southwest Pacific Railroad.

☞ It is expected that the European and North American Railway will be opened to Oldtown in January.

Portland and Kennebec Railroad.

The directors of this company accompanied by a large number of invited guests, composed almost exclusively of railroad men, made an excursion over the road on the 14th inst., from Portland to Skowhegan. A correspondent of the Boston *Journal* says that the object of this excursion was to demonstrate the feasibility of an amalgamation or consolidation of the lines of road from Skowhegan to Boston, the Portland and Kennebec Railroad being now in the market.

Not long since the Supreme Judicial Court of Maine gave a decision in the famous case of the Kennebec and Portland Railroad Company *against* the Portland and Kennebec Railroad Company, a bill in equity, claiming possession of the road, in favor of the old stockholders, against the present holders of that line, who claim possession under the mortgage of October 15, 1852.

The Kennebec and Portland Railroad originally cost about $3,000,000. About $1,200,000, or to speak accurately, the stock paid in, amounted to $1,188,673. It received $800,000 on the loan of credit by the cities and towns on it route. On the 15th of October, 1851, a mortgage of $230,000 was created and on the 15th of October, 1852, a second one of $250,000. The balance of funds required for its completion, with security on the rolling stock, was advanced by the Hon. Ruel Williams of Augusta. The Yarmouth extension, costing $202,400 was raised by a special loan, on the security of the Yarmouth section.

The first and second mortgages were made to the same Trustees, who took possession of the road and gave notice of foreclosure on both mortgages.

Before the foreclosure of the second mortgages two of the Trustees and four of the Directors united with other parties, including the Superintendent, and purchased of Mr. Williams all his interest, which gave them control of the rolling stock, and a majority of the second mortgage bonds. These parties now claim the road under the second mortgage—the first mortgage having been extended twenty years, without foreclosure.

Allen Lombard, President of the railroad, brought a bill in equity to redeem the second mortgage, claiming that the funds in the hands of the Trustees should be applied to the payment of the interest due on the second mortgage bonds. This bill was dismissed by vote of the four Directors interested in the Williams' purchase—Darius Alden, N. M. Whitmore, Geo. F. Patten and Wm. D. Sewall.

The Legislature then interfered, and authorized a calling of a meeting of the old stockholders, who made choice of a new Board, among whom were Hon. Geo. Evans of Portland, and Benjamin D. Reed of Boston. This new Board brought a bill in equity for the redemption of the road, claiming that the Williams purchase was paid for out of the earnings of the road in the hands of the Trustees.

After a full consideration the Court overruled the demurrer of the defendants, and required the parties to answer. The old stockholders are confident of regaining possession of their line, as it is admitted that the Williams purchase, giving them control, has been paid for from the accumulated earnings of the company—the purchase, by the Trustees and Directors, being made for the benefit of the corporation, in equity.

A few weeks ago an arrangement for uniting the Kennebec road with the Portland and Rochester Railroad was regarded as a fixed fact, but it was defeated in the Board of Directors of the Portland and Kennebec Railroad, for reasons which can be readily explained in view of the present movement. The enterprising managers of the Eastern Railroad have their eyes on Skowhegan as the proper end of their line in place of Portland.

Vermont Central and Vermont and Canada Railroads.

The trustees and managers of these corporations have just made their annual report to the bondholders of the Central and the stockholders of the Vermont and Canada. From this it appears that the gross earnings of both roads in the year ending May 31, 1867, were $1,783,991 44; and the total expenditures $1,300,862 99—leaving net earnings of $483,128 45. Of this last sum, $307,605 has been applied to the payment of Vermont and Canada rent, interest on equipment loan, U. S. tax and general interest. The remainder has been paid for extraordinary expenses and the purchase of real estate, including $132,015 on account of purchase of S. S. and Chambly Railroad.

The earnings of the five months since June 1, 1867, show a gain over the corresponding months of last year of $42,724, and as the track and rolling stock are now in high condition, as the business of roads is steadily and healthfully increasing, and as the improvement in facilities at Ogdensburg are many and important, it will be safe to estimate for the year ending May 31, 1868, a fair improvement in net earnings over the year just passed. The sum required to pay the 8 per cent. dividends on Vermont and Canada, on the S. S. and Chambly loan, on the equipment loan, and on the first mortgage Vermont Central bonds, is $525,000 per annum. This is sufficient for the interest on the whole of the above securities issued and unissued.

The trustees and managers now hold in reserve, to meet maturing liabilities, $446,896.

Cash.....	$71,944
Vermont and Canada stock	112,400
S. S. and Chambly loan.....	116,450
Equipment loan unsold.....	113,000
	$413,794

When the foregoing are sold and issued, the Vermont Central and Vermont and Canada will stand as follows:

Vermont and Canada 8 per cent. stock.	$2,500,000
Equipment loan 8 per cent.....	1,000,000
S. S. and Chambly loan 7 per cent....	500,000
First mort. Vt. Central bonds 7 per ct.	3,000,000
2d mort. Vt. Central bonds 7 per cent..	1,500,000
	$8,500,000

To pay the dividends or interest on all these securities requires a net yearly income of $630,000, or, according to the profits of last year's traffic, a gross business of $2,100,000 to $2,200,000. It is very probable, however, that in the future the road will be much more cheaply run than heretofore, not only on account of the lower price of materials, but because a much larger business does not involve equally increasing expenditures.

The road is well stocked and in good order. It

is in good and energetic hands, and from the report of the trustees and managers it appears that the recent outlays on the track and bridges have been much larger than will be ordinarily required.

New York and Oswego Midland Railroad.

A writer in the N. Y. *Evening Post*, says that much uncertainty has been felt respecting the line of this road, the decision depending on the willingness of different towns to subscribe to the stock.

Syracuse, the chief of these, not being disposed to contribute, will be left widely to the left of the line, which, beginning at Oswego, is to pass north and east of Oneida Lake, and enter the rich Chenango Valley at the village of Hamilton. From there it will run through the villages of Earlville, Sherburne, North Norwich, Norwich and Oxford. Leaving the valley at the latter point, it will pass southeastwardly towards New York, through Guilford and North Bainbridge to Sidney, near the junction of the Unadilla and Susquehanna, at or near where the railroad leading to Carbondale, Scranton, Wilkesbarre, Harrisburg and Baltimore, connects with the Albany and Susquehanna road. From Sidney the new road will follow a southeasterly course through Delaware and Sullivan counties, until it strikes Middletown, in Orange county.

Its course from there on is still undecided. Passing southerly up the Wallkill and over the ridge dividing the headwaters of that stream from those of the Passaic, three feasible routes offer to the choice of the company. One would run directly to Newark and thence, on an air line, to such ferry across the Hudson as may be selected. Another would run, in the most suitable direction, to Paterson, and on by air line to New York, while a third, poorest in wealth and population, but shortest and easiest in grades would lead midway between Newark and Paterson, across the morasses lying west of the Bergen hills.

The company has no charter to build a railroad across New Jersey, and hence many influential persons and villages are striving to persuade the directors to buy a charter, now existing, which authorizes the construction of a road from the Hudson to the Delaware River on a line north of Newark, and three miles distant from it. This would scarcely be to the interest of either Newark or the company.

Newark has now no direct railroad connections with either Central New York, the Canadas, Michigan, or the region around Lake Superior; yet it is one of the great manufacturing centres of the Union. A direct road thence to those regions would not injure the business of the railroads from New York to Philadelphia, but, by leading through fertile and populous regions, would be of immense advantage to the manufacturers of Newark.

From Rome, on the Central road, a railroad runs to Watertown and Ogdensburg, with extensions to Henderson, Cape Vincent, Sackett's Harbor and other lake ports. By running the Midland road north and east of Oneida Lake, an easy connection with this road is acquired, and not only the entire trade and travel of all the lake towns from Ogdensburg to Oswego is secured, but also the business of the great counties of Lewis, Jefferson and St. Lawrence, with that of Canada West, on the opposite shore of Lake Ontario. Added to this, a short connecting road from Norwich, through Homer to Auburn, will secure a valuable connection with Rochester, Buffalo and Niagara Falls.

Two railroads are now building southerly from Utica, one by way of Clinton to Hamilton, and the other by Sangersfield, to Sherburne. The first makes a direct connection between Hamilton and Utica; the latter will, probably, when the Midland becomes assured, change its direction, and from Sangersfield, run to New Berlin, and thence down the populous Unadilla to Sidney, thus not only connecting with the Midland, and securing a short line to New York, but also with the Carbondale coal road. This would secure to it, from Utica, the shortest of all lines to New York, to Washington, and to the coal fields, and would be so palpably to its interest and that of Utica, that the change would probably be made, and the cost of an extra road be saved. The coal trade alone of the above route would make it a success.

Norwich will be the centre point on the Midland road. It is forty-five miles from Binghamton on the Erie Railroad, the same distance from Utica on the Central Railroad, and about a hundred and ten miles west of the Hudson River.

Dubuque, Platteville and Monroe Railroad.

Hon. H. Robbins, President of this road, in an address to the people of Dubuque, stated that the gap of 22 miles between Monroe and Gratiot would be under contract in less than thirty days. It would cost $600,000. Cars would be running to Platteville by next 4th of July. Mr. Beecher, President of the Mineral Point road, had taken 150,000 of stock. He had contracted for $300,000 worth of iron for the D., P. & M. road, and this road will not be encumbered a dollar's worth to pay for it. Platteville will build 16 miles, but she can't do any more. He would guarantee $250,000 from Milwaukee to help build the road from Platteville to Dubuque, and $100,000 from parties along the route, between the two places. They only ask the sum of $400,000 in stock from Dubuque. He said if Dubuque would give $200,000 on the road, they would trust them for the other $200,000, and the road would be running to Eagle Point by the 1st of September next.

Corrosion of Boilers.

An interesting paper "On the Corrosion of Locomotive Boilers, and the Means of Prevention," has been published in the proceedings of the Institution of Mechanical Engineers. The subject has excited attention from the frequency of boiler explosions, as many as fifty-five steam boilers having exploded in the kingdom within a single year, involving a great loss of life and property. It is stated that the wear of a locomotive boiler in from five to eight years, during which it will have evaporated ten million gallons of water, is equivalent to thirty years' wear of a stationary boiler. Mr. Kirtly, the author of the paper referred to, points out the chemical and mechanical agencies by which the waste of the boiler plates is occasioned, and also on the cause of weakness, in the change of temperature produced by the supply of cold water to the boiler, which, however, can be remedied by care in feeding. In the opinion of Mr. Kirtly, all these sources of weakness and of danger may be avoided by an improved mode of constructing boilers. It is pointed out that since the tyres of wheels have been manufactured of one single piece, without joint or weld, the breaking of tyres has become much less frequent than before. Therefore, it is urged that if a boiler is made of one great hoop, instead of a number of plates, it will be much less liable to explosion than one made in the ordinary way. It is stated that for six years past nineteen of these welded boilers have been in constant use on the Midland Railway, England, and with such satisfactory results that the same mode of construction has been permanently adopted for all the engines on the line. Each of the boilers has traveled one hundred and seventy-five thousand miles, and is in good condition. The cost is said to be somewhat higher than at present, but this is warranted by the great saving in after repairs and the diminution of risk.

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of October, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$757,441 32	$765,568 06
Expenses	439,189 85	395,134 34
Net earnings	$318,251 47	$370,433 72

This shows an increase in earnings of $8,126 74; with a decrease in expenses of $44,055 51—making the increase in net earnings, $52,182 25.

The earnings and expenses from January 1, to October 31, 1866 and 1867, were:

	1866.	1867.
Earnings	$6,232,060 82	$5,967,802 66
Expenses	4,318,920 85	4,018,633 12
Net earnings	$1,913,139 97	$1,949,169 54

This shows a decrease in earnings, during the ten months, of $264,258 16; with a decrease in expenses of $300,287 73—making the increase in net earnings, $36,029 57.

Utica and Black River Railroad.

The extension of this road is a matter of special interest to the people of Utica, as well as to the inhabitants of the northern part of Oneida and Lewis Counties. We learn that the work of laying the rails has been completed to Port Leyden, and that a large force of laborers is engaged on the track between Port Leyden and Lyon's Falls, and the company expect to have the rails laid to the latter named place by the first of December. In the meantime, this extension of the road necessitated a change in the route through Boonville. The road now passes through the suburbs of the village, about a quarter of a mile further east. Already a new and commodious depot and freight house are in process of erection at that place. A hotel has also been constructed near the depot by an enterprising resident of Boonville. With the contemplated extension fully completed, a want which has long been felt by the people of the northern counties will be fully supplied.

☞ The City Council of Cincinnati have passed a resolution granting a connection through the city between the Little Miami and the Ohio and Mississippi Railroads, by a track through Front street, and also settled with the latter company for a perpetual occupation of their present location on West Front street.

☞ A railroad is projected from Paterson, through Pompton, to the Ringwood Mining district.

Important to Dealers in Stocks.

The Supreme Court of New York has recently rendered two decisions of importance to dealers in stocks. The first was in the case of Oaks *vs.* Drake, in which the opinion was delivered by Judge Ingraham. The other was in the case of Markham *vs.* Jaudon, the opinion being delivered by Judge Leonard. The opinions together hold that where a banker or broker invests his own means in the purchase and carrying of stocks for his employer the relation created is not that of pledger and pledgee, so as to require the broker to give notice of time and place of sale if he wishes to sell the stocks upon the customer failing to respond, but he may sell after demand of the money and a reasonable opportunity to the customer to pay it and without notifying the customer of the time or place of sale. On the latter of these two cases it is held that the customer does not become the owner of the stocks until he has paid for them, and until then the parties are simply in the relation of special contractors with each other—a relation more resembling that of vender and vendee than that of pledger and pledgee. If the decisions as rendered stand as the law, and the broker really becomes the owner of stocks he may have bought for a customer on a margin, with right to sell without notice on the exhaustion of the margin, the outsiders' stock in trade is very materially narrowed.

The Hoosick Tunnel.

The Boston correspondent of the Springfield *Republican* says that the Council, by a unanimous vote, have annulled the contract made by the commissioners in July with Messrs. Dull, Gowan & White for completing certain portions of the tunnel, including the central shaft. They authorized the commissioners to resume possession of all the tools, machinery, &c., belonging to the State, to make an immediate settlement with the contractors, prosecute the work upon the east end, and make all necessary arrangements for repairing the machinery at the central shaft and for completing that part of the enterprise.

Erie and Niagara Railway.

W. A. Thomson, Esq., President of the Erie and Niagara Railway Company, met the County Council of Elgin here to-day, and they voted their support to his application to Parliament for an extension of the Erie and Niagara Charter, to enable the said company to extend their line through the Lake Shore Counties to the Detroit River. This enterprise meets general approbation and will be strongly supported by the whole people.—*St. Thomas Dispatch.*

☞ Mr. Charles O. Russell, the former Superintendent of the Western Railroad, has been elected Superintendent of the newly formed Boston and Albany Railroad; and Mr. Abraham Firth, formerly of the Boston and Worcester Railroad, has been chosen assistant Superintendent. Mr. Russell will reside, as heretofore, in Springfield, and Mr. Firth in Boston.

☞ The opening of the railroad over Mont Cenis, which it was hoped would take place next month, is now again postponed. It has been found that the engines, which are of French manufacture, are not sufficiently powerful, and a number of new ones are now in process of construction in England. It is altogether probable that the road will not be opened before next spring.

Point of Rocks Railroad.

We learn that contracts have been awarded for the construction of six sections of this road, two of which are between Rockville and Washington, and the others in the vicinity of Seneca. Messrs. Offutt & Watkins are the successful contractors for the heavy work between Rockville and the District. It is intended to complete the road to Silver Springs and put it in running order at once. From Silver Springs to Rockville the same course will be adopted, and so on until the whole line shall have been completed by sections, varying from six to twelve miles each. At the same time the heavy work upon the whole line of the road will be under contract.

☞ The double track of the Pennsylvania Railroad has been completed all the way from Philadelphia to Pittsburg. The extensive section of masonry which has for a long time past been constructing at the narrows, near Mount Union, has been completed. This was the only break in the double track, and now this great line of communication through Pennsylvania has its double track from one end to the other.

☞ The Utica, Chenango and Susquehanna Valley Railroad was opened on the 14th inst., to Waterville, by an excursion train of nearly three thousand people, and a banquet at Waterville, at which numerous speeches were made. The first section of the road is twenty-one miles in length. The road is graded sixteen miles beyond the first section to within five miles of Sherburne.

☞ The contract for grading, masonry, etc., on the Lynchburg and Danville Railroad from Lynchburg to Staunton river, including the bridge over that stream, has been awarded to Messrs. Adams & Scott on terms very favorable to the company, involving the payment of a portion of the cost in Pittsylvania county bonds at par.

☞ During the month of October there was shipped from Minneapolis over the St. Paul road, 32,098 bbls. flour, 4,656,333 feet lumber, and 219,442 lbs. merchandise paying a freight of $22,126 43. The amount of freight received was 1,160,313 lbs.

☞ The Minnesota Valley Railroad transported during the month of October 7,876 passengers, 742,250 feet of lumber, 44,980 bushels of wheat, 24,682 barrels of flour, 2,415,840 pounds of merchandise, besides a large quantity of minor freight.

☞ Mr. William B. Gilbert, has been appointed Chief Engineer of the New Central Railroad, in place of Mr. Charles Hilton, who resigned on the 1st instant.

☞ The receipts of the St. Louis and Iron Mountain Railroad Company for the month of October were $51,629 79.

☞ Messrs. Smith & Latrobe, Engineers and Bridge Builders, have removed from No. 7 Law Buildings, to 49 Lexington street, Baltimore, Md.

☞ Col. R. B. Bullock has been elected President of the Macon and Augusta R. R. Co.

☞ The Florida Central Railroad is being put in good running order.

☞ The Union Pacific Railroad was opened to Cayenne on the 13th inst.

RAILROAD IRON.

65 TONS RAILROAD IRON, 25 lbs. per yard, on hand and for sale by

CHAS. J. PUSEY & CO.,
152 Broadway, NEW YORK.

FOR SALE.
A TANK ENGINE,

Just repaired and in complete order.

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BOILER SHELL, 42 in. diameter.
WEIGHT, 18 Tons.

The Engine is now at Jersey City.

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No. 161 Pearl St.,
Or JOS. F. JOY,
88 Wall St.

500 MILES
OF THE
Union Pacific Railroad
Running West from Omaha
Across the Continent,
ARE NOW COMPLETED.

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other company in the same time, and they will continue the work with the same energy until completed. The Western Division is being pushed rapidly eastward from Sacramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE

to the Pacific will be open for business in 1870. MORE THAN ONE-THIRD OF THE WORK HAS ALREADY BEEN DONE, MORE THAN ONE-THIRD OF THE WHOLE LINE IS NOW IN RUNNING ORDER, AND MORE LABORERS ARE NOW EMPLOYED UPON IT THAN EVER BEFORE. More than

Forty Million Dollars in Money

have already been expended by the two powerful companies that have undertaken the enterprise, and there is no lack of funds for its most vigorous prosecution.

The Union Pacific Company therefore offer their First Mortgage Bonds to the public with the assurance that they represent the largest and most valuable corporate property in the world. The first question asked by an investor is, "Are the bonds safe?"—the second, "Are they profitable?" To answer, in brief:

1. The early completion of the whole line is as certain as any future business event can be.

2. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

5. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount put upon the first 517 miles west from Omaha is only $16,000 per mile.

6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

8. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. stocks.

9. At the current rate of premium on gold, they pay

OVER NINE PER CENT. INTEREST.

FIRST MORTGAGE BONDS whose principal is so amply provided for, and whose interest is so thoroughly secured, must be classed among the *safest* investments. They pay

SIX PER CENT. IN GOLD,

and are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Six Per Cent. in Currency from July 1.

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CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
October 28th, 1868.

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C. H. LELAND, Member Gold Exchange.
WM. CARPENDER, Member N. Y. Stock Exchange. 6m41

Office of the New York Central Railroad Co.,
Albany, Nov. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

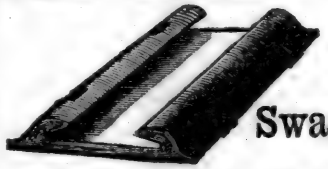
ROBERT L. BANKS, Secretary.

The New York Central Railroad Company,
Treasurer's Office, Albany, Nov. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

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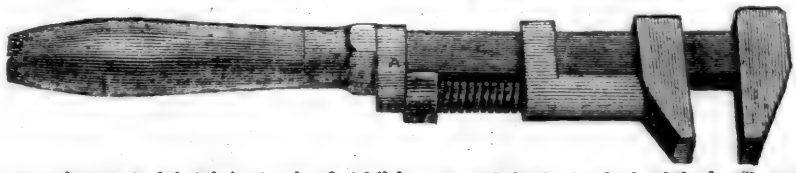
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June 8th, 1867.

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1. General Table for all Bases and all Slopes.			13. for Base 18 ft. Slop.		1½ to 1
2. For Side Hill Cuts and Fills.			14. " 20 "		1½ to 1
3. Base 12 ft. Slopes		1½ to 1	15. " 24 "		1½ to 1
4. " 14 "		1½ to 1	16. " 24 "		1½ to 1
5. " 15 "		¼ to 1	17. " 25 "		1½ to 1
6. " 15 "		1 to 1	18. " 26 "		1½ to 1
7. " 16 "		1½ to 1	19. " 28 "		¼ to 1
8. " 16 "		¼ to 1	20. " 30 "		1 to 1
9 " 16 "		1 to 1	21. " 30 "		1¼ to 1
10. " 18 "		¼ to 1	22. " 30 "		1½ to 1
11. " 18 "		½ to 1	23. " 32 "		1 to 1
12. " 18 "		1 to 1	24. " 32 "		1½ to 1

The Tables are printed in clear, bold type on tinted paper, sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIII., No. 48.] SATURDAY, NOVEMBER 30, 1867. [WHOLE No. 1,650, VOL. XL.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 30, 1867.

Washington County Railroad.

This road was completed on the 20th inst., and regular passenger and freight trains commenced running between Baltimore and Hagerstown on the 25th inst. The road is 23 miles in length, extending from its junction with the Baltimore and Ohio road, at Weverton, through the battle field of Antietam to Hagerstown. At Hagerstown it connects with the Cumberland Valley Railroad thence to Harrisburg, 74 miles, and through that road with the Lebanon Valley, Northern Central and Pennsylvania Railroads.

Until the opening of this road, the large travel from Hagerstown and its vicinity which reached the Baltimore and Ohio Railroad at Martinsburg and Frederick was conveyed in stage coaches. The economy of this new avenue must add greatly to the business and social intercourse between Washington County and the adjacent counties of Pennsylvania and Baltimore. Much heavy and costly work upon this line was encountered, and the rapidity with which it has been constructed is worthy of note. Great, permanent and valuable results to all interests connected with it are confidently anticipated.

Pittsburg and Steubenville Railroad.

The sale of the Pittsburg and Steubenville (Pan Handle) Railroad, which took place at Pittsburg on the 6th inst., was confirmed by the Supreme Court on the 20th inst., and a decree entered in the words following, to wit; "And now, November 20, 1867, it is ordered that the sale of the Pittsburgh nnd Steubenville Railroad, made to Wm. J. Howard Esq., for the sum of one million nine hundred and sixty thousand dollars, report whereof has heretofore been made to this Court, be confirmed absolutely, without prejudice, however, to the rights of John Smith, Samuel Mc Farland, John Russell, Thomas Huston, Joseph McKnight, G. Veneman, Dr. W. Dounnan, Wm. Criss, J. McBurney, W. S. A. Proudfit, John Mc Farland, who this day filed of record a statement of their several exceptions to the confirmation of the sale aforesaid, to participate in the proceeds of sale.

The Seven Competing Anthracite Coal Carriers.

The quantity of coal forwarded from the anthracite mining districts, *via* rail and canal down the Schuylkill, *via* rail and canal down the Lehigh, and *via* the three routes east from the Lackawanna, for last year and this year, to dates given in the weekly tables, compares as below, to wit:

	1867. Tons.	Cwt.	1866. Tons.	Cwt.
Phila. & Reading R.R.	3,271,098	09	3,571,079	13
Schuylkill Canal	919,576	17	1,198,853	09
Lehigh Valley R. R.	1,799,975	17	1,636,614	14
Lehigh Canal	906,393	17	981,030	18
Del. Lack. and W. R.R.	1,502,495	12	1,802,339	09
Del. and H. Canal	1,224,613	00	1,190,644	00
Penn. Coal Co.	748,174	11	429,702	66
Total	10,372,828	03	10,810,264	09

Cameron and Kansas City Railroad.

This road was finished on the 22d inst. It is about 46 miles in length. In connects with the Hannibal and St. Joseph Railroad at Cameron, 35 miles cost of St. Joseph, and *via* that road with the Chicago, Burlington and Quincy, and the Toledo, Wabash and Western Railroads. It also furnishes an additional speedy route to St. Louis *via* the North Missouri Railroad. At Kansas City it connects with the Missouri River Road, and Union Pacific and Missouri Pacific Roads; and there are in progress of construction the West Branch of the North Missouri Road, Kansas City and Neosho Valley Road, to Galveston, Texas. Traffic from all these roads will concentrate there, and much of it pass over the bridge now building across the Missouri River.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1867:

	Memphis Branch.	Lebanon Branch.	Main Stem.
Passengers	$79,526 58	$81,788 79	$708,872 91
Freight	67,556 89	94,768 20	982,580 18
Express	5,977 40	5,655 16	71,210 76
Mails	5,100 00	6,895 00	27,990 00
Miscellaneous	446 81	501 38	4,543 44

Total Main Stem	$1,790,197 24
" Lebanon Branch	189,108 53
" Memphis Branch	158,607 13
" Bardstown Branch	20,961 67

Total Main Stem and Branches, viz:

From passengers	$877,264 72	
" freight	1,152,477 35	
" express	88,542 64	
" mail	40,025 00	
" miscellaneous	5,564 86	
		$2,158,874 57

Running expenses, viz:

Repairs of road	$250,062 19	
" bridges	58,089 00	
" build'gs, etc.	35,182 87	
" cars	89,247 67	
" engines	69,676 14	
Motive power	94,043 71	
Fuel	108,342 68	
Oil and waste	16,342 75	
Watchmen	7,494 96	
Water supply	18,404 28	
Salaries	22,505 00	
Transportation	390,379 82	
Internal revenue tax	72,850 47	
Reconstruction	17,238 81	
Improvement account	14,921 50	
General expenses	84,528 91	
Miscellaneous	4,095 64	
		1,348,405 90

Net earnings (37.54 per cent.)	$810,468 67
Interest account	182,912 71
Balance	$627,555 96

The following is a comparative statement of the earnings, expenses, etc., during the past and preceding years:

	1865–'66.	1866–'67.
Earnings	$3,143,189 47	$2,158,874 57
Expenses	1,551,134 70	1,348,405 90
Net earnings	$1,592,054 77	$810,468 67
Interest	177,076 83	182,912 71
Balance	$1,414,978 44	$627,555 96

This shows a decrease in gross earnings of $984,314 90; with a decrease in expenses of $202,728 80—making the decrease in net earnings, $781,586 10. The balance to credit of Income Account is also less by $787,422 48. The President, in his report, says:

The past year the freight and travel to and from the South has been very much diminished, probably more than it will be in coming years, because of the scarcity in that country. The company forwarded over their road free of cost provisions for the destitute, the freight amounting to $11,679 10.

By reference to the last report, it will be seen the bonded debt was $3,105,000; by this report it is $2,965,000, showing a reduction of $140,000 for the year ending June 30, 1867. The interest, amounting to $182,912 71, has been paid, and $106,566 49 added to construction.

The cost of operating the road is much greater than was hoped, and particularly on the branches. This resulted from the diminished business and reduced tariff, the rebuilding of the Cumberland River Bridge to the extent of $40,000, back taxes to the Commonwealth of Kentucky of $53,564 28, the robbery of the pay-train at Bristow of $8,264 70, and some other extraordinary casualties, exceeding in all $120,000. The cost of a train of ten or twelve cars is nearly as much as a train of fifteen or twenty. Small trains, after paying expenses, yield little or no profit, while larger trains pay well. The Report of the Superintendent exhibits the benefit of the several branches to the profits of the Main Stem, and proves the benefit of the branches to the business of the company.

The Lebanon Branch Extension has been located to London, and most of the line put under contract to that place. The grade of the first eight miles has been finished, and the next six miles, to Mount Vernon, well advanced, so that the track may be extended to that place by April next. There has been expended to the 1st July, 1867, on the heavy sections from Mount Vernon to London, $90,032 92, and the work has progressed since that time. The light sections, of about seven miles, have not been contracted for, because they can be in the spring and finished in time for track laying. The line was surveyed to the State Line, and is ready for location, and is comparatively light work.

Upon application of the citizens of Madison, Garrard and Lincoln Counties, who have agreed to furnish $750,000 cash, the company agreed to construct a branch from Stanford through Lincoln and Garrard Counties to Richmond, in Madison County, a distance of about thirty-three miles as located, and give them $750,000 in the stock of this company six months after the completion of the road. They are also to furnish the right of way, depot grounds, etc. The road, by estimate, can be built for the $750,000, and will add very much to the business of the road from Louisville to Stanford.

Application was made by the Elizabethtown and Paducah Railroad, branching at Elizabethtown, in Hardin County, and extending through the southern tier of counties, to subscribe to their stock. The application was submitted to the Board, under whose direction the President subscribed $100,000. Individuals having taken $100,000, the $100,000 by this company gave the necessary amount required by their charter to enable them to organize, which has been done, and the route is now under survey and location.

The company arranged with the Memphis and Ohio and the Memphis, Clarksville and Louisville Railroads for a through business with those roads from Louisville to Memphis, hoping they would be able to put those roads in good order, and that the joint operation would be profitable to all parties. They have not had the means to put the roads in condition. The joint operation has not proved profitable, as the company had to advance to those companies $128,775 11, without any immediate prospect of reimbursement. The company then thought of consolidating the roads by obtaining part of their stock and giving them part of ours, and providing for the debts of the roads and the means of putting them in good order for the joint benefit.

The company have been unfortunate with the Cumberland River Bridge at Nashville. The first bridge was built on the joint account of this company and the Edgefield and Kentucky Railroad Company, and was burned by General Floyd when the Confederates vacated Nashville. The second bridge was built by General Buell for the Government, and sold by the War Department to the Louisville and Nashville Railroad at the cost of $33,000, no part of which was paid by the Edgefield and Kentucky Railroad; and it has so far decayed that the Louisville and Nashville Railroadwere compelled to rebuild it, which they have commenced, and it is now nearly completed, and will cost between $65,000 and $70,000. They are constructing an iron bridge of the Fink patent, with an iron draw. It will be one of the best bridges in the country.

The bridge over the Ohio River to connect our road with the Jeffersonville road has been contracted for and the masonry commenced, with prospect of completion within the contract time—the 1st September, 1869. It is expected the masonry will be so far finished as to allow more than half the iron superstructure to be put up the coming year.

The stock subscription is about $1,000,000—$300,000 subscribed by each of the railroads, and the balance by individuals. The estimated cost of the bridge is about $1,500,000. It is contemplated to raise the balance by an additional subscription, or by a mortgage on the bridge. The bridge will greatly increase the business of both roads, and yield to Louisville the advantage of the market of the southern portion of Indiana. The superstructure will be nearly one mile long, and it will be one of the finest bridges in America, and its cost will compare most favorably with similar superstructures.

The Louisville and Nashville Railroad Company, in an effort to do a freighting business beyond Nashville, under the zealous action of the business men of Louisville, agreed to give through bills of lading over some of the southern roads, and supposed when they delivered the freight to the Nashville and Chattanooga and the other roads, they would be exonerated from liability. Under the arrangement they gave bills of lading for freight, which they delivered to the Nashville and Chattanooga road at Nashville, who were to forward it to destination. A portion was taken to Chattanooga and near there, and was on the track when the great flood of March last overflowed the city, and the goods were wet and damaged, and some of the freight was used by the Nashville and Chattanooga Railroad Company to feed their hands, and some sold. The Nashville and Chattanooga Company have refused to settle with the owners and freighters, and the Louisville and Nashville Railroad have been sued in several cases on these through bills of lading, the shippers and owners refusing to look to the Nashville and Chattanooga Company, being, as they say, advised by counsel that the Louisville and Nashville Company are liable on their through bills. The Company have now arranged their bills of lading so as to leave no doubt where the liability rests.

The total length of the Main Stem is 185 miles; sidings, 19.10 miles—total, 204.10. Length of Lebanon Branch, 85 miles; sidings, 7.89 miles—total, 92.89 miles. Length of Bardstown Branch, 18 miles; sidings, 0.69 mile—total, 18.69 miles. Length of Memphis Branch, 46 miles; sidings, 3.59 miles—total, 49.59 miles. Total length of road and branches, 365.27 miles of which 334 miles are main lines, and 31.27 are sidings.

The following statement, from the report of the Superintendent, contains in a condensed form the general results of the operations of the Main Stem and Branches during the past and preceding years:

	1865–'66.	1866–'67.
Earnings	$3,180,497 24	$2,158,874 57
Operating expenses	1,551,134 70	1,348,405 90
Net earnings	$1,579,362 54	$810,468 67
Proportion of expenses to earnings	49.50 per ct.	62.46 per ct.
No. of miles run by trains	769,621	760,843
Earnings pr. mile of train	$4.06	$2.84
Expenses " "	2.01	1.77
Net earnings " "	$2.05	$1.07
Earng's per mile of road	$10,336 07	$6,477 26
Expenses " "	5,122 07	4,045 61
Net earnings " "	$5,214 00	$2,431 65
Length of road in operat'n	303.10 m.	333.30 m.
No. of passengers carried	533,678	358,747
Do. carried one mile	46,063,709	20,247,471
Tons of freight carried one mile	26,960,849	27,504,811

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement:

	Main Stem.	Lebanon Branch.	Memphis Branch.	Bardstown Branch.
Gross earnings	$1,790,197 24	$189,108 53	$158,607 18	$20,961 67
Operating expenses	1,045,519 19	141,180 05	137,385 99	24,370 67
Net earnings	$744,678 05	$47,978 48	$21,221 14	$8,409 00
Loss				
Proportion of expenses to earnings	58.40 per ct.	74.63 per ct.	86.68 per ct.	116.26 per c.
No. of miles run by trains	577,430	87,138	84,999	11,276
Earnings per mile of train	$3.10	$2.17	$1.86	$1.86
Expenses per mile of train	1.81	1.62	1.61	2.16
Net earnings per mile of train	$1.29	$0.55	$0.25	
Loss				$0.30
Length of road in operation	185 miles.	85 miles.	46 miles.	17.8 miles.
Earnings per mile of road	$9,676 74	$2,224 80	$3,447 98	$1,211 65
Expenses per mile of road	2,651 45	1,660 85	2,986 65	1,408 70
Net earnings per mile of road	$4,025 29	$564 45	$461 33	
Loss				$197 05

In 1865–'66 the gross earnings of the Main Stem were $2,883,974 04; the expenses, $1,289,755 97; and the net earnings, $1,594,218 07—showing a decrease in earnings of $1,098,776 80; with a decrease in expenses of $244,286 78, making the decrease in net earnings, $849,540 02.

Only 54.8 miles of the Lebanon Branch were in operation in 1865-'66, the earnings upon which were $121,673 85; the expenses, $116,927 36; and the net earnings, $4,746 49. In 1866-'67, 85 miles were in operation. A comparison of the business of this branch during the past and preceding year shows an increase in earnings of $67,434 68; with an increase in expenses of $24,202 69—making the increase in net earnings, $43,231 99.

The gross earnings of the Memphis Branch in 1865-'66, were $105,255 85; and the expenses $115,350 82—showing a loss of $10,094 97; the increase of earnings the past year was therefore $53,351 28; with an increase in expenses of $22,035 17—showing an improvement of $31,316 11.

The earnings of the Bardstown Branch in 1865-'66, were $19,593 50; and the expenses, $29,100 55—showing a loss of $9,507 05. This year the loss in operating was only $3,409—an improvement of $6,098 05.

Statements are given showing the benefits of the several branches to the profits of the Main Stem: From which it appears that while the earnings from passengers, freight, etc., arriving at or forwarded from stations on the Lebanon Branch amounted to $296,500 72, the proportion due the branch therefor was only $189,108 53—leaving for the Main Stem and other branches, $107,392 19—the net revenue upon which is estimated at $49,666 88; making the total net revenue derived from the Lebanon Branch, directly and indirectly, $97,645 36.

The total earnings from freight received at and forwarded from the Memphis Branch were $288,522 81; of which only $67,556 89 were due the branch, leaving for the Main Stem, $170,965 92, the net revenue upon which was $73,686 41; to which add net earnings of the Main Stem derived from through passenger business, $29,588 64, and the net earnings of the branch itself, $21,221 14—making the total net earnings, $124,496 19.

The business to and from stations on the Bardstown Branch amounted to $52,209 98, of which $20,961 67 were due the branch, leaving for the Main Stem, $31,248 31, the net earnings upon which were $12,037 21.

The equipment of the road consists of: 66 locomotives; 45 passenger, 15 baggage, 8 express, 364 box, 98 rack, 43 gondola, 119 flat, 82 gravel and stone, 11 boarding and 1 wrecking cars. There have been added during the year 1 locomotive, 3 passenger, 5 baggage and 41 box cars.

The number of miles run by locomotives with passenger trains has been 452,795; with freight trains, 408,232; distributing trains, 68,459—total, 929,486.

Number of local passengers carried north, 153,140; do., south, 146,755—total, 299,895. Number of through passengers carried north, 28,308; do., south, 30,544—total, 58,852. Total local and through, 358,747. Total mileage of through passengers, 10,471,274; do., local, 9,776,197—total local and through, 20,247,471. Miles traveled by each passenger, 56.4; do., by each local passenger, 32.6 Tons of freight carried one mile north, 17,843,077; do., south, 9,661,741—total, 27,504,811.

Statement showing cost, resources and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension:

Total cost of road to June 30, 1866		$10,062,763 94
Added during last fiscal year		105,566 49
		$10,168,330 43
Due from transportation department & U. S. Gov't.	$185,093 34	
Due for mail service	31,403 75	
Lebanon Branch extension mortgage bonds	524,000 00	
City of Louisville bonds L. B. extension	304,288 75	
Louisville, Cincinnati and Lexington Railroad bonds	86,550 26	
Mem., Clarksville and Lou. Railroad Co., cash loaned	147,694 64	
Balance due by railroads in Tennessee	46,910 72	
Sundry railroad and county bonds	15,313 75	
Due by sundry persons on note and account	9,088 79	
Real estate, timber and quarry lands	30,962 55	
Bank and Louisville Bridge stock	80,000 00	
Richmond branch and Louisville Bridge Co.	2,600 38	
Shop and fuel stock	388,654 77	
Lebanon Branch extension	582,855 89	
Cash on hand, and on call	237,347 96	
		2,672,765 05
		$12,841,095 48
Capital stock (stock issued and stock liabilities)		$5,492,638 56
Due sundry persons on account	$3,596 63	
Due back taxes	17,504 67	
Due back interest	15,292 58	
Second mortgage bonds	1,400 00	
Balance bills and pay rolls for June	107,011 12	
Due foreign roads	12,001 87	
		156,806 87
Back dividends up to and including January, 1867, uncalled for	67,659 34	
July, 1867, dividend due 1st August	219,705 54	
		287,364 88
First mortgage bonds, Main Stem	1,594,000 00	
First mortgage bonds, Memphis Branch	267,000 00	
First mortgage bonds, Bardstown Branch	30,000 00	
City of Louisville b'ds to Main Stem	849,000 00	
City of Louisville b'ds to Lebanon branch	225,000 00	
		2,965,000 00
Profit and loss		3,939,285 17
		$12,841,095 48

Statement showing cost and liabilities of Lebanon Branch Extension:

Construction—total cost to date		$1,805,044 11
Coal and timber lands		3,615 05
		$1,808,659 16
Liabilities:		
Due sundry contractors (retained per centage)		$17,053 22
Due sundry persons		8,750 55
Due Main Stem		582,855 39
City of Louisville Bonds borrowed	600,000 00	
Mortgage Bonds	600,000 00	
		1,200,000 00
		$1,808,659 16

CONSOLIDATED STATEMENT.

Total cost of road:		
Main Stem		$10,168,330 43
Lebanon Branch Extension		1,805,044 11
		$11,973,374 54
Resources:		
Main Stem	$2,089,909 66	
Lebanon Branch Extension	3,615 05	
		2,093,524 71
		$14,066,899 25
Liabilities:		
Stock and stock liabilities, Main Stem		$5,492,638 56
Due bills and pay rolls for June and for sundries, Main Stem		156,806 87
Due back and July 1867, dividends, Main Stem		287,364 88
Due sundry contractors and sundry persons, Lebanon Branch Extension		25,803 77
Bonded debt:		
Main Stem	$2,965,000 00	
Lebanon Branch Extension	1,200,000 00	
		4,165,000 00
Profit and loss account, Main Stem		3,939,285 17
		$14,066,899 25

President.—JAMES GUTHRIE.

Directors.—James Guthrie, H. D. Newcomb, James B. Wilder, James Whitworth, W. H. Smith, Russel Houston, J. H. Lindenberger.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

Railroads of California.

The following is a list of railroads in California, their projected length and number of miles completed June 30, 1867:

Names and Termini.	Total Length.	Miles Completed.
Central Pacific, Sacramento to Fort Bridger	900	98
Sacramento Valley, Sacramento to Folsom	22½	22½
Western Pacific, Sacramento to San Jose	120	20
Placerville and Sacramento Valley, Folsom to Placerville	36	26
California Central, Folsom to Lincoln	21	21
Yuba, Lincoln to Marysville	24	18
California Northern, Marysville to Oroville	26	26
San Francisco and San Jose, San Francisco to San Jose	50	50
San Francisco and Alameda, Encinal to Vallejo Mills	26	14
Oakland, Oakland Point to Clinton	4	4
Napa Valley, Suscol to Calistoga	36	4

The following are proposed railroads:—California Pacific, Vallejo to Sacramento and Marysville; California and Oregon, Central Pacific Railroad to Oregon line; Southern Pacific, San Jose southward; Copperopolis, Stockton to Copperopolis.

Scranton Street Railroad.

The Scranton *Register* says that the survey of the route for the Scranton and Providence Street Railway line from Green Ridge to Dunmore has been made, and it is the intention of the company to commence building it forthwith. It is presumed that the road will be constructed and ready for use early in the coming year. The route is said to be an easy one, the highest grade encountered being 2½ to every hundred feet, but the average will reach hardly 1½ to the 100 fee

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136¼
" " " coupon		6	" "	1868	138½
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	112
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	118
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	13,415,000	6	" "	1881	112½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	106
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,245,000	6	Jan & July.	1881	112½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,267,898,100	6	May & Nov.	1882	104½
" " " (5-20s) coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105½
" " " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	106
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	107½
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	171,823,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	102½
Pacific R. R. Bonds (currency)	18,042,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '61: 2d series	334,007,700	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	17,975,539	---	presentation.	----	----
Gold Certificates of Deposit	14,514,200	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,558,940	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	357,164,844	---	----	----	----
Three per cent. certificates	11,560,000	---	----	----	----
Fractional currency	30,706,458	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,350	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	599,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	83½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1880	99½
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.)		6	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,607	5	" "	1889	----
" — " " (R. R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	8,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1860	----
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	----
" — " " (Balt & Susq R.R.)	1,000,000	6		1870	100½
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" " " "	4,379,500	5	May & Nov.	1894	104
" " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	----
" " "	2,150,000	6	" "	'74-'76	117½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" " " (stg.)	554,188	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,780,000	6	" "	'73-'88	----
" " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	95
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	98
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,589,000	7	Jan. & July.	1877	107½
" — " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,199,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " "	6,000,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,900	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	8,500,000	6	Jan. & July.	1900	63
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,000,000	6	" "	1878	100
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	94
" — " " registered	5,083,052	5	"	'68-'70	96½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" " " 2d series	99,480	5	" "	1882	----
" " " 3d series	720,983	6	" "	1892	----
" " " 1st series	4,907,150	6	" "	1877	103½
" " " 2d series	7,909,520	6	" "	1882	105
" " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	61½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	106,000	5	" "	long.	----
" — " " "	21,69 366	6	" "	long.	37½
" — " " (Duty on	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	"	1876	35
" — " " (") coupon	489,300	6	"	1886	43
" — " " (")	39,600	6	"	1890	96
Wisconsin—State Bond	405 100		Jan & July.	77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 270	385,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	588,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	477,528	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	385,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,862	283,921	338,691	343,471	356,142	421,484	422,164	430,108	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	346,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,485	274,800	404,600	566,403	558,200	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,366
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,367	800,325	1,038,824	1,451,284	1,508,883	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,767	51,386	60,895	528 364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91.564	1,103,821
1866	90,415	70,430	110.079	107.072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,120	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,149	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	859,949	956,445	948,059	843,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,588	1,224,909	1,234,217	13,429,648
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	667,141	602,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,559	643,987	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	660,438	554,201	417,352	420,565	477,607	496,616	497,879	684,377	705,259	761,490	------	------	------
Marietta and Cincinnati:													
1863	58,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,068,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,148	105,767	1,224,068
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140.418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	241,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,734	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,584	338,858	384,401	429,177	496,855	429,545	362,218	4,650,378
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	497,868	539,455	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338.276	271,553	265,780	263,244	346,781	408,445	410,802	496,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,520,560
1866	282,489	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	461,778	506,296	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	129,970	99,662	86,482	164,710	221,638	198,135	129,227	1.402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171.125	2,535,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	148,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	681,956	710,814	770,222	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,089,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,227,113	1,187,505	1,116,929	13.357.709
1865	957 869	613,381	965,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,320	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,906	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,909	6,324,085
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	553,058	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.985	584,523	712,495	795,988	858,501	712,963	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	562,378	649,201	654 926	757,441	679,735	555,222	7,467,217
1867	560,115	522,823	678,349	576,287	578,292	506,586	534,733	602,069	686,068	765,568	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,994	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,938	220,788	219,160	230,340	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374.024	377,961	375.534	361,910	247,023	2.924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,994,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	------	------	------
Western Union:													
1866	43,716	37,265	32,378	33,972	63,862	62,147	65,189	59,862	75,677	92,715	61,770	37,880	689,388
1866	45,102	35,005	29,301	43,232	86,918	102,918	85,276	60,698	84,462	100,813	76,248	54 168	814,036
1867	39,078	27,667	36,892	40,710	57 852	60,558	[illegible]262	73,525	126,495	120,268	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '39, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86
" " $2,500,000	867,000	6	May & Nov.	"	1889	87½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,505,800	7	" "	" "	1875	80
Income	1,192,200	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	80½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	483,000	7	May & Nov	" "	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	90½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	58
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	66
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	73½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	95
Connectic't and Passump. Rivers:						
1st Mortgage	573,900	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	71
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'78-'78	82
Land Security	3,344,600	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,902,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,800	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	359,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
*1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	90½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	88
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,335	7	Feb. & Aug.	New York.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		56½
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv. State [Tenn.] Loan	910,000	6½				
Memphis and Ohio State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	108½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	108½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1886	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	85½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	91
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] Bds	606,000	6	May & Nov.	" "	1883	
" " [ ]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,650	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,320			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	99½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84⅞
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	79½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" " "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" " "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" " "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	90
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1850, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	33½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1878	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1888	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1888	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	80
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,930,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	63
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70–'77	
Dividend bonds	122,613	6		"	'55–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	78
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1880	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,516,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	481,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	.....	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	283	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,377	*	—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,885	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,282	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	165,463	—	.....
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	136,922	10	.....
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,464,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	.....
30 Nov. '66	100.0	—	.....	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,678	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	124
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	250,523	19	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	76,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	34	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,684,956	229.0	.....	1,784,749	859,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	41	25	407	Georgia (and Bank)	4,156,000	*	1,939,361	4,156,000	836,000	241,932	7,175,281	242.0	.....	1,136,142	346,356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,518	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	121
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,882	2,703,463	20	163
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,884,322	1,162	.....	10,161,735	2,228,967	—	58½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,074,034	1,413,999	10	96½
31 May, '63	174.6	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,455	*	10,523,823	23,415,780	12,144,000	—	41,478,280	708.3	3,603,962	6,546,741	2,175,447	10	130½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	581,663	171,967	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,537	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	236	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	93
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	.....	2,175,223	108.0	312,859	527,862	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	95½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	156½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	168 5	319,880	805,271	237,861	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,306	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	} Lexington and Frankfort	601,985	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,221	510,319	153,217	7	.....
30 Jun. '67	65.1	—	5.4	—				} Louisville and Frankfort	1,405,910	128,735	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,106	3,125,491	453,051	12,754,348	334 0	959,947	3,143,189	1,592,055	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,900	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,533,042	386,268	—	.....
31 Aug '60	58.7	—	.....	136.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,362,691	*	—	1,283,015	248,969	108,434	1,710,819	63.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	$2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,288,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	110
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,340	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,287	—	80½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,028	—	80
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	293,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,089	267,804	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	62.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,695	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719 230	—	.....
28 Feb. '67	90.0	—	5.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	86.5	3.6	8 2	.....	16	15	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,364,109	90.1	248,189	389,291	139	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,962,830	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	8	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,589,906	16,151,962	9,420,530	1,022,969	39,633,113	236.8	3,403,376	8,577,692	5,807,183	10	117½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,898	—	11,877,000	3,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	124½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	137½
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	147
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,187	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	125½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	—
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Operated by Boston & Lowell)				6	—
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,996	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	661	Old Colony and Newport	3,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	89½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,696	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500	1,110½		
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	248,676	62,826	8	112½
30 Nov. '66	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)						
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,360,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,300	5,946,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	145
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,266,385	45.7	250,869	474,362	178,966	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,345	1,800,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,986,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	70
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	—
31 Mar. '67	69.2	18.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	392,640	681,301	242,997	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	...	...	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.0	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,706	15	125½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	55	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	119½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,555	1,580,141	5,000,000	355,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	135
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,099	—	1,675,138	2,114,000	19.643	4,628,691	93.5	101,672	335,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.		238,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	125½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	982,000	—	2,994,474	120.0	366,439	590,225	352,660	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	113½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,000	—	3,818,334	122.0	451,196	851,783	284,806	—	60
30 Sept. '66	18.0	—	0.5	10.3	...	...	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	125,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	-509,163	1,301,923	207,413	7	—
30 Sept. '66	18.5	—	1.26	—	...	...	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.			53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	38	27	423	Rome, Watert'n & Ogdensb'g	2,439,989	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	106
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in Central.					
30 Sept. '66	21.0	—	1.6	—	...	...	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Included in Rens. & Sara.				7	—
30 Sep. '66	40.9	6.7	3.9	—	...	...	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"			7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	680,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	—
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,967,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	911,000	—	—	936,181	34.9	83,543	141 888	78,892	7½	—
30 Sept. '66	10.3	—	.....	—	...	...	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,891	21,757	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59	97.0	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	498 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	258,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	32½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,201,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	588,062	2,568,834	962,041	10	104
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,896	*	499,367	5,408,953	3,872,861	189,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	83½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,652	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	102
30 Nov. '60	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	operated with Little Miami.				9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,668	3,688,385	315,434	17,429,777	250.8	739,960	1,234,658	445,802	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,082	—	—
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,168	1,218,972	109,918	4,972,748	205.9	346,871	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	128,800	—	—
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,265,000	5,700,000	14,845,000	705,801	22,118,000	250.0	———	2,717,891	906,200	—	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	813,542	2,876 342	44.0	134,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,498	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	26.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	629	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,926	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	61½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	65,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	128.5	1,078,411	3,718,680	2,260,027	20	50½
31 Oct. '66	28.3	6.0	6.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper.	r. by Re	ading	R. R.)	2	22½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	6,887,236	67.5	345,588	902,213	382,500	—	32
31 Dec. '66	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	49½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,956	1,491,860	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,889,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	25½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,942,819	6,016 531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	53
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	18	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,600	113,865	1,760,501	35.4	144,402	267,590	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	35
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,822	12	95
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	288,263	151,586	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,821,175	242.0	.....	1,812,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,451,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01f,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	237,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	.....	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,963	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	181,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	—
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	8	1
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	94½
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	.....	103.5	—	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	—	—	2,083,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102.651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,365,600	1,631,900	124,981	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,642	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	196.0	.....	487,449	120,136	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	42½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	62
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	387	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	.....	.....	—	—	—	New Brunswick and Canada	1,402,748	02,3 8	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	134 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	13	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	130,107	37,181	—	—
								NEW GRANADA.													
	8.		—	—	11	22	130	Panama	8,000,000	*	—	(5,000)	—	—	10,761,775	48.1	.....	/ 817,434	1,398,094	—	—

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	21
Chemung (guarantied)	300,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,325	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	67½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,500	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	17
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	63½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	6	6	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	616,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	80
Wyoming Valley.					
6	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,695	---	----
Delaware Division	100	1,633,350	---	46
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	29
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	11
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	11½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ---- per ton. 38 50 @ 40 —
Pig, American, No. 1 ---- 42 — @ — —
Pig, American, No. 2 ---- 37 — @ 38 —
Bar, Refined, English and American ---- 85 — @ 90 —
Bar, Swedes, assorted sizes ---- (gold) 92 50 @ 105 —

	Store Prices.
Bar, Swedes, ordinary sizes	155 — @ — —
Bar, English and American, Refined	100 — @ 105 —
Bar, English and American, Common	90 — @ 95 —
Scroll	132 50 @ 180 —
Ovals and Half-round	130 — @ 140 —
Sand	132 50 @ — —
Horse Shoe	127 50 @ — —
Rods, ⅜ @ 3-16 inch	110 — @ 165 —
Hoop	137 50 @ 190 —
Nail Rod ---- per lb.	— 9 @ — 10½
Sheet, Russia, Med. No.'s	— 17 @ — 18
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English ---- (gold) ---- per ton.	52 50 @ 53 —
Rails, American (at works)	79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)...per lb. — 18 @ — 23
English Spring.(2d and 1st qlty.) — 10 @ — 12½
English Blister.(2d and 1st qlty.) — 11½ @ — 20
English Machinery — 13½ @ — 16
English German. (2d and 1st qlty.) — 14 @ — 16
American Blister, "Black Diamond" — 11½ @ — 17
American, Cast, Tool, do. — 21 @ — 23
American, Spring, do. — 12 @ — 15
American Machinery, do. — — @ — 14
American German do. — 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New ---- per lb.	— — @ — 33
Bolts	— 35 @ — —
Braziers'	— 35 @ — —
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22½ @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena ---- per 100 lb. — — @ — —
Spanish ---- (gold) 6 37½ @ 6 50
German Refined ---- (gold) 6 50 @ 6 55
English ---- (gold) 6 37½ @ 6 75
Bar ---- (net) 10 50 @ — —
Pipe and Sheet ---- (net) 12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ---- (gold). per lb. — — @ — 26½
Straits ---- (gold). — 24 @ — 24½
English ---- (gold). — — @ — 22½

	Gold.	Currency.
Plates, I.C. Charcoal. p. box.	8 12½ @ 8 75	11 50 @ 12 50
Plates, I. C. Coke	7 — @ 7 50	9 75 @ 11 25
Plates, Coke Terne	6 50 @ 6 75	9 50 @ 10 —
Plates, Charcoal Terne	7 75 @ 8 25	11 25 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall. — 11½ @ — 12
Crude, 40 @ 47 gravity (in shipping order) — 17½ @ — —
Refined, free, S. W. ---- — — @ — 46
Refined, in bond, prime L. S. to W. (110 @ 115 test) ---- — — @ — 24
Refined, in bond, Standard White ---- — 26 @ — 26½
Refined, in bond, prime White ---- — — @ — 27
Naptha, Refined, (60 @ 63 gravity) ---- — 31 @ — 32
Residuum ---- per bbl. 3 — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th. 21	F. 22	Sat. 23	M. 25	Tu. 26	W. 27
Atlantic M. S. S. Co	117	115	117	117½	118½	
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45½	45½	----	44½	----	----
Chicago & Alton	121	----	----	----	----	----
" " pref.	----	125	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	134½	135	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	57	57½	56½	56½	57½	58½
" " pref.	64½	64½	65	65½	66½	67½
" " 1st M.	----	----	----	----	84	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	81½	----	----	----	----	----
Chicago & Rock Isl.	95½	96	95½	95½	95½	96½
" " 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	95½	----	94	----	----
Clev., Col. and Cin.	98½	----	98	98	----	98½
Clev. and Pittsburg	83½	83	82½	----	83	83½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	78½	----	----
Clev. and Toledo	102½	102½	101	102	101½	102
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	27½	27½	----	27	----	----
Del. & Hudson Canal	----	147½	----	147	----	----
Del., Lack. & West.	114	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	71½	71½	69½	71	71½	71½
" pref.	----	----	----	----	78	----
" 1 M. 7 p.c. '67	102½	----	102	----	----	102½
" 2 M. 7 p.c. '79	----	----	----	----	102½	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	91½	----	91½	91½	91½	91½
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	125	124	124	124½	124½	125½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	130	----	129½	130	130½	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	16½	----	----	----	----	17
" " 2d	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	----	----	----	----
" " pref.	----	----	13½	----	13½	13½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	110½	109½	110	----	----	----
" S F. 8 p.c. '82	----	----	----	106½	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	79½	81	79½	79½	79½	80½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	97½	----	----
" " 2 M.	----	----	90	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	39½	40	39	40	40	42½
" " pref.	61½	61½	60½	61	61½	63½
" " 1st mort.	86	----	86	----	----	85½
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	94½	95	94½	95	94½	----
" lss. to H. & St. J. R.	82½	----	----	----	82	----
" " Pacific	94½	----	95	----	94½	95
Morris and Essex	----	----	----	----	----	----
" " 1st mort	----	----	----	95	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	114	114	113½	113½	113½	113½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	91	----	----	----	----	91
" " 6s, S. F. '87	----	93	----	93	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '76	----	----	----	----	100½	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	124	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	54	----	53½	----	53½	53½
" new	----	50	----	54	53	----
Ohio & Miss. cer.	25½	----	25	25½	26	26½
" " pref.	----	72	----	----	----	75
Pacific Mail S.S. Co.	133	131	132½	121	120	123½
Panama	----	----	----	295	----	----
Phila. and Reading	96½	96½	95½	96½	96	96½
Pitts. Ft. W. & Chicago	97½	96½	97	97	97½	----
" " 1M.	----	----	----	----	----	----
" " 2M.	98	----	----	----	97½	----
" " 3M.	----	----	88	----	----	----
Quicksilver Mining Co.	17½	17½	17½	16½	16	16½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	95	----	----	----	----	----
" " 2M. pref.	----	----	----	81½	----	----
" " Inc. b'ds	----	----	----	76	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	65	65	65	64	----	64
" new	62½	62½	62	62	61	61½
Tol. Wab. & Western	38	37½	----	----	38	38½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	89	----
" " 2M.	----	79	77	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	----	----
" new	43½	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th 21.	F.22	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	121
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	101¼	102¼	101¼	101¼	102¼	102¼
U. S 6s, 10-40s, reg.	100¼	100¼	....	100¼	....	....
U. S. 6s, 1881, reg.	....	112¼	....	....	....	....
U. S. 6s, 1881, cou.	113	....	....	113	113¼	....
U. S. 6s, '81, O.W.L'y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	138¼	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	104¾	....	104¾	....	....	....
U. S. 6s, 5-20s, c. '62	108	108	108¼	108	108	107¾
U. S. 6s, 5-20s, reg '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '64	105¼	....	105¼	....	105¼	105¼
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '65	106¼	106¼	....	106¼	106	106
U. S. 6s, 5-20s, c. n.'65.	107¼	107¼	107¼	107¼	107¼	107¼
U. S. 6s, 5-20s, c. n.'67.	107¾	107¾	107¾	107¾	107¾	107¾
7.30 Notes, 2d series	105¼	105¼	105¼	105¼	105¼	105¼
" " 3d series	105¼	105¼	....	105¼	105¼	105¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	W.20	Th 21	F.22	Sat.23	M.25.	Tu.26
Catawissa	....	....	....	....	....	....
" preferred	21	21¼	21	....	....	....
Camden & Amboy	....	....	125¼	125¼	....	125¾
" " 6s,'67	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83.	86	....	87¼	....	....	....
" " 6s,'89.	86	86	....	....	86	....
" mort. 6s,'89.	93	....	....	93¼	93	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	31¼	31	30¼	30	29¼	29
" " 6s,'84	....	83¼	....	....	....	83¼
Lehigh Valley R. R.	50¼	50¼	....	50¼	....	50¼
" " 6s	91¼	91¼	....	....	....	91¼
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Minehill	56¼	....	58¼	....	....	58¼
Morris Canal	....	....	36	....	....	....
" " pref.	....	....	....	90	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	32	....	....	....	....
" " 6s.	....	86¼	....	....	....	88¼
" " 10s.	....	....	....	....	....	....
Northern Central	....	....	....	....	43	43
Pennsylvania R. R.	49¾	49¾	....	49¾	49¾	49¾
" 1st m.	99¼	....	99¼	....	....	....
" 2d m.	....	....	....	93¼	....	93¼
Penn. State. 5s	....	....	....	....	....	....
" " 5s, coupon.	94	....	....	....	....	....
" " 6s, W. L.	102	....	....	....	....	102
Philadelphia City, 6s	....	97¼	....	....	97¼	97¼
" " new	101¼	101¼	101¼	101¼	101¼	101¼
" " munc	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	....	64	....
Phila. & Reading	48	48¼	48¼	48	48	48¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	95¼
Philadelphia & Erie	....	....	25¼	....	....	....
" " 6s	....	....	....	....	90	....
Philad. & Sunbury, 7s	....	92¼	....	....	....	....
Schuylkill Navigation	....	11	....	....	....	....
" " pref.	....	....	21	21¼	....	....
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	88¼	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" " 6s '78	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	10	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	30¼	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	W 20	Th 21.	F.22.	Sat.23.	M 25	Tu.26
Baltimore City 6s, 1875	96¼	....	96¼	97	96¼	....
" " 1886	....	....	94¼	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	99	....	99	99¼	99¼	....
" " 1893	....	....	94	....	....	93
Balt. and Ohio	....	....	....	116¼	....	117¼
" " b'ds, '62	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	99	....
" " " '85	....	97¼	....	....	97¼	....
Northern Central	....	....	....	....	....	42¾
" " b'ds, 1885	85	....	....	....	84¾	....
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W 27
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138	138	137¾	....	....	....
Boston and Providence	142¼	142¼	....	....	....	....
Boston and Worcest.	....	....	....	....	147	....
Boston, Hartford & Erie	13¾	14¼	14¼	14¼	14¼	....
Cheshire, pref.	61¼	....	....	....	....	....
Concord	....	....	....	....	70	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	111¾	111¾	111¾	111¾	....	....
Fitchburg	126	125¾	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	110	....
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
Old Colony & Newport.	....	90¼	....	89¼	....	....
Ph., Wil. & Baltimore	53	53	....	....	....	....
Portl'd, Saco & Ports.	101¼	....	....	....	102	....
Vermont & Canada	95	....	95	....	94¾	....
Vermont & Mass.	....	....	....	....	55	....
Western	145	144¾	....	145	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	58	57¼	....	....	....
Middlesex "	....	40	....	....	40	....
Central Mining Co.	....	....	....	26	....	....
Copper Falls "	....	....	....	....	....	....
Franklin "	....	....	....	....	13	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	....	....	11	10	10	....
Pittsburg "	....	....	....	....	....	....
Quincy "	....	....	....	....	....	....
Rockland "	....	4¼	4¼	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 1st and 8th of Nov.:

	Closing Prices. Nov. 1.	Nov. 8.
United States, 5-20s, 6 per cent 1882	69¼@ 70¼	70¾@ 71
Do. do. 6 do. 1884	67 @ 69	67 @ 69
Do. do. 6 do. 1885	68¼@ 68¾	69¼@ 69¾
Do. do. 6 do. 1868	85 @ 90	85 @ 90
Do. 6 per cent	31 @ 33	32 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	20 @ 21	19½@ 20½
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	46¾ @47
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	65 @ 67	62 @ 66
Illinois Central, 6 p. c., 1875	85 @ 90	82½@ 82¾
Do., 7 p. c., 1875	80 @ 85	75 @ 77
Do., $100 shares (all paid)	80 @ 81	79 @ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	66½@ 67½	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	.. @ ..	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	90 @ 95	92 @ 96
Do. $50 shares	.. @ ..	.. @ ..
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	83 @ 85
Do. with option to be paid in Phil.	82 @ 84	83 @ 85

American Railroad Journal.

Saturday, November 30, 1867.

Stock Exchange and Money Market.

Money has been tending toward renewed ease, in the call loan form, since our last. The supply has been gaining on the demand from speculative sources, and lenders have been more liberal of accommodation to the street operators. Up to Saturday, 7 per cent. was the ruling price. During the first half of the current week, the market was gradually working in favor of borrowers, until Wednesday, when the rates were quoted down to 6@7 per cent. In the discount market, however, there has been no relaxation. The failure of a leading grocery house on Thursday of last week, and two or three minor suspensions, increased the distrust of lenders in mercantile solvency. Very little favor has been shown to business paper, of short or long dates, the best grades of which have met with a slow sale at from 7½@10 per cent, per annum. The city banks lost heavily in their legal tender and deposit lines, last week; while gaining handsomely in their specie hoard. They added nearly a million to their loan averages; and reduced their circulation a little. The U. S. Sub-Treasury business was on an extensive scale, last week, in the line of both receipts and disbursements, leaving the cash balance on hand on Saturday nearly a million and a half less than on the preceding Saturday. The banks are said to be gaining currency, this week, from the influx of funds from the northwest. The drain to the south and southwest is not, as yet, much of a tax on their resources. The specie reserve of the banks is now $15,499,110, against $15,202,865 same time last year. The city bank deposits are now $174,721,683, against $213,414,984 week ending Nov. 24, 1866. The legal tender reserve amounts to $51,121,911, against $62,359,254 same time last year. The circulation now stands at $34,129,911, against $31,361,418 same time last year. The loans are now $249,342,649, against $267,920,415 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $96,667,634 a day, against a daily average of $82,536,188 the preceding week, and $85,898,658 the week ending with Nov. 9. The current week's exchanges average about $95,500,000 a day. The city banks, last week, gained $1,764,146 of specie, but lost $3,207,739 of legal tender, and $3,021,170 of deposits. They increased their loans, $903,835; and reduced their circulation, $4,455.

National Bank notes to the amount of $49,120 were issued last week, making the total issue to 1,671 banks thus far, $304,535,671, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,237,595, leaving, with the existing 1,630 banks, (having an aggregate capital of $419,500,000,) an actual circulation at this date, of $299,298,076. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,682,750; and for the public deposits, $38,001,950—making a total of $378,684,700. The Treasury Department last week redeemed and destroyed $512,346 of worn and mutilated fractional currency, and issued $351,970 of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 23, were $22,874,687, including $1,466,212 from customs duties; payments, $24,237,035, including $2,047,000 of coin interest; balance at the close of the week, $108,932,729, against $110,295,077, at the close of the preceding week, showing a decrease of $1,352,348. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,748,773 including $240,000 from customs; and payments, $8,560,639; on Tuesday, receipts, $2,064,300 including $288,000 from customs, and payments, $1,261,942. The balance at the close of business on Tuesday stood at $109,023,120, against $110,174,752 a week previous.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Nov. 23, was $231,631,080; aggregate redemptions, $201,438,000; leaving outstanding on Saturday last, certificates to the amount of $30,193,080.

The Philadelphia Bank movement the past week shows a decrease in loans, of $754,524;

a decrease of $5,719 in specie; an increase in legal tenders of $575,165; an increase of $89,538 in deposits; and an increase of $22,300 in circulation. The Bank Clearings show an increase of $292,465, and the balances, an increase of $173,947.

Government revenues are down to an unusually low average. Both excises and customs are yielding very meagrely. The excises, last week, yielded $2,114,000, against $2,050,000, the preceding week; customs at the port of New York $1,466,212, and at the outports, about $470,000 (in coin) more, making the grand total income for the week equal about $4,825,700 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $82,500,000.

Government received $6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

The Gold speculation profited a little by the various impeachment reports and rumors from Washington on Saturday and Monday, under which, the price was engineered up to 140⅞@141. Subsequently, the operators for a rise seemed to think that impeachment was not by any means "a fixed fact," and they manifested considerable eagerness to realize. The later dealings indicated a weak and irregular market; the closing quotations having been 139⅛@139¼. The increasing foreign demand for American stocks and produce is operating very decidedly against buoyancy in the Gold market. The export inquiry for specie has for the present ceased to be of any consequence. The Scotia on Wednesday took out 168,000 francs. Current customs call is very limited. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,938,405, against $9,173,783 same time last year. The customs demand for Gold last week, averaged $244,368 a day; thus far, this week, it has been equal to $264,000 a day, or equal to a weekly aggregate of $1,584,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $45,994, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $110,035,166, against $123,253,333 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $25,409,634, against $38,297,350 same time last year, showing a decrease this year, of $12,806,716. The exports of specie from this port, last week, were $346,075. The total outflow of specie from the port, since Jan. 1, 1867, has been $45,723,804, against $57,931,877 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,047,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $59,027,981, against $46,745,010 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 4, reached $34,766,342, against $38,499,629 same time last year, showing a decrease, in 1867, of $3,733,287.

Bills on London, drawn against export purchases of our stocks and produce have been in liberal supply in the exchange market, since our last, and have tended to depress prices. The demand for sterling drafts has been moderate for the season. The market closed in favor of purchasers. Bankers' 60 day bills on London closed at 109@109¼, and on Paris to 5.18¾@5.15; sight bills on London to 109⅜@109¾; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been comparatively heavy this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,484,083, making the total value of exports since Jan. 1, 1867, $171,609,530, against $171,903,037 same time in the preceding year.

Government securities have held their own, in value, quite steadily, all the week. Toward the close, they exhibited symptoms of increased firmness and buoyancy. The relaxation in the call loan market tended to stimulate purchases, especially on the part of the great dealers of Wall and Nassau streets. The main call has been for the later issues of the new Five Twenties, the supply of which has been much less extensive, and the price of which advanced ¼ per cent. on Tuesday. The Ten-Forties have also been quite freely sought after, chiefly by foreign buyers, at buoyant prices. Conversions of Seven-Thirties have been on an extensive scale, since our last, the aggregate having been $11,978,550; and since October 15, $44,100,900. The 5-20 bonds now given in exchange have attached to them the current half year's coin-interest coupon, maturing Jan. 1. On and after Dec. 1., Government will give in exchange only bonds ex the 1st of January coupon. The exchange on the current terms makes the bonds cost only about 107⅞ to the receivers. The new basis of exchange will make a difference of equal to about one per cent. against parties who fail to convert their holdings of the Seven-Thirties within the current week. Government detectives have eventually discovered and arrested the principal counterfeiters of the Seven-Thirty notes. U. S. sixes of 1881 closed here on Wednesday at 113@113⅛; U. S. Five-twenties of 1862, 108@108⅛; U. S. Five-twenties of 1864 at 105@105¼; U. S. Five-twenties of 1865 at 106@106⅛; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Five-twenties of 1867, 107⅞@108; U. S. Ten-forties at 102⅛@102¼, and U. S. Seven-thirties at 105¼@105½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..119⅛	September, 1865..115¾
May, 1865 .....117⅛	October, 1865....115½
August, 1865....116¼	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 26.
Consols.....	94 9/16	94 9/16	94½
U. S. 5-20's of 1862....70¾		70 5/16	70½
Erie.... 47		47½	46¾
Ill. Central.... .... ..84¼		84¾	85¼

General business has been on a restricted scale, since our last, though the leading kinds of domestic produce have favored buyers decidedly. Breadstuffs and Provisions have been very dull. Middling cotton closed heavily at 16¾@17¾ cents, as the extremes per lb., which is a full 1¼ cents a lb. lower than the quotations of the preceding week. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year, exports, 1,554,664 bales, against 1,557,054 bales the preceding year. The receipts at all the ports, since Sept. 1, 1867, have been 352,000 bales, against 354,500 bales same time last year; exports, same time, 130,000 bales, against 131,000 bales same time last year; stock on hand at latest dates, 180,000 bales, against 338,000 bales same date last year. Beeves have been less active and lower, this week, ranging from 8@17c.; receipts, 5,343. Calves in limited demand and heavy at 8@11½c.; receipts, 991. Sheep and lambs continue plenty and heavy, at 3½@5½c., and 5@6½c., respectively; receipts, 39,847. Swine in less request and quoted down to 6¼@6⅞ per lb., live weight; receipts, 28,761. The demand for foreign merchandise has been quite light. There has been more actively in the retail, than there has been in the wholesale dry goods trade. Prices of seasonable fabrics have shown a little more steadiness. The total imports of foreign dry goods, last week, were $831,595, and the total amount marketed $903,733. The value of foreign merchandise imported last week, was $2,366,089—making the grand total specie value of last week's imports of dry goods and merchandise, $3,197,684, and since Jan. 1, 1867, $221,674,046, against $263,038,191 same time in the preceding fiscal year. The ocean freight market has been decidedly less active, since our last, at former rates, with 448 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 8½d.@9d. per bushel; cotton at ¼d. per lb.; and heavy goods at 22s. 6d.@82s. 6d. per ton, all by sailing vessel.

Railway and miscellaneous stocks have been moderately active, since our last, and toward the close, there has been increasing buoyancy in prices. The fluctuations in the miscellaneous list have been very wide, particularly in the steamship shares, and the express stocks. The latter closed at much higher rates.

We are indebted to the Bureau of Statistics in the United States Treasury Department for the following interesting figures touching the Export of Cotton from the United States for the past twelve years:

June 30.	Weight of Export.	Value in Currency.	Value in Gold.
1856....	1,351,481,701	.....	$128,382,351
1857....	1,048,282,475	.....	131,575,859
1858....	1,118,624,012	.....	131,386,661
1859....	1,386,468,556	.....	161,484,928
1860....	1,767,686,338	.....	191,806,555
1861....	807,516,099	.....	34,051,483
1862....	5,010,011	$1,180,113	1,161,243
1863....	11,384,986	6,652,405	4,846,925
1864....	11,992,911	9,805,854	6,328,229
1865....	8,894,374	6,836,400	3,384,356
1866....	650,572,829	281,385,223	199,563,987
1867....	666,576,314	202,911,410	143,908,801

During the last year the Export to Great Britain

alone was 524,320,348 pounds weight, valued in currency at $161,021,504, or 30 7-10ths cents per pound, equal to $114,199,649 in Gold, or 21¾ cents per pound. The British Trade tables show that 524,267,520 pounds weight of American Cotton were imported into the United Kingdom for the same twelve months, at a declared value of £28,207,940, which, at $4 84 to the pound sterling, is equivalent to $136,526,429 in Gold, or 26 cents per pound.

At the monthly auction sale of Scranton Coal on Wednesday, 60,000 tons were disposed of at a shade easier prices, ranging from $3.50@$5.25 per ton of 2,240 lbs., deliverable at Elizabethport, N. J.

The New York exports, exclusive of specie, for the week ending Nov. 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,466,611	$4,481,083
Prev. reported.....	168,436,426	166,609,530
Since January 1.....	$171,903,037	$171,090,613

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,694,768	$831,595
Gen. merchandise.....	2,840,324	2,366,089
Total for the week.....	$4,535,092	$3,197,684
Previously reported....	258,503,099	218,476,362
Since January 1.....	$263,038,191	$221,674,046

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Great Western 2d mort., 71; Long Dock bonds, 99½; Ohio and Mississippi 1st mort., 89; Goshen Line bonds, 97; Toledo, Peoria and Warsaw 1st mort., 82½; Georgia 7s, 83½; do., 6s, 71; N. Y. State 6s, 1873, 100; do., 1884, 100½; Indiana 6s, War Loan, 98; Cleveland, Painesville and Ashtabula, 104; New Jersey R. R., 135; New Jersey Central R. R., 119¼; Indianapolis and Cincinnati, 68; Boston Water Power Co., 18; Pennsylvania Coal, 170; Adams' Express Co., 78¾; Am. Exp., 73½; U. S. Express, 79; Merchants' Union Exp., 42½; Wells-Fargo Express, 52; Western Union Telegraph, 33¾; do., 7s bonds 81; Union Bank, 114; Continental 105½; St. Nicholas Bank, 102; Am. Ex. Bank, 112; Fourth National Bank, 107; Bank of Commerce, 116; Central National Bank, 103⅞; Park Bank, 145; Ninth National Bank, 102½; Phœnix 104½; Ocean Bank, 103½; Importers' and Traders' Bank, 119; Bank State of New York, 108; American Flag, 0.65; Benton Gold, 0.35; Consol. Gregory Gold, 5.60; Corydon, 0.45; Davidson Copper, 0.76; Edgehill Mining, 8.45; Gunnell Gold 1.00; Hamilton G. & S. bonds, 0.86; Harmon G. & S., 14.75; La Crosse Gold, 0.41; Montana Gold, 0.15; New York Gold, 0.65; New York and Eldorado, 1.40; Quartz Hill Gold, 1.25; Rocky Mt., 0.20; Smith and Parmalee, 2.65; Wallkill Lead, 0.41; Buchanan Farm, petroleum, 0.42; Bennehoff Run, 2.00; Rynd Farm, 0,00; United States, 2.10; Pit Hole Creek, 0.85; United Petroleum Farms, 2.25.

Philadelphia.—New Jersey State 6s, 1897, 102½; Pennsylvania State 6s, 1st series, 103¾; do., 2d series, 105; do., 3d series, 106; Allegheny County coupon 5s, 79; Harrisburg and Lancaster R. R., 51; Phila., Wil. and Balt., R. R., 53; Sunbury and Erie 7s, 99; West Branch Canal bonds, 80; Germantown Passenger R. R., 26; 13th and 15th streets R. R., 18; Big Mt. Coal, 3¾; New York and Middle Coal Fields, 2¾; Fulton Coal, 4⅝; Hazleton Coal, 48; Ocean, 4⅛; Manufacturers Bank, 30½; Mechanics' Bank, 30; Girard Bank, 55⅛; City Bank, 71; Commercial Bank, 53; Farmers' and Mechanics' Bank, 135; Bank of Northern Liberties, 106. The latest quotations are: City 6s, 97½@98; do., free of tax, 101¾@101⅞; State 5s, reg., 96½@96⅞; do., coupon, 94@95; do., 6s, W. L., 101¾@102¼; Reading, 48@48⅛; do., 6s, 1870, 95@95¼; do., bonds, 91@92; Camden and Amboy, 125¾@126; do., 6s, 1889, 93@93¼; do., 1883, 87@87½; Penn. R. R., 49⅞@50; do., 1st mort., 99@100; do., 2d mort., 93½@93⅝; Little Schuylkill R. R., 22@25; Morris Canal, 34@36; do., pref., 88@90; do., bonds, 83@93; Wyoming Valley Canal, 37@40; do., 6s, 75@80; Susquehanna Canal, 11½@12½; do., 6s, 57@60; Sch. Nav., 11½@14; do., pref., 21@21½; do., 6s, 1882, 69½@72; Union Canal bonds, 15@20; Delaware Div. Canal, 46½@51; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 29½@30; do., bonds, 1884, 83¼@83¾; North Pennsylvania, 32@32½; do., 6s, 86¼@86¾; Philadelphia and Erie, 25½@25¾; do., 6s, 90@91; Minehill, 56¾@57; Catawissa, 8@11; do., pref., 21¼@21½; Lehigh Valley, 50⅞@51; do., bonds, 91¼@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 73¾@76½; West Philadelphia, 60@61; Spruce and Pine, 26½@27; Green and Coates, 30@31; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 17½@18; Girard College, 27@29; Tenth and Eleventh, 65@67; Union, 37@38; Hestonville, 10¼@10½.

Boston.—Boston, Hartford and Erie 7s, 56¾; do., new issue, 42; Vermont Central and Vermont and Canada R. R. 8s, 1877, 100¼; Vermont Central 1st mort., consolidated, 63; do., 2d mort., 25; Old Colony and Newport 7s, 1877, 101; Cheshire R. R. 6s, 1880, 90¼; Vermont and Massachusetts 6s, 1883, 90; South Shore R. R. 6s, 97; Nashua and Lowell R. R., 128; Connecticut and Pass. Rivers R. R., 80¼; Boston and Maine R. R. Rights, 2⅞; Boston Gas Light Co., 750; Boston Water Power Co., 17½; Cary Land Co., 7⅛; Massachusetts 6s, 1872, gold, 120¼; do., 5s, 1894, 104; do., 1874, 104⅝; Cambridge 6s, 1888, 98½; National Bank of Commerce, 117¾; Columbian National Bank, 115¼; Washington National Bank, 119; State National Bank, 104; New England National Bank, 123¼; Shawmut National Bank, 112¼; Eliot National Bank, 107½; Howard National Bank, 106; Maverick National Bank, 103¼; Suffolk National Bank, 114; Revere National Bank, 133; Concord Mining Co., 3⅝; Dana, 1; Hancock, 13⅝; Phœnix, 1.

Baltimore.—Virginia reg., 6s, old, 37¾; do., 6s, 1866, reg., 36; do., coupon new, 43; N. W. Va. 2d mort., 91½; do., 3d mort., 91; Marietta and Cincinnati 1st mort., 85¼; Western Maryland bonds, 71; Central Ohio R. R., 32½; Atlantic Coal, 0.82; George's Creek, 61½; Mechanics' Bank, 9½; Union Bank, 57. The latest quotations are: Balt. and Ohio, 116¼@116¼; do., 6s, 1875, 98¾@99; do., 1880, 98¾@99; do., 1885, 97¼@97½; Northern Central, 42¾@42¾; do., bonds, 1885, 84¾@85; do., 1900, 81@82½; N. W. Va., 17@18; do., 1st mort., 91½@92; do., 2d mort., 91⅜@91½; do., 3d mort., 1873, 91@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 85¼@85½; do., 2d mort., 56½@60; Central Ohio, 32¼@32½; do., 1st mort., 80@85; Western Md. 6s, 1890, 71@—; do., guar., 90@90; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@101¼; do., 1890, 100½@100¾; Baltimore 6s, 1870, 96@—; do., 1873, 96@—; do., 1875, —@96¾; do., 1886, 98¼@98¼; do., 1890, 99@99⅛; do., coupon, —@97; do., Park, 98@99 do., 1893, 93½@94; do., 5s, 1838-'70, 80@81; City Passenger R.R., 19½@20; Canton Co., 44¼@—; Gardner, 1.15@1.25; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 60½@61½; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.50; Atlantic Coal, 0.80@0.90; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

The Cotton Tax.

We give elsewhere the Report of Hon. David A. Wells, Special Commissioner of the Revenue, to Hon. Hugh McCulloch, Secretary of the Treasury, prepared for transmission to Congress in advance of his Annual Report, expressing his views upon the proposed repeal of the Cotton Tax. Mr. Wells states that during the year preceding the imposition of the Internal Revenue tax of three cents per pound upon raw cotton by the act of July 13, 1866, the average price of middling cotton at New York had been over forty cents per pound, and during the succeeding year the average price was over twenty-five cents per pound. At these prices the tax upon cotton was undoubtedly less burdensome than many other taxes. But it has generally been assumed that the cotton tax was a temporary measure and was to be repealed whenever it seemed likely to seriously impede domestic production or give an undesirable stimulus to foreign culture. Mr. Wells regards these contingencies as now imminent, and submits in his report certain facts and statistics in support of the opinion that the time has now arrived when the policy of raising revenue from a tax upon cotton should no longer be adhered to.

Vermont Central Railroad.

The Treasurer for Trustees and Managers of the Vermont Central and Vermont and Canada R. Rs. gives notice that coupon No. 3 of the first mortgage bonds Vermont Central Railroad, less Government tax, due December 1, 1867, will be paid in the bonds of the Trustees and Receivers, Vermont Central and Vermont and Canada Railroads, dated July 1, 1867, and payable twenty years from date, with interest semi-annually at the rate of seven per cent. per annum, issued by virtue of a decree of the Court of Chancery of Vermont, and secured by a pledge of the stock bonds and earnings of the Stanstead, Shefford and Chambly Railroad. Coupon No. 2 of the second mortgage bonds, of the Vermont Central Railroad, less Government tax, will be paid in the same manner, to the holders of said bonds, who comply with the decree of the Court of Chancery authorizing said loan, by taking said bonds to the amount of five per cent. of the par value of their bonds, in addition to their coupons.

☞ The Hudson River Railroad Company is engaged in laying down a new track between Rhinebeck and Albany.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Nov., 1867, were.. $87,414 00
Corresponding week of previous year.. 85,614 00

Increase $1,800 00

The earnings of the Chicago and Rock Island Railroad for the third week in Nov., 1867, were..... $111,200 00
Corresponding week of previous year.. 79,864 00

Increase $31,336 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Nov., 1867, were..... $82,873 28
Same week in 1866..... 87,281 46

Decrease $4,408 18

The earnings of the Chicago and Alton Railroad for the third week in November, 1867, were $103,702 00
Corresponding period previous year.. 87,400 00

Increase..... $16,302 00

The earnings of the Chicago and Northwestern Railroad for 3d week in Nov., 1867 .. $293,529 00
Corresponding week previous year .. 225,355 00

Increase $68,174 00

The earnings of the Detroit and Milwaukee Railroad for the week ending November 21, 1867, were $39,009 00
Corresponding week of 1866..... 35,911 00

Increase $3,098 00

The earnings of the Western Union Railroad for the third week in Nov., 1867 ..... $19,650 91
Corresponding week previous year.... 16,837 89

Increase $2,813 02

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Nov., 1867, were..... $97,134 00
Corresponding week of 1866..... 99,482 00

Decrease $2,348 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Nov., 1867... $30,294 00
Corresponding week previous year.... 26,100 00

Increase $4,194 00

The earnings of the Atlantic and Great Western Railway for the second week in Nov., 1867, were..... $122,890 00
Corresponding week previous year... 138,166 00

Decrease $15,276 00

The earnings of the Virginia and Tennessee Railroad for the second week of Nov., were $21,200, an increase of $3,101 on the same week last year. Total for the fiscal year commencing 1st of July, $353,887, an increase of $60,250 on same time in 1866.

Point of Rocks Railroad.

This road will cost the Baltimore and Ohio Company over $60,000 per mile. The mile and a quarter that has been graded at Parr's Ridge, over the Summit, about eleven miles east of Point of Rocks, has cost the company $70,000. The difficulties that have attended the procuring of the right of way in a portion of Montgomery County will be satisfactorily arranged in a few days, and then Mr. Randolph, with his corps of engineers and contractors, will commence the work in good earnest. We learn that it is the intention of the Attorney of the company to proceed, in a short time, to condemn the right of way in every case where he has not succeeded in bargaining with the owners of the land, and that some of the heavier sections will soon be let out.

The Cotton Tax.

REPORT FROM COMMISSIONER WELLS IN FAVOR OF ITS REPEAL.

TREASURY DEPARTMENT,
Office of Special Commissioner of the Revenue,
WASHINGTON, November 21, 1867.

HON. HUGH MCCULLOCH, *Secretary of the Treasury.*

SIR:—As the question of the repeal of the Internal Revenue tax now levied upon raw cotton is likely to be brought to the attention of Congress at an early day, I have thought it expedient to anticipate so much of my annual report as relates to this subject, and accordingly herewith submit to you the accompanying statement, with the request that the same, if approved, be transmitted to Congress.

To this statement there is appended the report of the Committee of the Commissioners of the United States to the Paris Exposition, to whom was referred the consideration and examination of the samples of cotton there exhibited—a document which it has seemed desirable should be made public at the present time, rather than to allow the same to be delayed until the complete publication of the reports of the Commissioners.

When the Internal Revenue tax of three cents per pound was imposed upon raw cotton by the act of July 13, 1866, the average price of "middling" cotton in New York for the preceding 12 months had been in excess of 40 cents per pound, and for the 12 months next succeeding was in excess of 25 cents per pound; at which range of prices the tax in question was undoubtedly less burdensome than the taxes imposed and still maintained on other forms of domestic industry.

At the same time it has been generally assumed in almost all previous reports and debates on the subject, that the tax on cotton was a temporary measure, called for and only to be defended on the ground of the necessities of the nation, and to be repealed at the earliest moment when its continuance seemed likely to prove a serious impediment to domestic production, or an undesirable stimulus to the foreign cultivator. That these contingencies are now imminent, and that the time has arrived when the policy of raising revenue from a tax upon cotton should no longer be adhered to, will, it is believed, appear evident from the following facts and statistics:

The principal competitor to the United States in the production of cotton is India, and the price of India cotton has been materially advanced during the past five years through two agencies—first, by improvements in machinery for its manufacture; and secondly, in consequence of an improvement in its quality, due to increased care in handling, to the use of exotic seed, and to the transfer of native seed from districts which have heretofore yielded the best staple to those where the production has been inferior. It is to this latter agency that the recent marked improvement in India cotton is, perhaps, more especially to be attributed than to any other. But be the causes what they may, it may be affirmed that where India cotton formerly bore the relation of one-half to two-thirds the value of American, it now bears the relation of two-thirds to three-quarters, while a portion of the crop is fully equal to middling uplands for the manufacture of heavy fabrics.

Evidence exists tending to show that the present tax of two and a half cents per pound on American cotton is equal to a premium of at least 50 per cent. upon the cost of raising cotton in India, and by some authorities it is alleged to be even greater. The tax, therefore, could with propriety be imposed only while the aggregate supply of cotton was less than the demand, and the price consequently far above the normal rate. The largest consumption of cotton in Europe in any one year was in 1860, when it amounted to 4,321,000 bales, equal to 1,844,700,000 pounds. Of this amount the United States furnished 85 per cent., and there can be but little doubt that a surplus of cotton goods was produced in that year, even with the stimulus which the low cost of the staple then prevailing undoubtedly afforded to consumption.

In the year 1866, Europe obtained a supply of 4,513,023 bales, averaging 362 pounds each, equal to 1,633,714,326 pounds, of which less than 40 per cent. was from the United States. But this quantity, although somewhat less in pounds than the supply of 1860, was too great for the demand for consumption at the prices ruling, and about 300,000 bales were added to the stock on hand in European markets; which stock, on the 1st of January, 1867, the close of the European cotton year, was as follows: In Great Britain, 581,570 bales; on the continent, 160,000 bales; total, 741,570 bales.

If we estimate cotton at 400 pounds to the bale (as has been the custom in the United States in the returns of the census,) the comparative supply will appear as follows, subject to a slight variation, from the fact that the cotton year of Europe is made up to the 1st of January, and that of the United States to the 1st of September—in bales of 400 pounds each:

CONSUMPTION OF EUROPE IN 1860.

American, about	3,911,750
Other varieties	700,000
Total	4,611,750

SUPPLY OF EUROPE IN 1866.

American, about	1,600,000
Other varieties	2,483,285
Total	4,084,285

The consumption of Europe in 1862, the year of smallest supply and of highest prices, was 750,500,000 pounds, or in bales of 400 pounds, 1,876,250. The proportion of American cotton in this year was somewhat larger than at a later date; but in 1864, it was less than eight per cent. of a total of over 2,500,000 bales.

The crop of 1866, in the United States, for the year ending Sept. 1, 1867, is estimated to have been from 1,000,000 to 1,800,000 bales, out of a total delivery of 2,000,000 bales, the surplus being old cotton; but while this product was far more than could have been anticipated by the most sanguine friends of free labor, the crop in question was in reality a failure, it having been cut short by a season more unfavorable than almost any heretofore experienced.

The season of 1867 has, however, proved most propitious, and the amount to come forward is estimated by few commercial authorities at less than 2,500,000 bales of 460 pounds each, and may even reach an aggregate ot 3,000,000 bales.

In considering the subject of the production of cotton in the United States, with reference to the influence of the tax, it is desirable to take a large, rather than a small, estimate of the present crop; and we assume, therefore, the product of the year to be 2,750,000 bales, of 460 pounds each. If from this we deduct 1,000,000 bales for home consumption, and for an addition to the small domestic stock to be held over, we have 1,750,000 bales available for export, or 2,125,000 bales, estimated at 400 pounds each. If, now, other countries shall produce as much cotton as in 1866, (and there is no evidence as yet of appreciable decrease,) the quantity from other countries than the United States, estimated in bales of 400 pounds each, will be 2,485,000; making a total available cotton supply to Europe of 4,610,000 bales. Such a supply will be equal to that of the year 1860, when there was, undoubtedly, a surplus; but of this quantity the United States will now furnish less than 47 per cent., instead of 85 per cent. in the year referred to.

In short, under the stimulus of high prices, the world has produced more cotton than it can consume at the prices of the day. To cheapen prices may greatly extend the consumption after recovery from the first shock of so great a change. But, in this fall of prices, the profit of the producer, resting upon the higher prices which invited his outlay, has, to a very great extent, and for the time, been lost.

When the American crop was in its supremacy,

the average prices of Surat cotton in Liverpool for the 20 years, 1841 to 1860, ranged from 3d. to 5¼d. per pound. When it was 3d., in 1845, the import to Great Britain was only 155,000 bales; when it was 5¼d., in 1857, the import was 680,000 bales. Thus, it appears, that price regulated the quantity imported; and neither the import to Europe, nor the export from India, was any measure of the production of that mysterious country. Though its export in annual average had been only about 500,000 bales, and much of that to China, when the American war made its sudden call for cotton, in 1861–'2, India contributed more than 1,000,000 bales that season. There is no evidence that there was any larger or more successful planting that year than previously; only that price called it out, and the stock left for home use was by so much the less. Doubtless, in the succeeding years, cotton planting in India was increased, as elsewhere, by the stimulus of wonderfully-remunerative prices to the producers and forwarders.

It is, however, safe to assume that there has always (at least in modern days) been a latent capacity in that country to throw upon the market an extra, and, perhaps, unexpected, half million of bales of cotton in any year, when the price should offer sufficient inducement; and an equal capacity to consume at home the whole production, when at so low prices that it could not be exported to Europe or China. Since the completion of many hundred miles of railways in India, that power of adding promptly to the world's supply of cotton has been greatly increased.

It therefore becomes evident that low prices for cotton must be anticipated for a considerable period, during which the domestic production should not be discouraged by the continued imposition of a direct tax. But with the relief that will be afforded by the prompt removal of the existing tax, the Commissioner fully believes that the United States will speedily regain control of the cotton market, again and supply by far the larger portion of the total demand of Europe for consumption. In this opinion, moreover, he finds himself sustained by what may be regarded as the best authorities on cotton in this country, and particularly by the late Commissioner of the United States to the Paris Exposition, the Hon. E. R. Mudge of Massachusetts, to whom, as chairman of a committee, the subject of the future supply of cotton was especially referred for investigation by his colleagues on the Commission. The conclusion of the report of this Committee, not heretofore made public, is as follows:

Having carefully observed what has been done and is doing by other nations, the Committee present the following conclusions:

First: That cotton-growing in the Southern States, if untaxed, can be conducted profitably and successfully, as against all competition elsewhere.

Second: That if burdened by a tax sufficient to be worth to the Treasury the cost of its collection, it cannot at present, if ever, be successfully prosecuted.

Third: That, already familiar to our people, in all its details, it is only industry immediately available and practicable to the great body of the laboring population of the South for the profitable employment of surplus labor, that is, beyond the necessities of crops for subsistence, in the production of something salable and exchangable, whereby wealth can be regained; and,

Fourth: That the importance of a large production of cotton, as the chief export of the country, in adjusting balances of trade and exchanges, and especially in its bearing upon the future position of the public debt, so largely held and to be held abroad, cannot well be overstated, and so far transcends the value of the present tax that to preserve the latter at the cost of losing the former would be a "ha'penny, 'orth of wisdom to a pound of folly."

The whole amount of Internal Revenue derived from the tax on raw cotton for the fiscal year ending June 30, 1867, was $23,769,078 80; and although this sum comprises nearly all the revenue derived from the southern section of the country, and constitutes an amount that can ill be spared from the Treasury, yet, under all the circumstances, the Commissioner has no hesitation in recommending the immediate passage by Congress of an act repealing the entire tax upon raw cotton, and the corresponding existing duty on imported cotton, the same to take effect on its passage.

As yet but a small quantity of the new crop of cotton has been marketed, but if the repealing act be delayed to a later period, it will evidently work injustice to those producers who may be forced to send their crop forward immediately, unless the removal of the tax should be deferred to take effect at the close of the present cotton year, Sept. 1, 1868.

If a repeal of the tax, to take effect immediately, should be enacted by Congress, it is important that one contingency should be effectually provided against. Contracts, it is understood, are proposed, and possibly already made, for the purchase of cotton, tax unpaid, to be held in store until the repealing legislation of Congress has taken effect—thus insuring to the speculator, or exporting buyer, a gain equivalent to the amount of the tax. It seems desirable, therefore, that the act of repeal should be so worded as to relieve from the payment of tax only so much cotton as, at the date named in the act, remained unsold by the producer; all cotton having passed out of the hands of the producer to pay the tax, if it has not already done so. Only in this way can the relief go where it is intended, viz., to the impoverished cultivator.

It may be interesting in this connection to mention that the Committee of the Commissioners of the Paris Exposition, assisted by B. F. Nourse, Esq., of Boston, have collected, and caused to be suitably arranged, a series of samples of cotton from nearly all the cotton-growing districts of the world, which collection they proffer to the Government, with the suggestion that it be placed, for preservation and reference, in one of public offices at Washington, in which suggestion the Special Commissioner cordially concurs. I am, Sir, yours, most respectfully,

DAVID A. WELLS,
Special Commissioner of the Revenue.

Atlantic and Pacific Railroad.

The Atlantic and Pacific Railroad Company has a location along the thirty-fifth parallel, from a point as yet undefined, in the Valley of the Canadian River, to the Pacific Ocean, and from such undefined point, (which will probably be in the neighborhood of Webber's Falls or North Fork Town,) there are to be two branches, one running to Springfield in Missouri, and the other to Fort Smith, there connecting with the Little Rock and Fort Smith Railroad. By reason, as alleged, of improper treatment at the hands of the authorities of Missouri, in connection with their work, the company have concluded to commence the work of construction at Fort Smith.

We are glad that the company have at last concluded under its new *regime*, to do that which it ought to have decided to do from the beginning, if for no other reason than that they will, at Fort Smith, have a river communication at once that can be relied upon for six or eight months in the year; whereas, at their initial point in Missouri, to wit., Springfield, they would be one hundred miles from any means of communication by river or rail with the East. Besides, the connection by rail between Fort Smith and Memphis may reasonably be expected to be completed long before the connection can be made between St. Louis and Springfield, as we learn from a reliable source that a contract has just been made in New York which will secure our connection with Fort Smith, by rail, within a very short period of time. We also understand that the Southwest Pacific Railroad Company, upon whose success the connection at Springfield must depend, contemplate a suit with the authorities of Missouri, which must necessarily cause delay in its construction. There seems therefore, a probability, if not a certainty, that Memphis will soon have it within her power to reach forth and grasp the rich trade of New Mexico and the intermediate country. Should this prove to be the case, we earnestly hope that nothing shall be wanting on the part of our authorities and citizens to secure so rich a prize.

It is needless to comment upon the very great advantages Memphis must derive from the construction of this trans-continental road, and everything that can be done by the authorities and the people of Arkansas and Tennessee toward the furtherance of this great enterprise should be done without delay and without reluctance.—*Memphis Appeal.*

Debt of Alabama.

The Alabama State Convention has adopted the following resolutions relating to the debt and finances of the State:

Resolved, That it is the determination of this Convention to recognize all legitimate indebtedness of the State of Alabama, and we hold that said indebtedness should ever be held sacred.

In this list of obligations we enumerate:

First. The entire bonded debt due Jan. 10, 1861.

Second. The bonded debt created since 1865, in funding coupons due and unpaid.

Third. Bonds issued in extending matured debts of 1866.

Fourth. Bonded or other indebtedness created during the last two years, together with "tax receipts" or "certificates," by authority of law for paying legitimate expenses of the Provisional Government. *Provided*, however, that no indebtedness (bonded or otherwise) created by the State of Alabama during the late Rebellion, or indebtedness created during the last two years, for the benefit, directly or remotely, of any interest of the Rebel State or Confederate Government shall in any manner be recognized by this Convention.

The present debt of the State is as follows:

Amount of bonds bearing 5 per cent. interest, payable in London, 1866, and renewed 20 years		$648,000
Back interest on same, funded with 5 per cent. bonds		64,000
Amount of bonds bearing 6 per cent. interest, payable in London in 1870		688,009
Back interest on same, funded with 6 per cent. bonds		82,560
		$1,482,560
Amount of bonds bearing 5 per cent. interest payable in New York	$2,109,000	
Back interest on same, funded with 5 per ct. bonds, payable in 1866	473,850	
		2,582,850
Amount of bonded debt		$4,065,410
Amount of 8 per cent. bonds sold since 1865, issued by Act of Legislature, approved December 15, 1865		55,500
Sixteenth Section Trust Fund		1,710,000
University Trust Fund		300,000
Total debt		$6,130,910

☞ R. B. Lewis, Esq., the present Chief Engineer of the Connellsville and Southern Pennsylvania Railroad, has been elected President of the Huntingdon and Broad Top Mountain Railroad Company.

☞ A railroad convention was to have been held at Greensburg, Ky., on the 23d inst., with a view of extending the Lebanon Branch of th Louisville and Nashville Railroad to Chattanooga.

☞ The contract for building the New Have and Derby Railroad has been awarded to Georg D. Chapman of New York.

The Honduras Railway.

A loan of £1,000,000 is proposed for an interesting project in connection with the irrepressible question of the transit across Central America. On this occasion the route is one of 230 miles through the State of Honduras, from Puerto Caballos, on the Atlantic, to the Bay of Fonseca, on the Pacific, which, although much longer than that of Panama, has the advantage of saving 1,108 miles in the steam navigation between New York and California and British Columbia. The allegation is that it can be constructed for £8,000 per mile, and, indeed, a contract has been entered into for its entire completion at that rate, including stations and rolling stock. Even at this low charge, however, the cost would be nearly £2,000,000, or double the sum now asked. To provide for the balance a novel, but legitimate, commercial plan has been agreed upon. The State of Honduras is to hypothecate all its domains and mahogany forests as security for the £1,000,000 loan and its redemption by yearly drawings within 17 years, and the proceeds of this loan are to make a section of the railway which will reach these forests and enable the timber to be brought down for shipment. According to the views of the projectors, ample funds will thus be supplied for all further wants. The bonds are to bear 10 per cent. interest, and to be issued at the price of 80, with a sinking fund of 3 per cent. per annum for their redemption at par. Each bond is also to be accompanied by a free share entitling the holder to a proportionate participation in one-half of the net profits of the railway for 15 years after the bond itself should have been repaid. In a speculative sense these terms appear attractive, but they require to be carefully weighed. Without any disparagement to the honesty of the intentions of the Honduras Government, it may be assumed that its financial ability is too weak and untried, while the experience of money lending to the small Republics of Central and South America has in a general way been too discouraging to cause any serious value to be attached to its guarantee of such a loan unless everything in connexion with it should go well. Still with the facilities that exist for ascertaining positively whether the line can be built on the low terms named, and whether the timber described is actually available and is also of the asserted commercial value in the European and American markets, there ought to be sufficient certainty to place the matter in the position of a fair and rational venture.

Both in London and New York a conviction is very generally entertained among those of the mercantile classes by whom attention has been given to the prospects of the future traffic between the Atlantic and Pacific, that if every one of the routes from time to time suggested during the last twenty years—namely, the Atrato, the Chiriqui, the Nicaragua, the Honduras, and the Tehuantepec—were opened up, they would each have an extraordinary business, and would all yield rapidly increasing revenues. Any distrust that may be entertained with regard to them is solely in relation to the probabilities of there being a particle of good faith in the estimates on which subscriptions are invited, or a reasonable ground to believe that the funds will not be squandered in wholesale jobbery among promoters, engineers, and contractors. If these causes of want of confidence could be dispelled it might not be in vain, even at the present time, to attempt to obtain concurrence in enterprises such as this. The Panama line last year paid 24 per cent. in dividends, and gave in addition a bonus of 40 per cent. out of accumulated profits, and this in the face of the check to traffic by enormously high fares and the dangers of its notorious climate. Of the Honduras line it has been stated by Col. Stanton, who surveyed it with a party of Royal Engineers, that the harbors at both termini are unexceptionable, and that it can be constructed without any sharper curves or heavier gradients than are to be found in existing lines over which locomotives work without difficulty. It is the question of the mahogany forests on which more satisfaction is mainly required. The prospectus states that "careful estimates have satisfied the Honduras Government" on that point. But the estimates likely to satisfy a Government desirous of borrowing money are not necessarily convincing, to the parties who are invited to lend it, and some well-considered statements from persons of repute in the trade should therefore be obtained. It may be hoped and expected that they would strengthen the claims of the enterprise to consideration. Messrs. Bischoffsheim, Goldschmidt & Co., of Paris, are the firm by whom it is introduced, in conjunction with the London and County Bank on this side.—*London Times, Nov.* 11.

Interest and Dividends.

The coupons of the Western Pacific Railroad bonds, due December 1, will be paid by Geo. T. M. Davis, 47 Exchange Place, N. Y.

The Chemung R. R. Co. have declared a dividend of three per cent., payable December 2, at the office of the Treasurer, No. 1 Barclay street, N. Y.

The Long Branch and Sea Shore R. R. Co. have declared a dividend of 10 per cent., free of U. S. tax, payable on demand at the Treasurer's office, Hoboken, N. J.

The Rutland Marble Co. have declared a dividend of 2½ per cent., payable December 2, at the office of the company, 48 Exchange Place, N. Y.

The Pacific Mail Steamship Co. have declared a quarterly dividend of three per cent., payable December 2, at 59 Wall street, N. Y.

The Atlantic Mail Steampship Co. have declared a dividend of 2½ per cent., payable December 10, at No. 5 Bowling Green, N. Y.

Union Pacific Railroad.

The Union Pacific Railroad is now finished 525 miles west from Omaha to the eastern base of the Rocky Mountains, and it is expected that the track will be laid to Evans' Pass, thirty miles further and the highest point between the Atlantic and Pacific Oceans, in January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile. Work on the rock cuttings on the western slope will continue during the winter so that track laying may be resumed early in the spring.

☞ Mr. L. B. Rock has been appointed Superintendent of the Eastern and Horicon Divisions of the Milwaukee and St. Paul Railway, in place of D. McCargo, resigned.

☞ Mr. J. M. Toucey, has been appointed Superintendent of the Delaware, Lackawanna and Western Railroad.

☞ Mr. H. C. Atkins has been appointed Superintendent of the Milwaukee and Prairie du Chien Railway, in place of Wm. Jervis, resigned.

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The Engine is now at Jersey City.
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No. 161 Pearl St.,
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88 Wall St.

500 MILES
OF THE
Union Pacific Railroad
Running West from Omaha
Across the Continent,
ARE NOW COMPLETED.

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other company in the same time, and they will continue the work with the same energy until completed. The Western Division is being pushed rapidly eastward from Sacramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE

to the Pacific will be open for business in 1870. MORE THAN ONE-THIRD OF THE WORK HAS ALREADY BEEN DONE, MORE THAN ONE-THIRD OF THE WHOLE LINE IS NOW IN RUNNING ORDER, AND MORE LABORERS ARE NOW EMPLOYED UPON IT THAN EVER BEFORE. More than

Forty Million Dollars in Money

have already been expended by the two powerful companies that have undertaken the enterprise, and there is no lack of funds for its most vigorous prosecution.

The Union Pacific Company therefore offer their First Mortgage Bonds to the public with the assurance that they represent the largest and most valuable corporate property in the world. The first question asked by an investor is, "Are the bonds safe?"—the second, "Are they profitable?" To answer, in brief:

1. The early completion of the whole line is as certain as any future business event can be.

2. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

5. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount put upon the first 517 miles west from Omaha is only $16,000 per mile.

6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

8. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. stocks.

9. At the current rate of premium on gold, they pay

OVER NINE PER CENT. INTEREST.

FIRST MORTGAGE BONDS whose principal is so amply provided for, and whose interest is so thoroughly secured, must be classed among the *safest* investments. They pay

SIX PER CENT. IN GOLD,

and are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Six Per Cent. in Currency from July 1.

Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
October 28th, 1868.

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WM. CARPENDER, Member N. Y. Stock Exchange. 6m41

Office of the New York Central Railroad Co.,
Albany, Nov. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

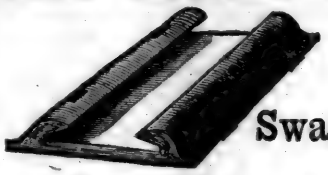
ROBERT L. BANKS, Secretary.

The New York Central Railroad Company,
Treasurer's Office, Albany, Nov. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

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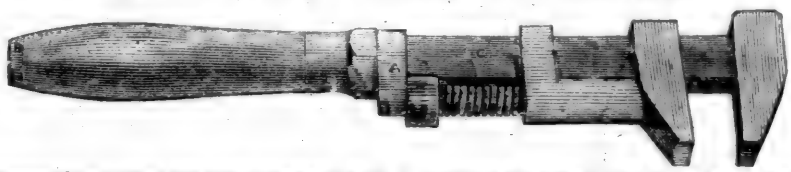
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American Railroad Journal.

New York, Saturday, December 7, 1867.

Boston, Hartford and Erie Railroad.

The act of the Legislature of Massachusetts granting State aid to this company, provides that the Governor, with the advice and consent of the Council, may appoint three commissioners, one of whom shall be a competent engineer, to ascertain from time to time the amount of work performed on the line of the company's railway between Boston and the Erie Railway, and the expenditures properly incurred and made for the same; and to advise and inform the Governor and Council in reference to all matters and things they are called upon to ascertain or verify, under the terms and provisions of the act. It is also provided, that no portion of the State scrip shall be issued unless it shall be made to appear to the satisfaction of the Governor and Council and Commissioners, that the railroad company will be able, either alone or with the aid of other parties than the Commonwealth, to complete a line of railway from Boston to Fishkill; and if at any time after any portion of said scrip shall have been delivered to the Treasury of the company, it shall appear to the Governor and Council and Commissioners, that a through line between Boston and Fishkill will not be completed within five years from the date of the passage of the act, then no further portion of said scrip shall be delivered to the Treasurer of the company; and the Commonwealth shall at all times thereafter, and without notice, have power and authority to sell the bonds held as collateral security for the scrip then issued and outstanding. The following gentlemen have been appointed Commissioners under the act, viz: George T. Bigelow, Emory Washburn and Samuel Ashburner.

Port Royal Railroad.

At a meeting of the stockholders of this company held on the 27th ult., Stephen C. Millett, of Beaufort, S. C., was elected President, and R. E. Robbins, of Boston, with eleven others, Directors. More than half the grading is already complete, and two thousand hands will be put on the work immediately. This road is designed to connect Augusta, Ga., with Port Royal Harbor in South Carolina, and will connect with the Charleston and Savannah Railroad about midway of its termini.

Ogdensburg and Lake Champlain Railroad.

The earnings of this road for the quarter ending October 31, 1867, have been as follows:

	1866.	1867.
August	$86,728 47	$104,500 58
September	90,866 23	106,262 88
October	101,117 35	116,998 54
	$278,832 05	$327,762 00

This shows a gain in August of $17,772 11; in September, $15,376 65; and in October, $15,881 19—making the total gain in three months, $49,029 95. The Ogdensburg *Journal*, from which we have obtained the above figures, says that "the road was never in as good condition or capable of doing as much work as at present, and yet it is taxed to its utmost capacity, working night and day, to move the large amount of freight being received.

Already over two thousand five hundred carloads (25,000 tons) of lumber, flour and grain are at this point for winter distribution throughout the New England States and a large fleet yet to arrive, which ensures the road an unusually large business during the winter.

The new Elevator is a complete success in every particular and adds largely to the facilities of handling grain here. In every respect the prospects of the road were never more bright, or its business better managed, and with the completion of the Niagara Ship Canal and the Portland Road, the stock of this road would hardly be second in value to any in the country."

Virginia Central Railroad.

The earnings of this road for the years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$247,625 43	$238,294 57
" freight	196,134 96	279,837 98
" express	26,336 11	20,714 65
" U. S. mail	15,238 48	13,550 00
" rents, etc.	2,114 12	2,113 44
	$487,449 10	$554,510 64
Expenses, viz:		
Conducting transportation and legal and miscellaneous exp.	$149,415 55	$126,311 56
Repairs of road and buildings	127,343 17	119,461 88
Repairs of locomotives and cars	53,235 97	56,499 74
Repairs of workshops and tools	2,500 00	8,461 61
Salaries	12,016 68	11,266 68
Taxes	20,552 30	9,916 46
Insurance	2,071 50	2,800 00
Repairs to real estate	177 82	221 45
Extraordinary expenses and repairs	260,337 13	88,923 52
	$627,650 15	$418,862 90
Excess of receipts	.....	$135,647 74
Excess of expenses	$140,201 05	.....

The gross receipts for the year ending September 30, 1867, compared with those of the preceding year, show an increase of $67,061 54; with a reduction in expenditures of $208,787 25—a gain of $275,848 79.

The ordinary expenses for conducting the operations of the company, in 1865–'66, as given above, were $367,313 02; and in 1866–'67, $329,939 38—a decrease of $37,373 64. The earnings less ordinary expenses, in the former year were $120,136 08; and in the latter year, $224,571 26—a gain of $104,435 18. The ordinary expenses

were 67½ per cent. of the gross receipts. The extraordinary expenses were as follows:

Purchase of two new locomotives	$40,817 04
Building and repairing cars	13,037 18
Re-building depots and water stations	13,205 93
Debt contracted prior to April, 1855	10,476 99
Discount and int. on temporary loans	10,741 94
Work done at shops for extension to Covington	494 44
Land damages paid	150 00
Total, as above	$88,923 52

The entire indebtedness of the company on the 30th of September, was $2,069,934 62—an increase during the past year $189,302 39. This increase of indebtedness has been occasioned in part by the extension of the road from Jackson's river to Covington, costing $117,787 58; and by the purchase of real estate in Richmond to the amount of $9,497. Bonds for interest funded have also been issued, amounting to $101,963 75. There remains unfunded of interest due up to Jan. 1, 1867, about $50,000. The amount of interest paid in cash since October 1, 1866, is $53,920 94. The report says:

The most important subject involving the future prospects of the company, which enlisted the attention of the Board, was the general question whether the scheme of extension and western connections could now be safely undertaken. This subject has always been approached under a full conviction of the pecuniary interest which this company has in it, and of its vital importance to the whole State. Though acting as the representatives of a private corporation, they could not forget their obligations to avail themselves of the position they occupy to bear their part in promoting the general welfare of the Commonwealth, and especially of those interests with which they are more immediately connected.

With one consent for nearly a century, the wisest and best men of our State have looked with earnest hope to the opening the line of communication between the Mississippi valley and the Atlantic coast, across the Alleghany mountains, where the waters of James river and the Ohio approach each other so closely. Its peculiar advantages as to distance, grades, climate, contiguous resources, &c. &c., compared with any other in the United States, are so distinctly marked by the finger of Divine Providence, and the results of its completion will be fraught with such inestimable blessings to our own, and other people, that the neglect to make every possible effort to secure its success would be a criminal responsibility.

It is with such an estimate of the necessity of opening that line your Board have so far acted, and now bring the subject to your farther notice, fully sensible at the same time of the difficulty of the undertaking.

As a preliminary step in this westward march of your improvement, your Board determined that the ten miles of track graded next to Covington should, if possible, be brought into operation, and no longer remain as a tacit confession that we were powerless to move. We need not tell you that in the embarrassed condition of the company, and the general distrust of all southern railroad companies, owing to our unhappy political condition, the purchase of the iron was no easy task, added to the cost of other materials for the superstructure; but without going into details, suffice it to say, with the addition of some personal security, the credit of the company was able to procure it, and the work was done, and thus on the 31st day of July the last section of your road was put in operation to Covington; and now the interesting question presents itself for your consideration, what shall we do in the further prosecution of the great enterprise?

We will present to you a fair statement of the actual condition of the question, that you may intelligently act on it, and come to a judicious conclusion.

At the called meeting in May last you were informed that in obedience to your instructions at the annual meeting in November last, authority was obtained from the Legislature for the company to contract with the commissioners of the two States to undertake the completion of the Covington and Ohio road; in which event, by the terms of the act passed on the 1st day of March, 1867, the company was thereafter to be known as the Chesapeake and Ohio Railroad Company, with some valuable concessions contingently made to it.

The stockholders at the meeting in May passed resolutions of instruction specifying certain conditions as a basis for a contract to build the Covington and Ohio Railroad, the most prominent of which provided that five millions of dollars in money should be raised by subscription of 8 per cent. preferred stock; which sum it was supposed, by resorting to temporary structures at some expensive points, would put the road in operation to steamboat navigation on the Kanawha river, and restraining the new company from mortgaging any of the property of the present company, until the road was in operation to the Kanawha. This was done under the conviction that when completed to that point, a lien on the whole property and franchises of the company from Richmond to the Ohio river would command a loan sufficient to finish the entire road and equip it.

Such was the scheme sanctioned by the stockholders at the called meeting in May, and in conformity therewith a conditional contract was made with the commissioners, a copy of which is as follows:

Memorandum of a Contract for the Construction of the Railroad from Covington to the Ohio river.

The following are the parties to the contract:

First. John B. Baldwin, Geo. W. Bolling, Thomas S. Flournoy, and R. H. Maury commissioners acting for the State of Virginia under the following acts of the General Assembly, namely:

1. "An act to incorporate the Covington and Ohio Railroad Company," passed February 26, 1866.

2. "An act to provide for the completion of a line or lines of railroad from the waters of the Chesapeake to the Ohio river," passed March 1, 1867.

Second. James Burley, Z. D. Ramsdell, Joel McPherson and John S. Cunningham, commissioners acting for the State of West Virginia, under the following acts of the Legislature, viz:

1. "An act to incorporate the Covington and Ohio Railroad Company," passed March 1, 1866.

2. "An act to provide for the completion of a line or lines of railroad from the waters of the Chesapeake to the Ohio river," passed February 26, 1867.

Third. The Virginia Central Railroad Company.

The Virginia Central Railroad Company has contracted with the said commissioners for the construction of the railroad from Covington to the Ohio river upon the terms and according to the provisions of the acts hereinbefore recited, subject only to the following conditions and stipulations, which shall be binding only so far as not inconsistent with the said acts, viz:

1st. That if the amount of money required to put the road in operation from Covington to steamboat navigation on the Kanawha river, with the necessary buildings and equipments, not less than five millions of dollars be not raised within six months from the date of the contract by subscriptions of stock which the Board of Directors believe are available, and they are willing to receive as cash, then and in that case this company shall be relieved from the contract if they desire it.

2nd. The party of the third part shall, on or before the 1st day of December, 1867, file with the Board of Public Works of Virginia, and of West Virginia, a statement in writing, showing the amount of stock raised under this agreement and accepted by the company; and also declaring whether it is the desire of the company to be released from this contract, as provided in the preceding section. The failure to file such a statement shall, at the option of the parties of the first and second part, be taken and treated as an abandonment and annulment of this contract.

3rd. If the said company shall file such a statement, and express a purpose to continue the contract with a subscription of stock less than three millions of dollars, it shall be at the option of the parties of the first and second part to refuse to allow such continuance, and to vacate and annul the contract. Such determination of the parties of the first and second part to be communicated in writing to the party of the third part, on or before the 1st day of January, 1868, under this or the preceding section.

4th. The company will guarantee to those stockholders who furnish the funds to construct and equip the road to steamboat navigation on the Kanawha, and on any such additional stock thereafter subscribed, four per centum semi-annually as preferred dividend on all the stock fully paid, after the road is completed to the Ohio river.

5th. That all the net revenues derived from working the road west of Covington before it is finished to the Ohio river, shall be appropriated to that object.

6th. No part of the earnings accruing east of Covington shall be diverted from the use and benefit of the present stockholders and their successors, until the road is completed to the Ohio river.

7th. The proceeds of all stock or other subscriptions hereafter received, shall be applied exclusively to the construction and equipment of the road west of Covington, until it shall be completed to the Ohio river, unless otherwise provided in the subscription.

8th. No loan shall be made pledging the property of the company east of Covington for the completion or equipment of the road west of Covington, until it shall have been completed and properly equipped to steamboat navigation on the Kanawha river.

9th. If from any cause the work done west of Covington be forfeited, parties who become stockholders for the completion of that part of the road thereby forfeit their stock; and they shall have no interest or voice in the management of the road east of Covington after such forfeiture.

10th. No sale of the stock now owned by the State of Virginia in the Virginia Central Railroad Company, or of any claims held by the State against the company, shall be made to any other person than the Chesapeake and Ohio Railroad Company before the 1st day of December, 1867.

11th. The times named and limited in the preceding section, and in the second and third sections, shall be deemed to be of the essence of this contract. And in case of failure on the part of the parties of the first and second part to notify their option under the second and third sections, such failure shall, in any case, be construed in favor of the continuance of the contract.

A short time thereafter the commissioners of the State of West Virginia published a call for a convention on the 10th of July at the White Sulphur Springs of delegates from the whole country interested. That convention was numerously attended not only from West Virginia, but by representatives from this State and contiguous parts of Kentucky and Ohio, all manifesting a great desire to have the road completed to the Ohio River, with a view to its connection with the railroads of those two States. The terms of the conditional contract had been generally made known before that time, and were fully explained at the convention by the President of this company. The delegates from West Virginia expressed the opinion that it was vain to expect any considerable subscription of stock from their counties payable in usual cash instalments as contemplated by the stockholders of this company, and expressed in the foregoing conditional contract. After mature consideration of the subject, the convention adopted resolutions proposing to raise five millions of dollars of preferred stock, payable in bonds instead of money, as will appear

by the following extract from the proceedings of the convention:

Resolved, That this convention earnestly recommends that at least five millions of dollars be raised by a subscription of stock to enable the Virginia Central Railroad Company to fulfil the contract entered into conditionally with the commissioners of Virginia and West Virginia on the 24th of May, 1867—that at least $2,500,000 should be raised in Virginia, and at least $2,500,000 in West Virginia.

Resolved, That the Legislatures of Virginia and West Virginia be petitioned by the Chesapeake and Ohio Railroad Company (in view of the influence its work will exert favorable to the increase of revenue to the States) to pass acts exempting from taxation the entire property of the Chesapeake and Ohio Railroad Company, including such lands as it may acquire in payment for subscription of stock, or by purchase, during the period of ten years after the completion of the road to the Ohio River.

Resolved, That it be recommended to each county to pledge itself to settle all claims for land damages in the construction of the road within the boundary of each county.

Resolved, That it be recommended to the counties of West Virginia to subscribe not less than the following amounts of eight per cent. preferred stock of the Chesapeake and Ohio Railroad Company, payable in eight per cent. county bonds, (if required by the counties,) convertible into preferred stock, the bonds to be received by the company at a discount of not more than ten per cent.: Mason, $500,000; Putnam, $250,000; Clay, $50,000; Kanawha, $500,000; Fayette, $115,000; Monroe, $200,000; Greenbrier, $250,000; Mercer, $50,000; Raleigh, $50,000; Wyoming, $25,000; Jackson, $100,000; Roane, $50,000; Logan, $25,000; Wayne, $50,000; Cabell, $100,000; Lincoln, $25,000; Boone, $50,000; Nicholas, $50,000; Webster, $10,000; Pocahontas, $50,000. Total, $2,500,000.

Resolved, That it be recommended to Virginia to make her subscriptions in the manner and upon the terms provided for in the resolution relation to subscriptions by counties in West Virginia.

The raising of funds in this way was declared by delegates from West Virginia as the most that could be hoped for, and so far as our State is concerned, the financial and political condition of the country is such, that if cash payments had been insisted on, we could not have calculated on any large corporation or individual subscription of stock.

The people of several localities have voted for subscriptions of stock payable in bonds at 10 per cent. discount, to the amount of $3,550,000, as will be seen by the accompanying list; City of Richmond, $2,000,000; County of Fayette, West Virginia, $150,000; Greenbrier, $250,000; Kanawha, $500,000; Putnam, $300,000; Cabell, $300,000; Fluvanna County, Virginia, $50,000. No county in Virginia has voted against subscription, and a considerable sum is confidently expected from those immediately interested.

Contrary to our expectation all the counties in West Virginia, west of the falls of Kanawha, have made a condition to their subscriptions that the several amounts shall be expended at that end of the line. It was feared at first that this might have a very injurious influence on the success of the work, but on consideration it may possibly have the contrary effect. The people of the States of Kentucky and of Ohio have each manifested a great interest in the general design—the first in the branch which leaves the Kanawha at the mouth of Scary Creek, and would terminate at the mouth of Big Sandy, the latter in that which continues down the river to Point Pleasant.

They have declared their determination to connect with our line in either case where it reaches the Ohio River. In execution of this purpose there is now an active effort being made which promises success to connect our road with the Marietta and Cincinnati Railroad at Hamden, being a distance of only 28 miles from Point Pleasant.

One hundred miles of the western end of the Covington and Ohio road will cost much less for the same distance than the eastern. If the subscriptions of West Virginia can be made available for building that part of the road from the falls of the Kanawha, and either Kentucky or Ohio is thereby stimulated to make connection at the Ohio River, there certainly will be no cause to regret their requiring their subscriptions to be expended there. There is no serious difficulty in this company working that end of the line separately, and if it can be brought into operation while the expensive mountain section between the Greenbrier River and the falls of Kanawha is in a course of construction, the cost of that section would be materially reduced by the facility of getting supplies from the rich valley of the Kanawha, and from Ohio or Kentucky, as the case may be.

The question of embarking in this heavy enterprise without having previously secured an amount of means sufficient to accomplish it, is a very serious one addressed to the pecuniary interest of of the stockholders; but to abandon it under present circumstances, when so much has already been done towards raising means, would be a grave responsibility which your Board is not willing to assume or to recommend. With the road in operation to the White Sulphur Springs, and from the falls of Kanawha to the Ohio, leaving a gap of something over 100 miles, and that connected by the James River and Kanawha Turnpike, none are so skeptical as to believe it would remain long unfinished.

There are plans and propositions not fully developed at the date of this report for the construction of this work, in reference to which the Board expects to obtain more information before the day appointed for the general meeting.

The company have 30 locomotives, 12 passenger, 3 mail and passenger, 2 mail and express, 6 baggage, 114 box, 14 stock, 56 platform and 3 conductor's cars. Number of miles run by locomotives, 300,405. Number of passengers carried west, 55,441; do., east, 54,348—total, 109,789. Total mileage of passengers, 4,936,004. The amount received per passenger per mile was 4.52 cents. Tons of freight carried west, 23,957; do. east, 39,630—total, 63,587. Total mileage of freight, 5,225,008. The average distance freight was carried, 82.17 miles. Amount received per ton per mile, 5.22 cents. Compared with the previous year, the number of passengers shows a falling off of 9,274; and the mileage of do., 833,460. The tonnage of freight shows an increase during the same time of 26,719; and the mileage of freight an increase of 2,290,594. The tonnage of September, 1867, was the heaviest ever carried over the road in any one month. The indications are that the tonnage of the road will continue to increase, and that it will be necessary to increase the number of cars to accommodate the business of the ensuing year.

The track was completed to Covington on the 31st of July. The total length of the road is now 205 miles. The cost of the extension was $117,787 58, of which $80,000 was for iron. A permanent bridge will be required over Jackson's River to replace a temporary structure at that point. Other permanent bridges will also be required.

The road bed is generally in fine order. Some 6¾ miles have been ballasted with gravel and broken stone. The ditching west of Blue Ridge was to have been completed before winter. 11,000 feet of new iron, 45,000 cross ties, and 1,050 feet of new sidings have been used. From 1,200 to 1,500 tons of new rail are needed to put the track in first rate condition.

The financial condition of the company September 30, 1867, was as follows:

Capital stock:		
Subscription by State of Virginia		$2,013,987 52
Subscriptions by individuals		1,339,691 50
		$3,553,679 02
Funded Debt, viz:		
Bonds of the Co., guaranteed by State, payable in 1880	$100,000 00	
Coupon bonds of 1851, payable in 1872	199,000 00	
Coupon bonds of 1854, payable in 1884	965,000 00	
Registered bonds, payable in 1872	7,500 00	
Registered bonds, payable in 1884	18,000 00	
State Loan of 1859-'60, payable in 34 years	210,000 00	
Coupon bonds of 1865, payable in 1876	55,000 00	
Coupon bonds for funding interest, payable in 1877	144,400 00	
Registered do., payable in 1870	40,688 78	
Dividend bonds issued in 1851, payable 1866	22,336 00	
Do., in 1853, payable '75	82,580 00	
Do., in 1855, payable '65	16,311 00	
Bonds issued for temporary loans, now due	54,854 23	
Bonds issued to contractors, now due	5,880 00	
		1,919,550 01
Transportation receipts and earnings from commencement		12,216,686 87
Rent of real estate		11,858 40
Dividends not applied for		32,922 00
Due Board of Public Works for tolls on Blue Ridge Railroad		60,435 20
Bills payable		205,316 68
Open account		73,623 02
		$17,874,071 15
Construction of road and buildings between Richmond and Staunton		$2,406,582 94
Do., between Staunton & Covington		3,134,205 74
Locomotives, cars, machinery, etc.		541,813 82
Total cost of road, etc.		$6,082,602 50
Real estate		34,693 95
Tolls to State for Blue Ridge Railroad and tunnel		253,682 81
Survey of short line between Richmond and Charlottesville		1,921 98
180 shares Co.'s stock purchased		9,000 00
Interest and discount		1,334,426 44
Dividends from commencement		1,322,681 30
Sinking funds		97,500 00
Do. for redemption of State loan		7,936 18
Transportation expenses from commencement		8,582,817 89
Bonds of the State of Virginia		1,800 00
Bills receivable		3,601 92
Due from agents, stage and railroad companies, P. O. Department, etc.		109,095 52
Cash on hand in U. S. currency		11,978 67
" C. S. currency		20,832 04
		$17,874,071 15

President.—E. Fontaine.
Superintendent.—H. D. Whitcomb.
Treasurer.—J. Garrett.

☞ A company has been organized at Rochester, New York, to build the Lake Ontario Shore Railroad, from Oswego to Lewiston, on the Niagara river, a distance of about 140 miles. The route is said to be a good one, extraordinarily level and even, and the right of way will be donated by the inhabitants. The capital required is $4,000,000.

One of the Probable Results of Pacific R.R.

The San Francisco *Bulletin* anticipates, with apparent good reason, the transfer of the Australian and New Zealand steam lines from Panama to that city, when the Pacific Railway shall be completed. The subject is already attracting attention in Australia, where Mr. Crosbie Ward, the original promoter of the Panama line, is. This gentleman writes to the Australian press that the distance from Wellington to San Francisco is five thousand eight hundred and sixty-four nautical miles, or seven hundred miles less than to Panama. The San Francisco route will have the advantage of Tahita as a coaling station, exactly on the course between Australia and San Francisco.

If the railway was completed and the route changed as proposed, the mails could be carried from Wellington to San Francisco in twenty-five days; from San Francisco to New York in five days, and from New York to London in twelve days—forty-two days in all, instead of from sixty to seventy days, as at present. Mr. Ward concludes his argument on behalf of the California route as follows:

Such arguments as the foregoing are unanswerable, and taken in connection with the fact that California will, after the completion of the Pacific Railroad, furnish more traffic for the Australian steamers than Panama, must have great weight with the Australians, who will naturally be anxious, when they come to know all the facts, to shorten by ten to twenty days the voyage to Europe, and to escape several thousand miles of ocean traffic. The diversion of a large share of Australasian travel and traffic to the California route may safely be regarded as one of the certainties of the near future.

National Manufacturers' Convention.

As bearing on an important question, the early consideration of which is being urged from various quarters, we give the substance of a report to a meeting of the Detroit Manufacturers' Association, October 18, unanimously adopted by the meeting. At the same time a committee was chosen and measures were adopted for a National Convention of manufacturers at Cleveland, Ohio, December 18, to urge the repeal of taxes on all manufacturers and productions—luxuries excepted—on the general plan suggested in the report.

This important Convention is *only* for tax matters, and *not* for action on tariffs, as some suppose, and promises to be well attended. From the report we extract as follows:

The following principles have been laid down as a guide in the discussion of this subject:

1. Taxation should be so levied as to exempt all articles of prime necessity to the greatest extent possible, and placed upon articles of luxury and where it will be the least obnoxious to the people.

2. It should be so adjusted as to be reliable and collected with the least possible expenditure or Governmental machinery.

In Europe, where taxation has been reduced to a science, it is found that ample revenue can be realized from a few sources, thereby incurring but little expense for the collection of the same. It is very evident that we can profit greatly by imitating their example to some extent, as our system is in many respects very oppressive and burdensome to the people, levying many times exorbitant taxes on articles of prime necessity, and not unfrequently repeating the same four or five times during the transition from the crude materials to the final resting place in the finished fabric or mechanism.

The official estimated expenses of the Government for the fiscal year ending June 30, 1868 is $152,569,597
Interest on public debt 133,678,243

Total $286,247,540

Experience has demonstrated that the following sources of revenue will be ample to meet the current expenses of the Government and pay the interest on the public debt, viz:

Distilled spirits (whiskey)	$50,000,000
Fermented liquors	5,000,000
Tobacco and cigars	20,000,000
Gross receipts (steamboats, railways, &c.)	12,000,000
Banks, insurance, railways, &c. (dividends and deposits)	12,000,000
Licenses, with 50 per cent. added to last year's receipts	27,000,000
Legacies and successions	2,000,000
Stamps	20,000,000
Brokers' sales of foreign bills, gold, &c	3,000,000
Miscellaneous	15,000,000
Total	$166,000,000
Receipts from customs	150,000,000
Total	$316,000,000

This exhibit shows that the revenue from the sources named will furnish $30,000,000 more than the total estimated expenses of the Government, including the interest on the public debt.

The amount to be realized from each source corresponds very nearly to the amount collected from the same sources in 1866, except where a more rigid enforcement of laws will secure a much larger return, as in the case of whiskey and tobacco.

The amount to be realized from licenses has been increased 50 per cent. on former receipts.

This tax is the most reliable and satisfactory of any on the list. Once paid, it is settled for a whole year. It is simple and easily understood by all, and one in which there is but little opportunity for fraud, and can be easily increased or diminished as the necessities of the Government may require.

It will be seen that the sources other than customs, from which revenue will be collected, should the above schedule be adopted by the Government, have been reduced to ten, which greatly simplifies our system of taxation and abolishes three-fourths of all the machinery now in operation for the purpose of collecting the internal revenue, and thereby saves to the Government at least $5,000,000 annually.

Our revenue once centred on a few reliable sources yielding ample means to meet the current expenses of the Government and to pay the interest on the public debt, will stimulate both enterprise and production, and give confidence and stability to all industrial and commercial pursuits.

Cotton is the great export staple of the country, to which we must look to bring up the balance of trade now setting so heavily against us. To abolish the tax on this article will greatly stimulate its production, which will in a very few years reach its former proportions.

Another reason why cotton should be exempt from taxation is that it is a prime article of necessity entering into the consumption of every family 364,036,123 pounds being consumed in this country in 1860.

To abolish the tax on sugar will stimulate its production so that it will soon regain its former magnitude, thereby reducing our imports full $40,000,000 annually.

When we consider the large amount of revenue to be collected by the Government, in addition to the State and municipal taxes, and that there is to be thrown upon the market annually full $6,000,000, fresh productions to be bought and sold by 40,000,000 people, our circulating medium cannot be deemed excessive, and should not be contracted. The productions of the South once reinstated, a home market is furnished for the vast agricultural products of the great Northwest, and for the manufactures of the East.

Hence, a wise policy dictates that the productions of that portion of our country should not only be exempt from taxation, but should receive the fostering care of the Government. Wise legislation, that shall protect well our commercial and industrial interests and give permanency and stability to all governmental affairs, will greatly increase the power of labor in our midst, which, when relieved of excessive taxation, will soon make us the most prosperous and independent nation on the earth.

California Iron Interests.

The development of the iron interest on the Pacific coast is beginning to attract attention in San Francisco. It is claimed that there is scarcely a county in California in which there are not deposits of this mineral of more or less value. The Coast Range has never been thoroughly explored for iron ore; but here and there surface deposits have been found indicating considerable richness, and a good iron mine in any one of the coast counties might be developed with greater certainty of profit than a silver mine. In Oregon a considerable advance has been made in the production of pig iron. The blast furnace is located six miles above Portland, and the ore is said to be of about the richness of 55 per cent. The furnace turns out about 12 tons a day, but half a dozen such furnaces could not satisfy the present consumption on the Pacific coast.

Finances of the United States.

EXTRACTS FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

The finances of the United States, notwithstanding the continued depreciation of the currency, are in a much more satisfactory condition than they were when the Secretary had the honor to make to Congress his last annual report. Since the first day of November, 1866, $493,990,263 34 of interest bearing notes, certificates of indebtedness and of temporary loans, have been paid or converted into bonds; and the public debt, deducting therefrom the cash in the Treasury, which is to be applied to its payment, has been reduced $59,805,555 72. During the same period decided improvement has also been witnessed in the general economical condition of the country. The policy of contracting the currency, although not enforced to the extent authorized by law, has prevented an expansion of credits, to which a redundant and especially a depreciated currency is always an incentive, and has had no little influence in stimulating labor and increasing production. Industry has been steadily returning to the healthy channels from which it was diverted during the war, and although incomes have been small, and trade generally inactive, in no other commercial country has there been less financial embarrassment than in the United States.

On the 31st day of March, 1865, the total debt of the United States was $2,366,955,077 34, of the following descriptions, to wit:

Funded debt	$1,100,361,241 80
Matured debt	349,420 09
Temporary loan certificates	52,452,328 29
Certificates of indebtedness	171,790,000 00
Interest-bearing notes	526,812,800 00
Suspended or unpaid requisitio's	114,256,548 93
U. S. notes (legal tenders)	433,160,569 00
Fractional currency	24,254,094 07
	$2,423,437,002 18
Cash in the Treasury	56,481,924 84
Total	$2,366,955,077 34

The resources of the Treasury consisted of the money in the public depositories in different parts of the country, amounting as above stated to $56,481,924 84; the revenues from internal taxes

and customs duties, and the authority to issue bonds, notes, and certificates, under the following acts to the following amounts:

Act of February 25, 1862, bonds.	$4,023,600 00
Act of March 3, 1864, bonds	27,229,900 00
Act of June 30, 1864, bonds, 7.30 or compound interest notes	79,811,000 00
Certificates for temporary loans, act June 30, 1864	97,546,471 71
U. S. notes for payment of temporary loans, act July 11, 1862	16,839,431 00
Fractional currency, act June 30, 1864	25,745,905 93
Act of March 3, 1865, bonds or interest bearing notes	533,587,200 00
Making a total of	$784,783,508 64

Between the first days of April and September, 1865, the Secretary used his authority to issue securities as follows:

Bonds under the act of February 25, 1862	$4,023,600 00
Bonds under the act of June 30, 1864	6,000,000 00
Compound interest notes, act June 30, 1864	24,978,390 00
Certificates for temporary loans, act June 30, 1864	54,696,384 87
Fractional currency, act June 30, 1864	2,090,648 44
Seven-thirty notes, March 3, 1865	529,187,200 00
Total	$620,976,223 31

On the 31st of August, 1865, the public debt reached the highest point, and was made up of the following items, to wit:

Funded debt	$1,109,568,191 80
Matured debt	1,503,020 09
Temporary loans	107,148,713 16
Certificates of indebtedness	85,093,000 00
Five per cent. legal-tender notes	33,954,230 00
Compound interest legal-tender notes	217,024,160 00
Seven-thirty notes	830,000,000 00
United States notes (legal-tenders)	433,160,569 00
Fractional currency	26,344,742 51
Suspended requisitions uncalled for	2,111,000 00
Total	$2,845,907,626 56
Deduct cash in Treasury	88,218,055 13
Balance	$2,757,689,571 43

Of these obligations, it will be noticed, $684,138,959 were a legal tender, to wit:

U. S. notes	$433,160,569
Five per cent. notes	33,954,230
Compound interest notes	217,024,160
Total	$684,138,959

A very large portion of which were in circulation as currency.

The temporary loans were payable in 30 days from the time of deposit, after a notice of 10 days.

The five per cent. notes were payable in lawful money, in one and two years from Dec. 1, 1863.

The compound interest notes were payable in three years from their respective dates, all becoming due between the 10th day of June, 1867, and the 16th day of October, 1868.

The 7-30 notes were payable, in about equal proportions, in August, 1867, and June and July, 1868, in lawful money, or convertible at maturity, at the pleasure of the holder, into 5-20 bonds.

The certificates of indebtedness would mature at various times between the 31st of August, 1865, and the 2d day of May, 1867.

Since the first day of September, 1865, the temporary loans, the certificates of indebtedness, and the five per cent. notes have all been paid, (with the exception of small amounts of each not presented for payment,) the compound interest notes have been reduced from $217,024,160 to $71,875,040, ($11,560,000 having been taken up with three per cent. certificates;) the seven and three-tenth notes from $830,000,000 to $337,978,800; the United States notes, including fractional currency, from $459,505,311 51 to $387,871,477 39—while the cash in the Treasury has been increased from $88,218,055 13 to $133,998,398 02, and the funded debt has been increased $686,584,800. While this has been accomplished there has been no commercial crisis, and (outside of the Southern States, which are still greatly suffering from the effects of the war and the unsettled state of their industrial interests and political affairs) no considerable financial embarrassment.

The following is a statement of the public debt on the 1st of July, 1867:

DEBT BEARING COIN INTEREST.

5 per cent. bonds		$198,631,350 00
6 per cent. bonds of 1867 and 1868		15,181,141 80
6 per cent. bonds, 1881		283,746,350 00
6 per cent. 5-20 bonds		1,127,531,800 00
Navy pension fund		13,000,000 00
		$1,637,890,641 80

DEBT BEARING CURRENCY INTEREST.

6 per ct. bonds	$14,762,000 00	
3 year compound interest notes	122,394,480 00	
3 yr. 7-30 notes	488,647,425 00	
		625,803,905 00
Matured debt not presented for payment		8,997,595 80

DEBT BEARING NO INTEREST.

U. S. notes	$371,992,029 00	
Fraction currency	28,307,523 52	
Gold certificat's of deposit	19,207,520 00	
		419,507,072 52
Total debt		$2,692,199,215 12
Amount in Treas'ry, coin	$108,419,638 02	
Amount in Treas'ry, currency	71,979,563 77	
		180,399,201 79
Amount of debt, less cash in Treasury		$2,511,800,013 33

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1867:

Receipts:

From customs	$176,417,810 88
Lands	1,163,575 76
Direct tax	4,200,233 70
Internal revenue	266,027,537 43
Miscellaneous sources	42,824,852 50
	$490,634,010 27

Expenditures:

For civil service	$51,110,027 27
Pensions and Indians	25,579,083 48
War department	95,224,415 63
Navy department	31,034,011 04
Interest on Public Debt	143,781,591 91
	$346,729,129 33
Loans paid	$746,350,525 94
Receipts from loans	640,426,930 29
Reduction of loans	$105,923,615 65

The following is a statement of receipts and expenditures for the quarter ending September 30, 1867:

Receipts:

From customs	$18,081,907 61
Lands	287,460 07
Direct tax	647,070 83
Internal revenue	53,784,927 49
Miscellaneous sources	18,361,462 62
	$121,161,928 62

Expenditures:

For civil service	$13,152,348 08
Pensions and Indians	10,484,476 11
War department	30,587,056 85
Navy department	5,579,704 67
Interest on public debt	88,515,640 47
	$98,269,226 18
Loans paid	$200,176,368 34
Receipts from loans	135,103,282 00
Reduction of loans	$65,073,086 34

The Secretary estimates that the receipts for the three quarters ending June 30, 1868, will be as follows:

From customs	$115,300,000 00
Lands	700,000 00
Internal revenue	155,000,000 00
Miscellaneous sources	25,000,000 00
	$296,000,000 00

The expenditures for the same period according to his estimates, will be:

For civil service	$37,000,000 00	
Pensions & Indians	22,000,000 00	
War department, including $24,500,000 for bounties	100,000,000 00	
Navy department	22,000,000 00	
Interest on the public debt	114,000,000 00	
		295,000,000 00
Leaving a surplus of estimated receipts over estimated expenditures of		$1,000,000 00

The receipts for the next fiscal year, ending June 30, 1869, are estimated as follows:

From customs	$145,000,000 00
Internal revenue	205,000,000 00
Lands	1,000 000 00
Miscellaneous sources	30,000,000 00
	$381,000,000 00

The expenditures for the same period are estimated as follows:

For civil service	$51,000,000 00	
Pensions & Indians	35,000,000 00	
War department, including $25,500,000 for bounties	120,000,000 00	
Navy department	36,000,000 00	
Interest on the public debt	130,000,000 00	
		372,000,000 00
Leaving a surplus of estimated receipts over estimated expenditures of		$9,000,090 00

The foregoing estimates are made on the general average of the receipts and expenditures for the past nine months. The Secretary is hopeful, however, that Congress will take measures to largely reduce expenditures in all branches of the service, so that a steady reduction of the debt may be continued.

☞ Application will be made to the Legislature of Ontario to enlarge the charter of the Erie and Ontario Railway, allowing that company to construct a line to the Detroit River. The Brockville and Ottawa Railroad Company also will apply to the Legislature of Ontario to reduce the capital of the company and create new stock.

☞ The first section of the Lawrence and Galveston Railroad, between Lawrence and Ottawa, 30 miles, will be completed by the 1st of January. The track is now being laid at the rate of a mile a day. Wm. Sturgis, Esq., is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Alleghany Valley 50	1,498,400		
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Oct.'67 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....100	183,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence....100	3,330,000	J. & J.	Jul. '67 5
Boston and Worcester 100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & New'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v'67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct'67 2½
Central Ohio, pref.....100	400,000	J. & D	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		Ap.'61 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380,000		Dec.'67 2
Cheshire, preferred 100	2,017,825	Annual.	Jun'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy ..50	19,194,016	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	15,160,927		
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R I & Pacific....100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 5
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. 67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	A & O.	O. '67 2½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. '67 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	Dec.'67 4
Eastern (Mass.) 100	3,678,304	J. & J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia....100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan.'68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordav.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 2
Flint and Holly 100		M. & N.	M'y'67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germant wn (Phil.) 50	311,215	J. & J.	Jan.'67 3
Girard College (Phila.) ..50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.).....	15,122,450		
Granite..... 100		F & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745		1½
Green and Coates St.(Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,233,830		
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	M. & N.	Nov.'67 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 -
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	Oct.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville...100	5,500,000	F. & A.	Aug'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct.'67 3
Macon and Western.....100	1,500,000	M. & N.	M'y'67 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,311,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014 000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan.'67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '67 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem..... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nig. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 2
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000		May'67 4
Northern of N. Hampsh..100	3,06-,400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b.'67 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	5,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,900		
Panama.....100	7,000,000	J.A J&O.	Oct. '67 6
Paterson and Ramapo....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '67 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500		
Philadelphia and Erie*.... 50	5,069,450		Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,-00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct .'67 5
Phila. and Trenton*..... 1 n	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J. & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phil a. and Grey's Ferry ... 25	217,097	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,79-,628		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jun.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec...100	1,000,000	.....	Aug.'67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,285,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,276		
South Shore 100	259,685		
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jn.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	5,452,815		
Wes ern (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,240,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan.....100	2,499,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000		Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express.....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,625	6½	----	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	----	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	----	----
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	----	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,801,478	1,250,000	—	139,096	753,414	113,472	—	----	57½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	----	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	----	----
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	----	----
30 Nov.'66	7.78	—	48	12	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	----
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	----
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	----	----
30 Nov.'66	—	—	431	63	—	Union (Transportation)	282,789	200,000	24,000	113,007	341,247	10,110	5	----	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	----	46,365	1,841	—	----	----
30 Sep. '66	25.00	—	—	49	—	Blecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	----
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,268	23,408	8	100	----
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	----
30 Sep. '66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	----
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	----
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	----	1,05424	356,656	12	10	----
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. B'h	124,586	102,150	35,000	----	8,667	4,562	—	----	----
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	----	2,800	----	----	----	----	—	----	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	----	500	----	----	----	----	—	----	----
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,699	500 000	148,000	36,345	123,014	loss.	—	100	----
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	----	----	----	----	—	----	----
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	----	725,724	61,207	9	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	----	----	----	----	----	----	—	----	----
30 Sep, '66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	----
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	----	----	(Com	pleted	Sept.,	1867.)	—	----	----
30 Sep. '66	12.20	—	—	50	—	Ninth Avenue	445,295	797,320	112,000	----	73,276	loss.	—	100	----
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	----	----	----	----	—	----	----
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	----
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	----	----	----	----	----	----	—	----	----
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	----	----	----	----	—	----	----
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	----	----	(Lease	d.)	—	----	----
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	----	----	----	----	----	----	—	----	----
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	----	----
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	----	15,850	390	—	----	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	----	----	----	----	—	----	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	----	----	----	----	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	----
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	----
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	----	----
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	----
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	----	----
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	----	261,223	65,440	6	50	15½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	----	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	----	----	104,934	17,340	15½	50	27
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	----
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	----	----	183,600	8,250	242,181	30,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	----	----	59,500	52,157	6,174	43,264	loss.	----	----
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	----	----	39,291	13,479	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,256	255,000	140,000	31,255	191,325	61,822	—	50	----
31 Oct. '66	7.50	—	176	19	11	Phila., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	23,058	16	50	----
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	----	80,135	29,928	20½	50	----
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,809	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	----	----	(op. by S & P.)		—	----	----
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407 923	131,588	50	50	75
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	----	----	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Ph.il. & Gr'n F.)	250,253	250,157	----	----	101,996	38,491	8	50	26
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	----	----	206,945	99,612	31½	50	66
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	----	994,950	----	----	128,955	45,196	2	50	18½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	----	244,895	67,574	7½	50	37½
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	----	292,461	80,947	10	50	60
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	----	6,260	9,168	3,424	—	----	----
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	----	1,124	7,652	1,157	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	----	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	161,913	150,000	----	----	----	----	—	----	----
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	—	----	----
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	----	----	----	----	—	----	----
31 Dec '62	3.03	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	50,000	----	----	----	----	—	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	493,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	—	J. & J.	----	----
Eight Avenue.					
1st Mortgage	1[illegible],000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
German town:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	—	----	----	-
Malden & Melrose bonds	46,971	—	----	----	----
Real Estate	6,000	—	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	—	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	----
Utica and Waterville:					
1st Mortgage	100,000	—	----	----	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1879	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	138½
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	122
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	108
" " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,245,600	6	Jan & July.	1881	108
" " " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	104½
" " " (5-20s) coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	104½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	104½
" " " (5-20s) coupon		6	" "	1885	106½
" " " 2d series (5-20s) registered		6	Jan. & July.	1886	104½
" " " (5-20s) coupon		6	" "	1886	107½
" " " 3d series (5-20s) registered		6	" "	1887	104
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	1,267,698,100 171,823,350	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	101½
Pacific R. R. Bonds (currency)	18,042,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	334,607,700	7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	104½
Matured Debt not presented	17,975,539	---	presentation.	---	---
Gold Certificates of Deposit	14,514,200	---	presentation.	---	---
Coupon Interest Notes 1864-'65	62,558,940	6	At maturity.	3 yrs	---
United States Notes (greenbacks)	367,164,844	---	---	---	---
Three per cent. certificates	11,560,000	---	---	---	---
Fractional currency	30,706,428	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, Latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	127
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	83
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	101½
" — " " " registered	1,229,687	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	---
" — " " "	309,000	6	May & Nov.	1880	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	---
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	265,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	636,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	---
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1890	---
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	---
" — " " (R. R. various) "	120 000	5		1889	---
" — " " (") currcy.	159,974	5		'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5		1890	---
" — " " (C. and O. Can.) "	3,259,616	5		1890	---
" — " " (Chea. & Ohio Can.)	2,000,000	6		1870	---
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100½
" — " (Bounty)	501,000	6		abt.'74	100½
" — " (Ches. & Ohio Can.)	30,000	6		1885	---
" — " (Balt. & Susq. R.R.)	429,888	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	---
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1888	---
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	104
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,620	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " (stg.)	554,186	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	---
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	---
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	---
" — " " (Union Bank)	5,000,000	6		Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'86	96
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	96½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —*Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	99
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	---
" — " " Oct. 1, 1866	639,500	6	April & Oct.	'67-'74	98
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864 "	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,569,000	7	Jan. & July.	1877	107½
" — " " registered	2,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,750	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	---
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	---
" — " " "	442,960	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	---
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	6	" "	1871	---
" — " " "	4,500 000	6	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " " (new) "	650,000	6	April & Oct.	'90-'91	---
Ohio—State Bonds (Union Loan)	2,500,000	6	Jan. & July.	1900	53½
" — " " "	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	102
" — " " "	4,095,309	6	" "	1881	100
" — " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000		Various.	'77-'82	94
" — " " registered	5,043,052	5	"	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,450	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	---
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	---
" — " " " 1864	917,000	6	Feb. & Aug.	1894	---
South Carolina—Free Loan Bonds	798,836	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,210,808	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,167	5½	" "	Var.	---
" — " " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	67½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " " coupon	21,469,398	6	" "	long.	87½
" — " " registered	10,900,000	6	" "	long.	---
" — " (new) registered	1,379,500	6		1876	36
" — " (") coupon	489,300	6	"	1886	41
" — " (")	89,600	6	"	1890	35
Wisconsin—State Bond	408 100		Jan & July.	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,495	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,013	485,102	383,396	400,550	461,879	483,177	477,528	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,276	355,270	335,985	409.251	401,280	357 966	307,919	256,824	3,840,092
1866	226,153	222.241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,486,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,500	404,600	566,403	558,200	416,400	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407 683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	466,358	585,623	747,944	702,691	767,508	946,707	932,682	764,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	926,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	1,451,284	1,508,883	.....	.....	.....
Chicago and Great Eastern:													
1863	33,820	33,804	38,485	40,641	37,583	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,164	90,583	87,784	81,500	94,867	120,495	143,605	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43.580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,990	53,683	69,018	.....	.....	.....	.....	.....
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416.101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,668	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	618,068	7,181,208
1866	603,053	508,266	505,485	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	634,377	705,259	761,490	.....	.....	.....
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,525	96,535	106,594	114,713	121,217	142,823	.....	.....	.....
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,259
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,995,712
1866	121,776	84,897	72,185	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,993,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,051	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,218
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,863	589,435	.....	.....	.....
Michigan Central:													
1863	242,078	245,858	236,432	238,495	230 453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,540
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,280,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,295	.....	.....	.....
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	123,970	99,682	86,482	164,710	221,638	198,135	129,227	1,402,108
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,601
1866	131,707	123,401	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,528,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	205,436	403,475	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,793	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	059,023	1,105,884	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,605	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,129
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	259,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,235	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,688	10,033,026
1866	738,061	725,967	779,198	881,604	1,109,267	1,140,301	996,841	1,252,396	883,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,368	580,984	8,489,063
1866	559,982	480,936	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	785,563	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,854	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,840	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,328	139,626	244,114	241,840	221,570	220,209	205,154	2,060,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,804,977
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	.....	.....	.....
Western Union:													
1865	45,716	37,265	32,378	33,972	63,862	82,147	63,139	59,862	75,677	92,711	61,770	37,330	639,388
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54[illegible]	814,086
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,405	129 289	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company[illegible] default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1882	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	494 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	800,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	836,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	330,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,000	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	98½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	952,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,266,800	7	" "	" "	1875	60
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	2,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Strip	413,250	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	103½
1st Mortgage pref. S. F.	433,000	7	May & Nov.	" "	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	82
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	73½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	98
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	94½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,555,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	71½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	82
Land Security	3,344,60	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	651,000	6	Jan. & July.	Philadelphia.	1883	89½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,522,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	90½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		56½
Scioto & Hocking Val. R. mort.	800,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1886	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	108½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	108½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	98½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	629,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500				1851	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	95½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	91
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,598,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1863	
" " [ ]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	118
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,876,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	990,300	7	Jan. & July.	" "	1897	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1975	
Northern Central:						
Md. State Loan (irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort.(£2,500,000)	724,500	6	April & Oct	"	1900	8½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86½
Chattel Mortgage	360,000	10	" "	"	1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	53
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1896	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,021,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	90
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April	" "	1912	88
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	570,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	630,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	143
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,600	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	80
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	73
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,900,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	63
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond.		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1934	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'95-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	73
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	
"	197,777	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	------	55,791	31,852	—	—
31 May '60	109.6	—	----	67.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,691,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	------	-------	-------	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	------	230,251	104,894	----	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	366,900	100,000	-------	-------	23.8	53,985	103,333	28,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	-------	-------	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	3,946,027	75.2	546,113	1,685,334	592,283	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	-------	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	-------	-------	62.0	------	67,143	loss.	—	—
30 Nov. '66	35.0	5.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2,379,606	1,224,100	650,000	-------	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1,370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,260	704,016	10	125½
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	------	------	-------	-------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	------	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	------	------	-------	-------	—	—
— — '62	100.0	3.9	10.0	158 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	------	-------	-------	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	------	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	------	-------	-------	—	—
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	------	168,968	96,612	—	—
30 Apr. '60	43.5	—	----	22.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	------	-------	-------	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472 000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	------	1,734.749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,998,361	4,156,000	386,000	241,932	7,175,281	242.0	------	1,136,142	246 3 6	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	------	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,356,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	-------	-------	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,741	228.8	306,335	1,006,458	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	128.0	------	832,343	464,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	122
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,967,024	400.0	2,421,566	6,146,862	2,703,463	20	135
31 May, '67	491.0	661 4	30.0	—	248	135	5,656	Chicago and Northwestern	41.871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	------	10,161,735	2,226,967	—	63
31 Mar. '67	181.8	181.5	----	42 1	92	46	1,500	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,974,034	1 413,999	10	95½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,542	180.0	------	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,328	23,415,780	12,144.000	-------	41,478,280	708.3	3,603,962	6,546,741	2,175,447	10	134½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,289,683	111.0	288,524	561,063	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,240,744	488,568	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	-------	-------	-------	4,390,000	5,600,000	-------	-------	224.0	------	-------	-------	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	20
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	318	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,589,900	1,362,284	140.689	3,468,108	110.0	------	448,858	230,834	9	68
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	-------	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	-------	1,538,763	132 0	------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645.827	371,40-	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3.451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960.000	653,956	5,429,295	156 5	319,890	805,271	237.861	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	-------	-------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,408	227,584	—	—
30 Jun. '67	29.0	—	3.4	—	}	---	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	630,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—	}	14	13	} Louisville and Frankfort	1,405,910	126,735	54,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,380	*	2,673,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6.184,172	1,386,874	—	4,697,457	3,561,000	281,157	12,089,633	206.0	------	1,553,042	386,268	—	—
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.263,015	248,969	108.434	1,710,819	53.7	------	-------	-------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	------	------	-------	-------	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	52,950,000	4,250,000	-------	9,008,369	188.6	------	340,896	-------	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8.070,665	7.268.989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,713	10	110½
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,198	4,673,198	1,609,387	—	80½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	------	------	-------	-------	—	—
31 Dec. '62	—	—	—	190.0	---	---	-----	*Soutnern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	------	------	-------	-------	—	—
31 Dec. '62	—	—	—	114.0	---	---	-----	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	------	------	-------	-------	—	—
31 Dec. '62	—	—	—	268.0	---	---	-----	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	------	------	-------	-------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	------	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798.285	456,949	275,060	1,974,444	59.7	------	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	------	250,047	121,659	—	—
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	-------	-------	206.8	379,324	1,047,567	420,026	—	80
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	265,715	2,469,540	4,400,000	103,235	8,026,361	182.0	------	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	-----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	------	-------	-------	—	—
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	3,609,116	9,200,000	1,355,135	16,598,445	309.0	1,199,66?	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,900,000	119,738	1,300,000	1,280,000	2,000,000	-------	5,000,000	127.0	------	-------	-------	—	—
28 Feb. '64	86.5	5.6	8 2	-----	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,362,10?	90.1	238,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,118	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	266.8	3,493,376	8,577,692	5,807,183	10	120½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,918,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	3,201,350	47,990	20,128,330	94.9	113,400	84,579	—	—	14
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,162,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	149
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,301	10	147½
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	125½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,222	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	352,883	30,275	7,027	200,000	75,000	5,558	370,185	(Oper. by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,996	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	463,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	851	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	87½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500	1,100	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	166.1	17.3	144.4	—	38	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	145
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,286,385	45.7	250,869	474,362	178,968	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281,345	93.5	.....	467,714	147,122	—	50
30 Nov. '66	58.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	70
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	—	—	—	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,601	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	5,607,652	1,444,705	15	125½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,482	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	119
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181,111	208,699	3,500,000	5,516,960	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	—	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	858,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	132
31 Dec. '66	21.8	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	ons.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	54.0	—	283,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,876	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	38.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,674	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	125½
30 Sep. '66	107.0	18.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	8,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	492.2	3,607,261	14,396,786	3,201,112	6	114
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,385	—	12,937,435	164.0	1,820,129	2,763,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,876,893	942,441	—	3,077,000	1,494,900	—	5,818,334	122.0	451,196	861,783	284,606	—	60
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,876	1,057,737	36.3	90,260	252,178	59,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	.....	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.		53,959	—	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	106
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in Central.				—	.....
30 Sept. '66	21.0	—	1.6	.....	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Included in Rens. & Sara.				7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	800,000	400,000	—	930,207	"	"	"		7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	33,548	141'888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,069	152,548	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	33½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	104
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,282	208.5	1,440,681	2,351,906	654,726	5	83½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	102½
30 Nov. '60	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	operated with Little Miami.				9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	6	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	108,318	4,272,749	205.9	346,671	894,520	134,081	—	86½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,425	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 [illegible] '66	412.0	45.2	—	—	102	47	1,892	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	23,118,900	250.6	———	2,717,386	906,200	—	39

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	61.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,480	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,062	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,848	98.6	318,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	61
31 Oct. '66	3.2	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,750	818,876	286,010	—	—
31 Oct. '66	71.0	67.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,716,680	2,260,027	20	50½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	25
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	6,887,236	67.5	345,588	902,219	382,500	—	32
31 Dec. '66	354.8	38.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	565.6	7,080,026	16 563,883	5,967,520	9	49½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139.079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,062	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32,877,548	474 8	4,361,336	10,992,819	6,016 531	10	47½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,936	2,470,958	1,067,687	10	53½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345.387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,842	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	....	—	11	8	105	North Eastern	2,145,131	*	51,078	896,960	1,028,000	272,259	2,199,209	102.0	154,496	517,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,812,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,339,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,481,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	525,399	1,069,800	962,039	3,011,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,608	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	.....	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,290	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	—	1
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	94½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,584,194	—	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43.062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	—	—	—	—	—	Northwestern Virginia	.....	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	390.101	102.651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,981	3,566,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	289	Richmond and Danville	4,917,500	*	1,488,600	2,000,000	1,717,500	900,839	7,301,963	190.5	239,961	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,062.947	80.0	166,037	391,577	220,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	226,428	3,353,679	1,919,550	377,297	6,879,046	221.8	300,405	554,511	135 648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,262,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	41
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	—	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	238.798	67,652	—	15
31 Dec. '32	60.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	49.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,338,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	1,096	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
11 Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	58,777	—	—
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,1.8	—	1,360.000	13,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,401	—	—	4,278,281	92.0	158,416	189,107	87,181	—	—
	8.			—	11	22	120	NEW GRANADA.													
								Panama	5,000,000	*	—	4,000	*	—	10,764,128	48.	.....	917,428	1,138,924	—	29½

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	68½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,"73,300	10	10	81
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988.171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	---	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	16
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	72
Milwaukee & St. Paul (preferred)	7,370,900	7	---	61½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Pork., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	61½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	93
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18..	30
Delaware Division:						
1st Mortgage	300,000	6	J. & J.		1878	86
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,960	6	"		1868	----
Lehigh Navigation:						
1st Mortgage	414,158	6	Qrtrly.		1870	----
Six per cent. Loan	5,484,351	6	"		1884	84
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	" "		1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	90
2d Mortgage	302,750	6	----		----	89
Boat Loan	232,807	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	88½
2d Mortgage	3,980,670	6	J. & J.		1882	72
Improvement	1,601,670	6	M. & N.		1876	76
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	" "		1865	----
Mortgage bonds	993,000	6	" "		1878	58
Preferred Interest b'ds.	227,569	6	" "		1878	----
Union, (Pa.)						
1st Mortgage	3,000,000	6	M. & N.		1883	15½
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,600	6	J. & J.		1878	80
Wyoming Valley.						
----	800,000	6	J. & J.		1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	46
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	31½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12½
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	11½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton.	38 — @ 40 —
Pig, American, No. 1	41 — @ 42 —
Pig, American, No. 2	38 — @ 39 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	92 50 @105 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	155 — @ — —
Bar, English and American, Refined	100 — @105 —
Bar, English and American, Common	90 — @ 95 —
Scroll	127 50 @175 —
Ovals and Half-round	127 50 @155 —
Sand	127 50 @ — —
Horse Shoe	125 — @ — —
Rods, ⅜ @ 3-16 inch	105 — @160 —
Hoop	132 50 @185 —
Nail Rod per lb.	— 9 @ — 10½
Sheet, Russia, Med. No's	— 15 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	52 50 @ 53 —
Rails, American (at works)	— — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 18
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— — @ — 14
American German do.	— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— — 35 @ — —
Braziers'	— — 35 @ — —
Sheathing, &c., Old	— — 20 @ — 21
Sheathing, Yellow Metal	— — 26 @ — —
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 37½@ 6 50
German Refined (gold)	6 50 @ 6 55
English (gold)	6 37½@ 6 75
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½@ — 26½
Straits (gold).	— 23¾@ — 24
English (gold).	— 22½@ — 22¾

	—Gold.—	—Currency.—
Plates, I.C. Charcoal-p. box.	8 12½@ 8 75	11 25 @ 12 25
Plates, I. C. Coke	7 — @ 7 50	9 75 @ 11 —
Plates, Coke Terne	6 50 @ 6 75	9 50 @ 10 —
Plates, Charcoal Terne	7 75 @ 8 25	11 — @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 11½@ — 11½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17
Refined, free, S. W.	— 43 @ — 44
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— 21½@ — —
Refined, in bond, prime White	— 25 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 31 @ — 32
Residuum per bbl.	3 — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th.28	F.29	Sat.30.	M 2	Tu.3	W.4
Atlantic M. S. S. Co.	119½	121	120½	----	118	
Boston, Hartford & Erie	----	----	----	15½	----	
California 7s	----	----	----	----	----	
Canton Co.	45½	46	44½	45	45½	
Chicago & Alton	120½	121½	----	----	122	
" " pref.	----	----	----	----	----	
" " 1 M.	----	103	----	----	----	
" " S. F.	----	----	----	----	----	
" Inc. b'ds	90½	91	----	----	----	
Chicago, Burl. & Q.	----	135	----	----	----	
" " " 8 p.c.	----	----	111	----	----	
Chic. & Northwest'n	58	58	58½	59	62½	
" " pref.	67½	67½	67½	66	67½	
" " 1st M.	84	----	84	84	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	97	96	----	----	----	
" " Consol.	82	----	----	81½	82	
Chicago & Rock Isl.	96½	96½	95½	95½	96½	
" '1st M.'70	----	----	----	----	----	
Chi., R. I. & Pa. 7s, 1896.	94	96	93	93½	93½	
Clev., Col. and Cin.	99½	----	97½	----	98	
Clev. and Pittsburg	83½	82½	82½	83	83½	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	102	101½	----	----	102½	
" "S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	----	----	27½	----	27	
Del. & Hudson Canal	----	----	146	145	----	
Del., Lack. & West.	114	----	----	114	----	
" "1M. 8p.c. '71-5.	----	----	----	----	----	
" "2M. 8p.c. '81	----	----	----	----	----	
Erie	71½	71½	71½	71½	71½	
" pref.	----	----	79	79	80½	
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	102½	
" 3 M. 7 p.c. '83	98½	98½	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	90	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Hudson River	125½	126	124½	124½	----	
" 1M. 7p.c. '69	----	----	----	----	----	
" 2M. S. F.	----	----	----	----	----	
" 3M. 7p.c. '75	----	----	----	----	----	
Illinois Central	131	134	134	134½	134½	
" bonds	----	----	118	----	----	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	----	----	7	----	----	
" " pref.	13	13	----	----	----	
" " 1st mort.	----	----	----	----	----	
Michigan Central	----	110½	110½	110½	----	
" S F. 8p.c. '82	----	----	----	----	----	
" conv. 8p.c. '69	----	----	----	----	----	
M. S. and N. I.	80	80	80	80½	81½	
" " guar'd.	----	----	----	----	----	
" " 1M. S. F.	----	----	----	96½	----	
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	----	----	----	----	----	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Milw. and St Paul	42	42	41	40½	42	
" " pref.	63	62	62	61	61½	
" " 1st mort.	85½	86	85½	86	87	
" " 2d mort.	----	----	----	----	----	
Missouri 6s	95	95½	95½	96	96	
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	----	----	----	95½	----	
Morris and Essex	----	----	----	----	----	
" " 1st mort	----	----	95½	----	95½	
" " 2d mort	----	----	----	----	----	
New York Central	114	114	113½	113½	114½	
" " 7s, S. F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S. F. '83	----	----	91	----	91	
" " 6s, S. F. '87	93	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" "1M. 7p.c. '73	----	----	----	----	100½	
" "3M. 7p.c. '67	----	----	----	----	----	
N. Y. and N. Haven	----	124½	125½	----	----	
North Carolina 6s	----	----	----	----	----	
" ex-coupon	----	53	----	53½	----	
" new	53	53	----	----	----	
Ohio & Miss. cer.	26½	26½	26½	26½	26½	
" " pref.	75	----	----	----	----	
Pacific Mail S.S. Co.	128½	131½	128½	127½	127½	
Panama	----	----	291	----	----	
Phila. and Reading	96½	96	95½	95½	96½	
Pitts. Ft. W. & Chicago	97½	97½	97½	97½	97½	
" 1M.	----	----	105½	105	105	
" 2M.	----	----	----	98½	----	
" 3M.	----	----	----	----	----	
Quicksilver Mining Co.	15	15	15	----	16½	
St. L., Alton & T. H.	----	----	----	----	----	
" pref.	----	----	----	----	----	
" 1M.	----	----	94½	----	----	
" 2M. pref.	81½	----	80	----	----	
" Inc. b'ds	----	77	----	76½	----	
Tennessee 6s. 1890	----	----	----	----	----	
" ex-coupon	63½	----	63½	63½	64	
" new	62½	62½	62½	62½	62½	
Tol. Wab. & Western	38	39	----	----	39	
" Pref.	61½	----	----	----	----	
" 1M. ex.	----	----	89	----	----	
" 2M.	----	----	78	78	----	
" Int. b'ds	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	
" ex-coupon	----	----	----	----	45	
" new	42	----	41	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th 28.	F.29	Sat.30.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	117	----	----	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	----	----	111	----	
U. S. 5s, 1865, coup.	----	----	----	----	----	
U. S. 5s, 10-40s, coup.	102¼	102½	101¾	101¾	101¾	
U. S 5s, 10-40s, reg	100⅞	----	100⅝	----	----	
U. S. 6s, 1881, reg.	----	----	108	----	----	
U. S. 6s, 1881, cou.	----	113	112⅞	112¾	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 5-20s, reg. '62.	104⅞	104	104⅝	----	----	
U. S. 6s, 5-20s, c. '62	108	108	107⅞	107⅞	108⅛	
U. S. 6s, 5-20s, reg.'64.	----	----	----	----	----	
U. S. 6s, 5-20s, c. '64	105½	105½	105	104½	104⅝	
U. S. 6s, 5-20s, reg.'65.	----	----	----	----	----	
U. S. 6s, 5-20s, c. '65	----	105⅞	----	105½	105½	
U. S. 6s, 5-20s, c. n.'65.	107⅞	108	----	107⅝	----	
U. S. 6s, 5-20s, c. n.'67.	108	108	107½	107¾	107⅞	
7.30 Notes, 2d series.	105⅛	105⅛	----	104⅞	104⅞	
" " 3d series.	105⅛	105⅛	105⅛	104⅞	104⅞	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Catawissa	----	----	----	----	----	
" preferred	----	----	21¼	----	21½	22
Camden & Amboy	126	----	126	125½	----	126
" " 6s,'67.	----	----	----	----	----	
" " 6s,'70.	----	----	----	----	----	
" " 6s,'75.	----	----	----	----	----	
" " 6s,'83.	----	----	87½	----	----	88
" " 6s,'89.	86	----	86	86	----	87
" mort. 6s,'89.	----	----	----	93½	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal	----	----	----	----	----	
Elmira & W'msport	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 7s.	----	----	----	----	----	
Lehigh Navigation	30	----	30½	32½	32½	31½
" " 6s, '84.	----	----	----	----	----	84
Lehigh Valley R. R.	51	----	51½	----	51	50½
" " 6s	91½	----	----	----	----	
Little Schuylkill R. R.	----	----	----	----	----	
" " 7s.	----	----	----	----	----	
Minehill	68	----	----	57	57	57
Morris Canal	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania	----	----	----	----	----	
" " 6s. 86½	----	----	----	86½	----	
" " 10s.	----	----	----	----	----	
Northern Central	42½	----	----	----	----	
Pennsylvania R. R.	50	----	50	50½	50	49½
" 1st m.	99½	----	100	----	----	
" 2d m.	----	----	93½	----	----	93½
Penn. State, 6s	----	----	----	----	----	
" " 5s, coupon	----	----	----	----	----	
" " 6s, W. L.	102	----	102	----	----	103
Philadelphia City, 6s	----	----	97¾	97½	95	
" " new	101¾	----	101¾	101½	98¾	98¾
" " muno	----	----	----	----	----	
Philad., Germ. & Nor.	----	----	----	----	----	
Phila. & Reading	48½	----	48½	48	47⅞	47½
" 6s, '86.	----	----	----	----	----	
" 6s, '70.	----	----	----	----	----	
Philadelphia & Erie	25¾	----	25¾	25½	26¼	26¼
" " 6s.	----	----	----	----	----	
Philad. & Sunbury, 7s.	----	----	----	----	----	
Schuylkill Navigation	12½	----	----	----	----	
" " pref.	21½	----	----	----	----	
" 6s '82	70	----	----	71	72	72
" 6s '76	----	----	----	----	----	
" 6s '72	----	----	----	----	----	
Susq. Canal	----	----	----	----	----	
" " 6s '78.	68	----	----	----	----	
Union Canal, pref.	----	----	----	----	----	
" " 6s '83	----	----	----	----	----	
West Br. Canal 6s '78.	----	----	----	----	----	
Wyoming Valley Canal	----	----	----	----	----	
" " bonds.	----	----	----	----	----	
Hestonville, (Horse)	----	----	10½	----	----	
Chestnut & Wal. "	----	----	----	----	45	
Green & Coates, "	30	----	----	----	30	
2d and 3d streets, "	----	----	----	----	75	
Spruce & Pine, "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	W 27.	Th 28.	F.29.	Sat.30.	M 2	Tu 3
Baltimore City 6s, 1875.	96½	----	96	96½	96½	96½
" " 1886.	----	----	----	----	----	
" " 1870.	----	----	----	----	----	
" " 1890.	99½	----	----	----	99	99
" " 1893.	----	----	----	----	----	
Balt. and Ohio	----	----	----	----	120½	121
" " b'ds, '62.	----	----	----	----	----	
" " " '75.	----	----	----	----	----	
" " " '80.	----	----	----	----	----	
" " " '85.	----	----	97½	97½	----	
Northern Central	----	----	----	43	43	
" " b'ds, 1885.	----	----	----	----	----	
" " " 1900.	82½	----	----	----	----	
City Passenger R. R.	----	----	20	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W 4
Boston and Lowell	----	----	----	----	125	
Boston and Maine	----	137½	----	----	136	
Boston and Providence	142	----	----	----	140	
Boston and Worcest.	148	147½	----	----	----	
Boston, Hartford & Erie	14½	14½	14½	14	14	
Cheshire, pref.	----	----	----	----	----	
Concord	----	----	----	----	----	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	112	111½	111½	111½	111½	
Fitchburg	----	----	----	----	----	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	----	----	----	----	
Ogdens. & Lake Champ.	61	----	----	----	60	
Old Colony & Newport.	89¼	88¼	----	----	87½	
Ph., Wil. & Baltimore	54	54	----	53½	----	
Portl'd, Saco & Ports.	----	----	----	----	----	
Vermont & Canada	----	95½	----	----	94½	
Vermont & Mass.	----	----	----	----	----	
Western	----	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	----	----	----	----	
Metropolitan "	----	58	----	----	57½	
Middlesex "	----	----	----	40	40	
Central Mining Co.	----	----	28½	----	----	
Copper Falls "	27½	27	----	26	----	
Franklin "	13	13	13	----	----	
Huron "	----	----	----	----	----	
Isle Royale "	----	----	----	----	----	
National "	----	----	----	----	----	
Minnesota "	----	----	----	----	----	
Pewabic "	9½	----	----	----	----	
Pittsburg "	29	----	----	----	----	
Quincy "	----	----	----	----	19	
Rockland	----	----	----	----	4½	

London Stock Exchange.

The following were the closing prices for American Securities on the 15th and 8th of Nov.:

	Closing Prices. Nov. 15.	Nov. 8.
United States, 5-20s, 6 per cent 1882.	70¾@ 71	70¾@ 71
Do. do. 6 do. 1884.	68 @ 70	67 @ 69
Do. do. 6 do. 1885.	69⅝@ 69½	69½@ 69⅝
Do. do. 6 do. 1868.	85 @ 90	85 @ 90
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	32 @ 33	32 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18½@ 19½	19½@ 20½
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	46½ @47
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	82½@ 82½
Do., 7 p. c., 1875	82 @ 83	75 @ 77
Do., $100 shares (all paid)	84½@ 85	79 @ 79½
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 73	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 96
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	83 @ 85
Do. with option to be paid in Phil.	83 @ 85	83 @ 85

American Railroad Journal.

Saturday, December 7, 1867.

Stock Exchange and Money Market.

The Money Market has worked in favor of borrowers on call, since our last. The supply at this point has been gaining on the demand, the influx of currency from the northwest being in excess of the outflow to the South and Southwest. The city banks have increased their resources, in the form of specie and legal tender notes, and have also had a handsome addition made to their deposits; while they have contracted their loans, and circulation. The Government office has reduced its cash reserve, by a few millions. To the principal dealers in the public funds, Money has been available in round sums at 6, and to the leading Stock Exchange firms, at 7 per cent. At these figures, the offerings on call have been quite liberal, largely ahead of the wants of borrowers in a temporary form. The discount market has not relaxed. Very little favor is shown to business paper, either in or out of bank. A number of failures in the mercantile line have been reported during the week, adding to the prevailing distrust of mercantile credits. The best grades of commercial paper are quoted slow of sale at from 7@10 per cent. per annum. The annual message of the President, and the accompanying documents have been quite favorably interpreted, as regards their bearing on the finances and credit of the nation. The report of the Secretary of the Treasury has met with very general approval, both in its business statements, and in its recommendations.

In relation to the prospect of an early resumption of specie payments, the Secretary is of the opinion that "there is not any insuperable difficulty in the way of an early and a permanent restoration of specie standard. It may not be safe to fix the exact time, but with favorable crops next year, and with no legislation unfavorable to contraction at this session, it ought not to be delayed beyond the 1st of January, or at farthermost the 1st of July, 1869. *Nothing will be gained, however, by a forced resumption.* When the country is in a condition to maintain specie payments they will be restored as a necessary consequence. To such a condition of national prosperity as will ensure a permanent restoration of the specie standard the following measures are, in the opinion of the Secretary, important if not indispensable.

The funding or paying of the balance of the interest bearing notes and the continued contraction of the paper currency.

The maintenance of the public faith in regard to the funded debt.

Restoration of the Southern States to their proper relation to the federal government.

If this opinion be correct, the question of permanent specie payments, involving as it does the prosperity of the country, underlies the great questions of currency, taxation and reconstruction, which are now engaging the attention of the people, and cannot fail to receive the earnest and deliberate attention of Congress."

The Secretary regards the funding or payment of the balance of interest-bearing notes, and a continued contraction of the paper currency, as the first measure important, if not indispensable for national prosperity, and as a consequence for a permanent resumption. An encouraging feature of the Message and the Treasury documents is the substantial harmony of all the public officers, on financial topics.

National Bank notes to the amount of $180,320 were issued last week, making the total issue to 1,673 banks thus far, $304,715,991, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,270,535, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,394,861,) an actual circulation at this date, of $299,441,456. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,982,750; and for the public deposits, $38,001,950—making a total of $378,984,600. The Treasury Department last week redeemed and destroyed $94,000 of worn and mutilated fractional currency, and issued $136,000 of new.

Both the Secretary and Comptroller of the cur-

rency, in their annual reports, take strong ground, in advocacy of the wisdom, usefulness and economy to the Treasury, of the national banking system. The Comptroller says that of the aggregate number of authorized national banks, four never completed their organization; two were superseded by subsequent organizations with the same titles, and ten are in the hands of receivers.

The specie reserve of the city banks is now $16,572,890, against $14,957,607 same time last year. The city bank deposits are now $175,686,233, against $208,889,177 week ending Dec. 1, 1866. The legal tender reserve amounts to $52,098,132, against $61,485,458 same time last year. The circulation now stands at $34,080,792, against $31,893,849 same time last year. The loans are now $247,815,500, against $263,011,668 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $86,548,452 a day, against a daily average of $96,667,034 the preceding week, and $82,536,188 the week ending with Nov. 16. The current week's exchanges average about $87,192,500 a day. The city banks, last week, gained $1,073,780 of specie, $976,221 of legal tender, and $964,550 of deposits. They reduced their loans, $1,528,140; and their circulation, $49,119.

The U. S. Sub-Treasury receipts, week ending with Nov. 30, were $28,228,390, including $1,234,301 from customs duties; payments, $30,105,136, including $1,404,614 of coin interest; balance at the close of the week, $107,055,983, against $108,932,729, at the close of the preceding week, showing a decrease of $1,876,746. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,731,396 including $346,000 from customs; and payments, $791,418; on Tuesday, receipts, $1,382,500 including $336,000 from customs, and payments, $3,885,377. The balance at the close of business on Tuesday stood at $105,493,092, against $109,023,120 a week previous. The aggregate receipts of the office in November were $115,773,911, including $7,304,934 from customs, aggregate payments, $118,589,792, including $16,969,514 of coin interest; balance at the close of the month $107,055,983, against $109,871,865 at the beginning of the month.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Nov. 30, was $232,690,800; aggregate redemptions, $201,927,000; leaving outstanding on Saturday last, certificates to the amount of $30,763,800.

The receipts of the U. S. Sub-Treasury, Philadelphia, in November, were $6,411,679; payments $7,829,153; balance, at the close, $5,364,054.

The Philadelphia Bank movement the past week shows an increase in loans, of $53,946; a decrease of $6,253 in specie; an increase in legal tenders of $556,647; an increase of $52,256 in deposits; and an increase of $16,479 in circulation. The Bank Clearings show a decrease of $5,716,383, and the balances, a decrease of $631,076.

Government revenues have increased a little since our last, and have been nearly equal to the expenditures. The excises, last week, yielded $3,045,000, against $2,111,000, the preceding week; customs at the port of New York $1,234,301, and at the outports, about $410,000 (in coin) more, making the grand total income for the week equal about $8,929,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $85,000,000.

Commissioner Rollins, in his annual report, gives the following comparative statement of the receipts from excises, in the first four months of the last three fiscal years:

	1865.	1866.	1867.
July	$21,693,470	$27,079,103	$24,734,656
August	34,087,539	38,343,340	17,848,651
September	37,939,415	33,714,718	13,183,606
October	30,457,983	26,414,430	14,486,636

Of the amount collected during the four months of 1865 $52,948,561 were from incomes, and of that in 1866 $43,463,655, while of that in 1867 only $17,733,714 came from these sources.

Government received $6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

Gold has been much depressed in price since our last, having fallen to 136⅜@136½, under the influence of largely augmented offerings, and a decided falling off in the demand. The complete accord of the President and Secretary, on the financial issues, as well as on the question of the wisdom and necessity of laboring to bring about an early resumption of specie payments, has tended to lessen the confidence of the *bulls* in further inflation. The speculative inquiry has been very moderate. The customs and export call has been light. The quotations on Wednesday were 137⅛@137¾, the market having been somewhat strengthened by the less favorable foreign news, as regards U. S. securities in London and American produce, especially cotton in Liverpool. The latest sales were at 137¼. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $3,028,223, against $9,264,692 same time last year. The customs demand for Gold last week, averaged $246,860 a day; thus far, this week, it has been equal to $341,000 a day, or equal to a weekly aggregate of $2,046,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $89,818, and from California, $323,619. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $111,510,400, against $124,502,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $25,814,253, against $38,297,350 same time last year, showing a decrease this year, of $12,483,097. The exports of specie from this port, last week, were $337,195. The total outflow of specie from the port, since Jan. 1, 1867, has been $45,060,999, against $58,568,448 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, $1,404,614, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $60,432,595, against $46,957,971 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached $34,766,342, against $38,499,629 same time last year, showing a decrease, in 1867, of $3,733,287.

Foreign exchange has been less freely offered and has been in pretty fair demand, since our last, at firmer prices. Bankers' 60 day bills on London closed at 109⅛@109¾, and on Paris to 5.16¼@5.15; sight bills on London to 109¾@110⅛ and on Paris to 5.13¾@5.12¾. The offerings of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,957,208, making the total value of exports since Jan. 1, 1867, $175,566,738, against $175,382,922 same time in the preceding year.

Government securities have not been very active, during the week. The investment demand has been moderate at some modification of prices. There has been no speculation of moment. Toward the close, the inquiry became rather more active, and prices favored sellers. The Message, and accompanying Treasury reports, tend to augment the public confidence in the National resources, solvency and uprightness. The President and Secretary very positively and forcibly argue against all projects, thus far mooted, adverse to a rigid maintenance of the public faith with the National creditors. This view of the situation is very favorably regarded by purchasers of the public funds, which close buoyantly, on comparatively light offerings. Of the coin bearing obligations, amounting in all to $1,778,110,991, on the 1st of November there were deposited with the U. S. Treasurer at Washington, in pledge for the circulation of the National banks, bonds to the amount of $340,675,000.

The very latest dealings on Wednesday were on a restricted scale, and at slightly modified prices, under the reduced figures reported from London for the 5-20s of 1862. U. S. sixes of 1881 closed here on Wednesday at 112¼@112½; U. S. Five-twenties of 1862, 107¾@107⅞; U. S. Five-twenties of 1864 at 104⅝@104¾; U. S. Five-twenties of 1865 at 105½@105⅝; U. S. Five-twenties of 1865, consolidated, 107⅝@107¾; U. S. Five-twenties of 1867, 107⅝@107¾; U.S. Ten-forties at 101½@101¾, and U. S. Seven-thirties at 104⅝@104¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..1191/8	September, 1865..115¾
May, 1865 .....117⅛	October, 1865....115½
August, 1865....116¼	

Some 24 millions of 7-30s were converted through the U. S. Sub-Treasury, here, last week, making the aggregate conversions, since Oct. 15, nearly 70 millions.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Dec. 4.
Consols	94 9/16	94½	*93
U. S. 5-20's of 1862	70 5/8	70½	71⅜
Erie	47 1/8	46¾	47¼
Ill. Central	84¾	85¼	89¾

* Ex-dividend.

Railway and miscellaneous stocks have been moderately active. The demand has been almost wholly speculative. Prices have been worked to a higher range, generally. At the close, the market was buoyant for the leading street favorites. General business has been on a moderate scale.

There has been rather more call for produce. Breadstuffs closed buoyantly, in view of the probable immediate closing of the canals. Provisions have been held more firmly. Cotton has been freely offered and purchased, closing on the basis of 16 for middling uplands, per lb. The stock of cotton now here is estimated at about 44,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 436,000 bales, against 424,200 bales same time last year; exports, same time, 173,250 bales, against 154,300 bales same time last year; stock on hand at latest dates, 205,000 bales, against 370,000 bales same date last year. There has been increased firmness in the Live stock markets, this week, on less extensive offerings, and a rather better inquiry. Beeves ranged from 8@17c.; veal Calves, 8@12c.; Sheep, 3½@5½c.; lambs, 5@6½c., and Swine, 6¼@6¾ per lb., live weight. The week's receipts have been 4,248 beeves, 559 veal calves, 24,837 sheep and lambs, and 33,294 swine. In foreign merchandise there has been a restricted movement, though buyers in most instances have had any existing advantage. The total imports of foreign dry goods, last week, were $703,761, and the total amount marketed $784,746. The value of foreign merchandise imported last week, was $1,700,940—making the grand total specie value of last week's imports of dry goods and merchandise, $2,404,701, and since Jan. 1, 1867, $224,078,747, against $265,965,871 same time in the preceding fiscal year. The ocean freight market has been steady, but not active, since our last, with 452 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 8½d.@9d. per bushel; cotton at ¼d.@ 5/16d. per lb.; and heavy goods at 22s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 3, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,480,885	$3,957,208
Prev. reported	171,903,027	171,093,613
Since January 1	$175,382,922	$175,050,821

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$902,839	$703,761
Gen. merchandise	2,024,841	1,700,940
Total for the week	$2,927,680	$2,404,701
Previously reported	263,038,191	221,674,046
Since January 1	$265,965,871	$224,078,747

The balance in the Sub-Treasury on Wednesday was $103,196,501 78.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central R. R., 119; New Jersey R. R., 132; U. S. 5-20s, reg., 1867, new issue, 104; do., 1865, 104½; Great Western 2d mort., 71¼; Toledo, Peoria and Warsaw 1st mort., 77½; Peninsular R.R. 1st mort., 76; Ohio and Mississippi 1st mort., 89½; N. Y. and New Haven R. R. 6s, 97; Chicago and Northwestern Appleton Extension, 82½; do., Equipment 10s, 97; Joliet and Chicago 1st mort. 8s, 104½; Brooklyn 6s, W. L., 96; Georgia 7s, 83; N. Y. State 7s, 1870, 103; do., 7s, Bounty Loan, coupon, 107¼; Illinois coupon bonds, 1870, 101½; Ohio 6s, 1875, 102; Boston Water Power Co., 17¾; Am. Exp. Co., 81; Adams' Express, 83; Merchants' Union Exp., 40; U. S. Express, 84¾; Wells-Fargo Express, 56; Western Union Telegraph, 33; do., 7s, 80; Metropolitan Gas, 130; Central National Bank, 103¾; Fourth National Bank, 106½; Park Bank, 144; Continental Bank, 104; Bank of Commonwealth, 108; Bank of Commerce, 116½; Shoe and Leather Bank, 112; Am. Ex. Bank, 113; Tradesman Bank, 138; Ninth National Bank, 103½; Bank of Republic, 112; Importers' and Traders' Bank, 120; Consol. Gregory Gold, 5.80; Corydon, 0.45; Davidson Copper, 0.70; Edgehill Mining, 3.45; Gunnell Gold 1.00; Gunnell Union, 0.20; Kipp and Buell, 0.35; New York and Eldorado, 1.45; New York Gold, 0.75; Nye Gold, 2; Quartz Hill Gold, 1.15; Rocky Mt., 0.23; Smith and Parmalee, 2.90; Wallkill Lead, 0.49; Buchanan Farm, oil, 0.41; Pit Hole Creek, 0.80; United States, 2.00; Bennehoff Run, 2.05.

Philadelphia.—Camden and Atlantic 2d mort., 75; Belvidere Delaware 1st mort., 84; Sunbury and Erie 7s, 97⅜; Girard College R. R., 27; 10th and 11th streets R. R., 66; 13th and 15th streets, 18¼; New Jersey 6s, 1897, 102½; Pennsylvania State 6s, 1st series, 104; do., 2d series, 105¼; do., 3d series, 106; Allegheny County coupon 5s, 74½; St. Nicholas Coal, ⅜; Big Mt. Coal, 3⅝; Clinton Coal, 1; New York and Middle Coal Fields, 2.94; Shamokin Coal, 2¼; McClintock Oil, ¼; Ocean, 3⅞; Corn Planter, ¼; McElheny, 0.44; Mechanics' Bank, 30; City Bank, 71; Commercial Bank, 52; Central National Bank, 116. The latest quotations are: City 6s, 95@99½; do., free of tax, 99@99⅛; State 6s, reg., 96¼@96⅞; do., coupon, 94@95; do., 6s, W. L., 102¼@102½; Reading, 47⅞@48; do., 6s, 1870, 95@95½; do., bonds, 91½@92; Camden and Amboy, 125¾@125⅞; do., 6s, 1889, 92½@93; do., 1883, 87@87¼; Penn. R. R., 49⅝@49¾; do., 1st mort., 99¾@100; do., 2d mort., 93½@94; Little Schuylkill R. R., 23@25; Morris Canal, 30@35; do., pref., 89½@90; do., bonds, 83@93; Wyoming Valley Canal, 36@37½; do., 6s, 75@80; Susquehanna Canal, 12⅛@13; do., 6s, 58½@59; Sch. Nav., 13@14; do., pref., 21⅝@21⅞; do., 6s, 1882, 71¾@72; Union Canal bonds, 15½@15¾; Delaware Div. Canal, 46¾@51; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 59@61; Lehigh Coal and Navigation, 31¼@31¾; do., bonds, 1884, 83½@83; North Pennsylvania, 32¾@33; do., 6s, 86½@87; Philadelphia and Erie, 28¾@28⅞; do., 6s, 90@91 Minehill, 57@57¼; Catawissa, 8@13; do., pref., 23⅜@23½; Lehigh Valley, 50¾@51; do., bonds, 91¼@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 73@77; West Philadelphia, 64@—; Spruce and Pine, 26@26½; Green and Coates, 26½@28½; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 18¼@18½; Girard College, 27@28; Tenth and Eleventh, 66@66⅛; Union, 37@38; Hestonville, 10⅜@10¾.

Boston.—Ogdensburg pref., 99¾; Indianapolis and Cincinnati R. R., 34⅝; Union Railway, 87¾; Connecticut and Pass. Rivers R. R., 81; Eastern 6s, 1874, 94⅞; Vermont Central and Vermont and Canada R. R. 8s, 1877, 100⅝; Boston, Hartford and Erie 7s, 56¾; Cheshire R. R. 6s, 1875@1880, 92½; Rutland 1st mort., 140; do., 2d mort., 40; Boston and Maine R. R. Rights, 2¾; Boston Water Power Co., 17⅞; Cary Land Co., 7½; Massachusetts 5s, 1894 gold, 104; do., 6s, 1876, gold, 116; New Hampshire 6s, 1878, 99; Maine 6s, 1889, 99; Portland 6s, 1882@1884, 93; do., 5s, 1883, 79; Albany 6s, 1896, 96; Chicago 7s, 1896, municipal, 92; do., 1892, sewerage, 92½; Boston 6s, currency, 1876, 102¼; Cambridge 6s, 1877, 100¾; do., 1886, 98¼; Bath 6s, 1887, 90; Boston Gas Light Co., 745; Blackstone National Bank, 126; Eliot National Bank, 107⅞; Market National Bank, 106¼; National Bank of Republic, 131½; Mt. Vernon National Bank, 108½; Everett National Bank, 103½; Freeman's National Bank, 121¾; Tremont National Bank, 118⅞; Howard National Bank, 105¼; Globe National Bank, 124½; State National Bank, 103; Merchants National Bank, 112; National Bank of Redemption, 109½; Revere National Bank, 133; Maverick National Bank, 104; Union National Bank, 120; Columbian National Bank, 113; Old Boston National Bank, 68¼; North National Bank, 110½; Webster National Bank, 104; Shawmut National Bank, 111¼; Concord Mining Co., 3½; Eagle River, 75c; Hancock, 13.

Baltimore.—Marietta and Cincinnati 1st mort., 84¾; do., 2d mort., 56½; N. W. Va. 1st mort., 93; Central Ohio R. R., 33¾; Parkersburg R. R., 17¾; Bare Hill Mining Co., 0.35; Mineral Hill, 0.25; George's Creek, 60; Citizens' Bank, 14¾; Third National Bank, 99¾; Union Bank, 56¼; Farmers' and Planters' Bank, 33. The latest quotations are: Balt. and Ohio, 120¾@123½; do., 6s, 1875, 98@99; do., 1880, 98¾@99; do., 1885, 97¼@97¾; Northern Central, 42½@43; do., bonds, 1885, 85@85; do., 1900, 81@82½; N. W. Va., 17@17½; do., 1st mort., 91½@92; do., 2d mort., 91⅜@91½; do., 3d mort., 1873, 91@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84@84¾; do., 2d mort., 56½@60; Central Ohio, 33½@33¾; do., 1st mort., 80@85; Western Md. 6s, 1890, 71@—; do., guar., 84¼@85; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@101¼; do., 1890, 100½@100¾; Baltimore 6s, 1870, 98½@99; do., 1873, 96@—; do., 1875, 96@96½; do., 1886, 98@98¼; do., 1890, 99@99⅛; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1838-'70, 80@83; City Passenger R.R., 19½@20; Canton Co., 44½@—; Gardner, 1.00@1.20; Am. Gas Coal, 0.65@0.75; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60¾; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.40; Atlantic Coal, 0.77@0.90; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

☞ The following gentlemen have been elected directors of the La Crosse, Trempeleau and Prescott Railroad Company: D. M. Barney, Jesse Hoyt, A. H. Barney, C. W. Thompson, G. C. Fargo, Wm. B. Ogden, A. L. Pritchard, L. Holbrook and M. L. Sykes.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the fourth week in Nov., 1867, were $82,800 00
Corresponding week of previous year.. 64,556 00

Increase $19,244 00

The earnings of the Chicago and Alton Railroad for the fourth week in November, 1867, were $103,702 00
Corresponding period previous year.. 87,531 00

Increase $16,171 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Nov., 1867 .. $336,808 00
Corresponding week previous year .. 281,565 00

Increase $55,242 00

The earnings of the Detroit and Milwaukee Railroad for the week ending November 28, 1867, were $31,907 00
Corresponding week of 1866 ..... 30,063 00

Increase $1,844 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Nov., 1867, were $115,131 00
Corresponding week of 1866 ..... 112,204 00

Increase $2,927 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in Nov., 1867.. $32,249 00
Corresponding week previous year.... 24,298 00

Increase $7,951 00

The earnings of the Atlantic and Great Western Railway for the third week in Nov., 1867, were $117,152 00
Corresponding week previous year... 134,421 00

Decrease $17,269 00

The earnings of the Des Moines Valley Railroad for the third week in November, 1867, were $23,248 51; same time in 1866, $19,091 63; increase, $4,156 88.

The receipts of the St. Louis and Iron Mountain Railroad for the week ending Nov. 23, were $13,325 15.

☞ The Indianapolis, Cincinnati and Lafayette Railroad Company have a car fitted up especially for the accommodation of hunting and fishing parties. There are berths in it for sleeping, kitchen arrangements for cooking, &c. They switch the car off on a side track, convenient to the hunting or fishing grounds, as the case may be.

☞ The construction of another branch of the Erie Railway is said to be in contemplation. It is to start from the line of the Newburgh Branch about a mile from Newburgh, running to Canterbury, and thence to the Erie Railway at Turners. The people of New Windsor and Cornwall are anxious for its speedy construction.

☞ The Springfield *Republican* says that work at the Hoosac tunnel, relinquished by Messrs. Dull, Gowan and White, the contractors, will be immediately resumed by the State and pushed forward under the direction of the commissioners.

☞ It is contemplated to extend the Ottawa and Prescott Railroad from Ottawa, along the left bank of the river, up to Alymer, distance nine miles.

☞ The Tennessee Senate has passed a bill appropriating three and a half millions of dollars in aid of the State Railroads.

Louisville and Nashville Railroad.

We gave, last week, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1867. The following extract from the Report of ALBERT FINK, Esq., General Superintendent, has reference to the connections and extensions of the road:

Under this head reference was had in the last Annual Report (pages 45–53) to such of the projected lines of connecting roads and extensions as would greatly benefit the Louisville and Nashville Railroad, either by opening to it new channels of commerce, or by preventing the diversion of its present business.

Three of the most important enterprises then in contemplation have since been started, and are progressing toward completion.

THE BRIDGE OVER THE OHIO RIVER.

This work was commenced in the past month, and will be completed in the fall of 1869. Its completion will establish Louisville as the most favorable point for crossing the Ohio River for the vast trade and travel between the North and South, and Northeast and Southwest.

LOUISVILLE AND CINCINNATI RAILROAD.

This road is under contract for its entire length, and is expected to be finished in eighteen months. Its completion will secure to us a large amount of trade which now passes to the South over more northern routes, or by the river.

EXTENSION OF LEBANON BRANCH RAILROAD.

The wise policy which has heretofore guided the stockholders of the Louisville and Nashville Railroad and the City Council of Louisville, in extending their system of railroads to the Southeast, has placed Louisville in advance of competing cities, and made it comparatively easy to accomplish the great work of uniting, by the shortest possible lines of communication, the Northwest with the Southeast, a work projected more than thirty years ago, and ever since looked upon as a great desideratum.

At their last annual meeting the stockholders authorized the extension of the Lebanon Branch from Crab Orchard to the Tennessee State Line, and the City of Louisville subscribed one million of dollars to be applied to that work. The road is now under contract as far as London, forty-seven miles from Crab Orchard, and eight miles are already graded, ready for track laying, which will be commenced next month. The question can hardly be now raised whether the advantages already gained should be sacrificed and a rival interest permitted to overtake us; but a good deal of misapprehension seems to exist as regards the value of the extension to the Louisville and Nashville Railroad Company and to the City of Louisville.

It is contended by some that there was not sufficient business to justify the construction of this road. This argument is generally based on the supposition that the terminus of the road was to be in East Tennessee, and that no outlet would be gained there to the South and East. Were this really the case, it would indeed be better to sacrifice the large expenditures already made, and stop the construction of the road at once. But this supposition is entirely erroneous. As soon as the extension is completed, we shall have secured, by means of our connection with Norfolk, a route to the Atlantic coast, two hundred miles shorter than the distance to New York. Besides this, we shall form a connection, by way of Morristown and the French Broad River Railroad, with the whole railroad system of the Carolinas. The French Broad River Railroad is now completed for fifteen miles south of Morristown; the remaining part of the road, as far as Morgantown, is all under contract and partly graded. At Morgantown we meet the completed roads leading to Wilmington and Charleston. The liberal aid lately extended by the State of North Carolina to her railroads secures the completion of this important road in advance of the Blue Ridge Railroad, to which we have heretofore looked more particularly for a southern connection.

The advantage of these connections will be appreciated by all who are familiar with the immense amount of business now transacted over circuitous routes between the Northwest and Southeast (the sections of country which will be reached by the extension as soon as completed) by way of New York and Baltimore to Norfolk, Wilmington, Charleston and Savannah. There can be no doubt that, with the connections to Norfolk and Morgantown completed, the road to East Tennessee will command a large amount of freight and travel now necessarily passing around us for want of more direct communication.

The company has already expended a capital of $4,000,000 for one hundred and fifteen miles of road in the direction of East Tennessee, and in making a great through route of the Lebanon Branch, now a mere local line without sufficient business, this investment will be made to yield a larger revenue without additional expense, while the City of Louisville would become the distributing point for the business between the Northwest and Southeast, a business in which she has now no share.

Those who apprehend that the extension would not earn enough to keep up the road, should bear in mind that similar fears were entertained with regard to the Main Stem at the time of its construction, and that experience has shown them entirely without foundation. What a powerful instrument a railroad is in creating business may best be seen from a comparison of the freight earnings of the Main Stem, shortly after its completion, with the freight earnings for the last six months, as given in the following figures:

	1860.	1866.
January.....	$14,588 65	$107,839 51
February.....	15,644 20	108,087 51
March.....	25,838 70	*62,596 92
April.....	19,584 50	*72,791 72
May	23,329 25	86,962 45
June	19,813 75	66,251 11
	$118,999 05	$504,529 22

* Southern connection broken during these months.

From whatever point this question may be considered, there can be no doubt that the true interests, both of the company and the City of Louisville, demand the completion of the Lebanon Branch Extension with a view of forming a connection with the whole system of railroads in the Southeastern States.

MEMPHIS AND LOUISVILLE RAILROAD.

It has already been stated that since the 13th of August this line of road, consisting of one hundred and sixty-four miles of the Louisville and Nashville Railroad, eighty-two and a half miles of the Memphis, Clarksville and Louisville Railroad, and one hundred and thirty and a half miles of the Memphis and Ohio Railroad, has been to opened business from Louisville to Memphis.

The advantages which have been derived from this through connection have been estimated in another part of this Report. The results there given were, however, not obtained without some sacrifice on the part of the Louisville and Nashville Railroad.

The companies forming the two southern connecting links—one of which, the Memphis, Clarksville and Louisville Railroad, is in the hands of the State—did not possess sufficient means either to put their roads in thorough repair, or to operate the same in the most effective way, and in order to keep up the communication with Memphis, the Louisville and Nashville Railroad was compelled to advance money, and to furnish the greater portion of the rolling stock required for the operation of the line.

It will be remembered that, shortly after the close of the war, the Louisville and Nashville Company made a proposition to the Memphis, Clarksville and Louisville Railroad Company to

operate their road, to advance the money required to put it in good order, to furnish the necessary rolling stock, to pay the interest on the State bonds, and apply the net earnings of the road toward refunding the debt that might thus be created. The proposition farther provided for the return of the road to the stockholders should they at any time return the money advanced by the Louisville and Nashville Railroad.

It had been estimated that the value of the through connection with Memphis would justify this company in making so liberal an offer.

The managers of the Memphis, Clarksville and Louisville Railroad, guided somewhat by popular prejudices and the desire to operate their road as an independent line, rejected this proposition, and accepted instead the bonds of the State, permitting the road to pass into the hands of a receiver. The result has been as follows:

The indebtedness and stock liabilities of the road at the close of the war, including the interest due State accrued during the war, was, in round figures.	$2,900,000
It is now	4,000,000
Additional debt created since the war	$1,100,000

Before the proposition of the Louisville and Nashville Railroad was tendered, a careful estimate had been made by two competent engineers of the cost of putting the road in running order, and of supplying the necessary rolling stock, and the sum of $400,000 was deemed ample by them for that purpose. Had the proposition of the Louisville and Nashville Railroad been accepted, the indebtedness of that road would not have been increased above that amount, with perhaps the addition of the interest on State bonds since accrued, as the road does not pay more than operating expenses.

The additional debt created since the war is as follows:

Due to operatives and parties who have furnished supplies	$123,211 27
Due the U. S. Government for rolling stock and material	368,691 12
New loan from the State of Tennessee	500,000 00
Interest due the State since January 1, 1866	166,734 00
Total	$1,158,636 39
Add to this former indebtedness and stock liabilities	2,904,017 13
	$4,062,653 52

It will require not less than $500,000 to finish the road, making the total cost of the road—eighty-two and a half miles long—$4,562,653 52. The original cost of the road was $2,300,000.

The Memphis and Ohio Railroad, desirous to profit by the sad experience of the Memphis, Clarksville and Louisville Railroad under the management of the State, and under a separate organization, when it became apparent that they could not meet the July interest, made a proposition to the Louisville and Nashville Railroad, in which proposition the directors of the Memphis, Clarksville and Louisville Railroad joined, for a consolidation of the two roads with the Louisville and Nashville Railroad, as originally designed by the projectors of the three enterprises. That this consolidation, for which the charters of the three companies make ample provisions, must be beneficial to all parties interested, but particularly so at this time to the Memphis, Clarksville and Louisville and Memphis and Ohio Railroads, it is not necessary here to argue.

The proposition was referred to a committee of the directors of the Louisville and Nashville Railroad, who, although in favor of consolidation, could not, after ascertaining the liabilities of the two roads, recommend the assumption of their entire debt, which now greatly exceeds their value. The committee agreed, however, to a consolidation, provided that the liabilities could be reduced so as to represent the actual value of the roads. Should this prove impracticable, a lease for a period of years could then be resorted to.—

During the coming year one or the other plan will have to be carried out, otherwise these roads will have to be operated as mere local lines, as the Louisville and Nashville Railroad Company could not afford, in case the Memphis and Ohio Railroad should also pass into the hands of a receiver, to continue to advance money and furnish rolling stock without any prospects of ever being repaid; the State of Tennessee having failed to provide for the payment of debts created by the operation of a road under a receiver.

It is somewhat surprising that, notwithstanding the liberal policy which this company has pursued toward the two connecting roads in the State of Tennessee, enabling them to open and operate their roads, a thing which would have been utterly impossible without the friendly aid of the Louisville and Nashville Railroad, the opposition to measures calculated to benefit the interest of Tennessee comes solely from her citizens.

The various railroads of Tennessee are now indebted to the State, for interest due on the bonds, to the amount of $766,680. If any of these roads should be so fortunately situated as to make it to the interest of a connecting road to aid them, to put them in first-class order, and assume the payment of the State interest, should opposition to such measures come from sensible citizens of Tennessee? Can there be any real ground for such opposition? It seems to be altogether based upon the fear that the Louisville and Nashville Railroad might discriminate against the people of Tennessee in arranging the freight tariff. Certainly those who entertain such fears must be altogether ignorant of the principles upon which railroads conduct their business; and they do not, in this particular case, appear to appreciate the fact that the Louisville and Nashville Railroad Company, controlling, as it does, the northern outlet of their Tennessee connections, is already in position to discriminate against them, were it disposed so to do. But it is rather to the interest of the Louisville and Nashville Railroad Company to discriminate in favor of their Tennessee termini, because they are not only reached by competing lines of railroads, but also by the river; and if the Louisville and Nashville Railroad Company desires to do any business at all over their road, it must adjust its tariff with a view of meeting this competition. Besides all this, the laws of the State of Tennessee forbid all unjust discrimination, and consequently the consolidation of the Tennessee and Kentucky railroads, bringing the whole line within the scope of these laws, is the best safeguard against discrimination.

This matter has here been mentioned in order to call the attention of our Tennessee stockholders to the erroneous views entertained by any of their fellow-citizens, and to enable them to counteract, as much as possible, the injurious effects resulting from those views, both to the State and her railroads.

DECATUR AND MONTGOMERY RAILROAD.

Owing to the unsettled political condition of the Southern States, not much progress has been made toward the construction of this important connection, although favorable legislation has been secured in the State of Alabama.

The benefits of a more direct rail connection from Louisville to Montgomery, and from there to Pensacola and Mobile, are so great that whatever aid can be extended to the accomplishment of this enterprise should be freely granted.

CONCLUSION.

In bringing to the notice of the stockholders of the Louisville and Nashville Railroad, for the purpose of aiding and constructing such connections and extensions as an intimate acquaintance with the practical operation of the road, and a knowledge of the requirements of trade, have pointed out as either necessary to protect the capital already invested or to make it yield larger returns, it is not intended to suggest that all the different enterprises mentioned should be carried on at once. But, looking to the future, the fact should be borne in mind that the system of railroads centering in Louisville cannot be considered completed before our connections with Memphis are perfected, and the roads put in such condition as to meet the demands of a steadily increasing business, and before our connections with Montgomery, Pensacola, and Mobile, are made more direct by the construction of the Decatur and Montgomery Railroad, nor before our Lebanon Branch has been extended to meet the East Tennessee railroads, bringing us in direct connection with Norfolk, Wilmington, Charleston and Savannah. The Louisville and Nashville Railroad Company is now in a position to accomplish all this at no distant day. The net earnings of the road may confidently be expected to reach hereafter one million of dollars per annum; and should the company continue to pursue the liberal and enlightened policy of applying the surplus means to the improvement and perfection of her railroad system, instead of scattering them by a division, a considerable sum will be left from the yearly earnings, by means of which much could be effected toward the end in view. It is safe to predict that such a course, tending as it does to the development of the resources of the country traversed by our railroads, must ultimately prove the most advantageous one to the stockholders.

Portland and Ogdensburg Railroad.

The Vermont Legislature has granted a charter for a railroad through the Lamoille valley, and has also passed an act enabling towns along the line of the proposed road to subscribe for its construction. This legislation secures the construction of the Vermont link in the Portland and Ogdensburg line. At the Portland end of the route the surveys are in progress. Parties are reconnoitering the two routes from the foot of Sebago lake to Conway—one through Sebago and Denmark, the other through Hiram and Brownfield. The whole line is now chartered, and by another season it is expected that the work of construction will have been fairly commenced.

New York and Boston Air Line Railroad.

The New Haven *Journal* says that the fortunes of the Air Line Railroad are so prosperous that its speedy construction from New Haven to Willimantic is considered certain. Large capitalists in New York and Boston have taken hold of it, and with the subscriptions that will be obtained along the line, the money to build the road will be secured. Of course everything depends on the bridge over the Connecticut, but there is no doubt the Legislature will authorize that at an early day.

☞ A meeting was held at Northampton, Mass., on the 23d ult., to hear the report of the committee concerning measures to be taken to build the proposed railroad from Williamsburg to North Adams. The committee reported in favor of applying to the Legislature for an act giving the town a right to issue bonds to the amount of 5 per cent. of its taxable property in aid of the road, by which $300,000 would be raised. It is understood that the other towns along the line of the road intend to apply to the Legislature for leave to issue bonds.

☞ The Princeton, Ky., *Progress* says that the promised railroad from Elizabethtown to Paducah, which will pass through that town, is assuming a more cheering prospect. A party of engineers, employed by the company, arrived there on Saturday last, and on Monday commenced surveying the road. They express themselves as confident that work will be commenced immediately on the road.

Union Pacific.—Eastern Division.

The earnings of the Union Pacific Railroad, Kansas Branch, for October were $267,000, of which $81,000 were for Government business, and $186,000 for freight and passenger traffic. The working expenses of the company for the same time were $120,000 and the net proceeds $147,000. The road has been open for business since October 14th, to Fort Hays, 290 miles west of the Missouri River. The track is now laid to the three hundred and fifteenth mile post. The commissioner has just accepted another section of twenty miles, extending to the three hundred and fifth mile post.

Memphis and Little Rock Railroad.

The Land Agent of the Memphis and Little Rock Railroad has filed with the Commissioner of the General Land Office a map showing the line of the road, commencing at the town of Hopefield, on the Mississippi River, and running through the Counties of Crittenden, St. Frances, Monroe, Prairie and Pulaski to the side of Little Rock, with the six and fifteen miles limits laid down under the original act of February 9, 1863; and also the additional five miles limits, as provided for by the second section of the revising act, approved July 28, 1866.

☞ In the case of John du Bois *vs.* The Philadelphia, Wilmington and Baltimore Railroad Company—action to recover damages for infringement of his patent for placing heavy stones, plained in iron caissons, in deep waters, in the erection by defendant of thirteen piers used for sustaining the bridge over the Susquehanna River—the jury of the United States Circuit Court agreed on a verdict in favor of plaintiff for $10,000 damages. The case has occupied the attention of the Court, jury and counsel fifteen days, and consequently the costs will be heavy.

☞ The new Iron Bridge of the Lehigh and Susquhanna Railroad Company across the Delaware at Easton is completed. Its length is 1,038 feet, from the Pennsylvania to the Jersey shore. The distance from low water mark to the bottom cord is 40 feet; from low water mark to the rail, 64 feet. The weight of the bridge is about one and a quarter tons to the foot. Thirteen hundred tons of iron were used in its construction.

☞ The stock books of the Western Railroad Company were finally closed on the 30th ult. All transfers of stock, after that date, either of the Western or Boston and Worcester Railroad Corporations, will be made on the books of the Boston and Albany Railroad Company, at No. 16 Union Building, State street, Boston.

☞ The survey of the route of the New Orleans and Ohio Air-line Railroad has been commenced. The engineer party started from Mayfield last week.

☞ Arrangements are said to have been made for the construction of the Lake Superior and Mississippi River Railroad, and that in two years the work will probably be finished.

☞ The St. Paul *Pioneer* say that the iron has been purchased for the railroad between Hastings and Farmington, and that it will arrive and be laid early in the spring.

Denver and Pacific Railroad.

The Denver and Pacific Railroad Company was organized at Denver on the 20th ult., $225,000 of the capital stock having been subscribed. There was great enthusiasm on the subject, and an early connection with the Union Pacific Railroad has been determined on.

The following gentlemen were elected officers on the 25th ult.: Belam Hughes, President; Luther Kourtze, Vice President; D. H. Moffat, Treasurer; F. M. Case, Chief Engineer.

☞ The Northern Central Railroad Company is rebuilding four bridges between Shamokin and Sunbury, preparatory to the running of a through passenger line from New York.

☞ Trains on the Macon and Augusta Railroad commenced running to Milledgeville on the 26th ult.

☞ The cars are now running from Nashville to Trenton, eight miles from Hopkinsville, and the rails are being rapidly laid onward.

THE

National Trust Co.

OF THE CITY OF NEW YORK,

No. 330 BROADWAY.

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ONE MILLION DOLLARS.

DARIUS R. MANGAM, President.

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FOR SALE,

IMMEDIATE DELIVERY,

Two first class 60 Passenger Saloon Cars, raised roofs, 4-8½ gauge broad tread Wheels.

GRICE & LONG,
1340 Beach Street,
Philadelphia.

Montgomery and Eufaula Railroad First Mortgage Eight per Cent. Gold Bonds.

Proposals will be received by the undersigned, at the Chatham National Bank, corner of Broadway and John street, for the purchase of $100,000 of the bonds of this company. These bonds are a first mortgage on the road of $12,000 per mile,

Principal and Interest Payable in Gold in this City.

and indorsed and guaranteed by the State of Alabama.

This road runs through the finest cotton region of the State, and the portion now finished is paying expenses and the interest on the bonds. On the completion it will connect with important roads forming the shortest and best line north and east from Montgomery. The debt of Alabama is comparatively small, and her interest promptly paid, which makes the security beyond a doubt.

Bids for all or any part of above will be received, the undersigned reserving the right to reject any or all of the bids. L. OWEN,
President M. & E. R. R. Co.

JERSEY CITY

LOCOMOTIVE WORKS FOR SALE.

THE WELL KNOWN LOCOMOTIVE WORKS AT Jersey City, known as the Jersey City Locomotive Works, comprising 24 full lots of lands, with substantial and well arranged buildings thereon, together with the machinery and tools, which are in excellent order, and of the best description, and capable of turning out 6 to 8 first class locomotives per month.

The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of grounds with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

CHARLES KNEELAND, 49 William street.
W. G. HAMILTON, 21 Broadway.
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OF THE

Union Pacific Railroad

Running West from Omaha

Across the Continent,

ARE NOW COMPLETED.

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other company in the same time, and they will continue the work with the same energy until completed. The Western Division is being pushed rapidly eastward from Sacramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE

to the Pacific will be open for business in 1870. MORE THAN ONE-THIRD OF THE WORK HAS ALREADY BEEN DONE, MORE THAN ONE-THIRD OF THE WHOLE LINE IS NOW IN RUNNING ORDER, AND MORE LABORERS ARE NOW EMPLOYED UPON IT THAN EVER BEFORE. More than

Forty Million Dollars in Money

have already been expended by the two powerful companies that have undertaken the enterprise, and there is no lack of funds for its most vigorous prosecution.

The Union Pacific Company therefore offer their First Mortgage Bonds to the public with the assurance that they represent the largest and most valuable corporate property in the world. The first question asked by an investor is, "Are the bonds safe?"—the second, "Are they profitable?" To answer, in brief:

1. The early completion of the whole line is as certain as any future business event can be.

2. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific; and being without competition, it can maintain remunerative rates.

3. The net earnings of the sections already finished are *several times greater* than the gold interest upon the First Mortgage Bonds upon such sections, and if not another mile of the road were built, the part already completed

would not only pay interest and expenses, but be profitable to the Company.

4. The Union Pacific Railroad Bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

5. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a *second* lien as its security. This amount put upon the first 517 miles west from Omaha is only $16,000 per mile.

6. The fact that the U. S. Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

7. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as this the very best security in the world, and who sell their Governments to re-invest in these bonds—thus securing a greater interest.

8. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being more than 15 per cent. less than U. S. stocks.

9. At the current rate of premium on gold, they pay

OVER NINE PER CENT. INTEREST.

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SIX PER CENT. IN GOLD,

and are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Six Per Cent. in Currency from July 1.

Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
October 28th, 1868.

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C. H. LELAND, MEMBER GOLD EXCHANGE.
WM. CARPENDER, MEMBER N. Y. STOCK EXCHANGE. 6m41

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, Nov. 1, 1867.

THE ANNUAL ELECTION of Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second WEDNESDAY (the 11th) of December next. The poll will be open at 11 o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, Secretary.

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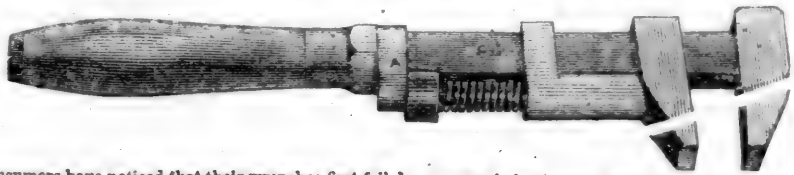
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THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Nov. 2, 1867.

THE TRANSFER BOOKS of this Company will be closed at the close of business on SATURDAY, the 9th day of November instant, preparatory to the annual election for Directors of the Company, appointed to be held on the 11th day of December next, and will be reopened on the morning of THURSDAY, the 12th day of December next.

E. D. WORCESTER, Treasurer.

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THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, Ba's etc For plans and particulars apply to

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Frost does not Crack nor Heat Dissolve it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and
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It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

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Sheet Brass Kettles.	Regulus Antimony.
Sheathing Copper.	Copper Bottoms.
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4.	" 14 " "	1½	to 1	16.	" " 24 "	"	1½ to 1
5.	" 15 " "	¼	to 1	17.	" " 25 "	"	1½ to 1
6.	" 15 " "	1	to 1	18.	" " 26 "	"	1½ to 1
7.	" 16 " "	1½	to 1	19.	" " 28 "	"	¼ to 1
8.	" 16 " "	¼	to 1	20.	" " 30 "	"	1 to 1
9	" 16 " "	1	to 1	21.	" " 30 "	"	1¼ to 1
10.	" 18 " "	¼	to 1	22.	" " 30 "	"	1½ to 1
11.	" 18 " "	½	to 1	23.	" " 32 "	"	1 to 1
12.	" 18 " "	1	to 1	24.	" " 32 "	"	1¼ to 1

The Tables are printed in clear, bold type on tinted paper, sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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SECOND QUARTO SERIES, VOL. XXIII., No. 50.] SATURDAY, DECEMBER 14, 1867. [WHOLE No. 1,652, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 14, 1867.

Union Pacific Railroad.

We can hardly keep up with the progress of this road. Three weeks ago we read of 400 and some miles completed, then of 500, and now we are told that the base of the Rocky Mountains, *Five Hundred and Twenty-five miles from Omaha*, has been reached. But this is not all, even for this year. To the summit of the Black Hills (the easterly ridge of the Rocky Mountain range) is but 30 miles further, and this point, the highest on the whole line, is expected to be the halting-place for a railway train in a few weeks more. The vigor with which this great national undertaking is being pushed forward is one of the wonders even of this wonderful age. Over the plains—across the rivers—up the mountain slopes, and through the defiles beyond, the same restless energy urges on the work, leaving us no reason to doubt that the Pacific Ocean will be united with the Atlantic by rail in 1870.

All these great achievements cost money, and a great deal of it. Over forty million dollars have already been expended on the two ends of the line, and yet funds have never been lacking. With directors of great energy and financial experience, supported by a wealthy and powerful corporation, it is no wonder that "the work goes bravely on." But still, if Uncle Sam had not put his shoulder to the wheel, opened up his purse, and offered his broad acres, the locomotive would not have whistled at Brigham Young for a long time to come. But Uncle Sam's great farm of half a continent needed a road through it—his Indians needed a touch of railroad civilization to keep them peaceable, and it was very necessary that he should open those great and rich mountain pockets so full of gold, which nothing but a steam engine could unbutton. It seems wise, therefore, that he should lend fifty million dollars, and give even twenty million acres of land, which would otherwise be worthless, to improve his own property, and take a second mortgage on the greatest railroad in the world for security, especially when his own freight bills for work done, at a quarter of the old prices, more than pay the interest. But profitable as the investment is to the country, it gives remarkable safety and value to the company's own First Mortgage bonds. The Government *stands behind them*, and gives them such a guarantee as it never gave to the securities of any private enterprise. We never desire to recommend anything beyond its actual merit, but we think that any one who has a thousand dollars to invest, would do well to call upon the Union Pacific Railroad Company's agent, or write to their office, No. 20 Nassau street, New York, for a very interesting pamphlet, containing a map of the line, and a full statement in relation to the progress of this great national enterprise.

Virginia Central Railroad.

The Council of Richmond have decided to open a poll, under Gen'l Scofield's order, on the 31st of December, to take the sense of the qualified voters of the city on the appropriation of two millions of dollars to the completion of the Chesapeake and Ohio Railroad, on condition that the Virginia Central Railroad Company should bind itself to construct the short line road to Charlottesville, and that the bonds of the city issued for the appropriation shall not be sold at a discount of more than ten per cent. The distance from Richmond to Charlottesville by the Virginia Central is ninety-seven miles. By the proposed short line it will be sixty-seven miles.

Chesapeake and Ohio Railroad.

At the recent meeting of the stockholders of the Virginia Central Railroad Co., a resolution was adopted instructing the company to contract for the completion of the Chesapeake and Ohio Railroad as soon as three and a half millions of dollars in county bonds are subscribed. The bonds are to be sold at a discount of not more than ten per cent. The subscription will in all probability be taken, and the work pushed rapidly forward.

Mississippi Central Railroad.

The earnings of this road for the fiscal years ending August 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$187,480 23	$539,667 09
" freight	307,788 94	438,306 93
" U. S. mail	19,071 53	23,700 00
" News agency	450 00	1,100 00
	$604,790 70	$1,002,774 02
Expenses, viz:		
Conducting transp	$74,874 23	$115,707 16
Maintenance of way	97,901 77	150,139 80
Motive power	61,743 07	131,541 87
Maintenance of cars	10,867 11	43,174 41
Loss and damage	18 037 29	26,883 46
Expense account	4,695 81	5,396 01
Fuel	34,023 79	59,946 62
Legal expenses	.....	3,152 15
U. S. tax and stamps	2,630 65	18,742 92
Stationery, etc.	2,984 41	6,387 55
Storage	.....	7,497 60
Extraordinary exp	607,354 48	412,240 24
	$915,142 61	$975,309 79
Excess of earnings	.....	$27,464 23
Excess of expenses	$310,351 91	.....

The gross receipts for the year ending August 31, 1867, compared with those of the preceding year, show an increase of $397,983 32; with an increase in expenditures of $60,167 18—a gain of $237,816 14.

The ordinary expenses for conducting the operations of the company, in 1865-'66, as given above, were $307,788 13; and in 1866-'67, $563,069 55—an increase of $255,281 42. The earnings less ordinary expenses, in the former year were $297,002 57; and in the latter year, $439,704 47—a gain of $142,701 90. The ordinary expenses during the past year were about 56 per

cent. of the gross earnings. The extraordinary expenses were as follows:

Roadway	$88,210 84
Bridges	56,253 17
Cross-ties	60,801 98
Depots and section houses	20,093 96
Iron rails	2,264 07
Machine shop	9,881 78
New buildings	23.677 04
Rolling stock	98,152 45
Turn tables	722 25
Rebuilding engines and materials	52,682 70
Total, as above	$412,240 24

At the commencement of the fiscal year 1865–'66, owing to the destruction of the bridge over the Yallabusha river, the road was being operated in two divisions between Abbeville and Canton. Trains were run only as far north as Abbeville, with a transfer of both freight and passengers at Grenada. On the 20th of September following, the bridges were completed to Holly Springs, and trains commenced running in connection with a line of hacks to the Memphis and Charleston Railroad at La Fayette. On the 15th of November the road was opened to Grand Junction, and a close connection made with the Memphis and Charleston Railroad. On the 8th of January, 1866, the large bridge over the Yallabusha was completed, and the road operated as one line to Bolivar. On the 18th of May the Jackson depot was reached, and a connection made with the Mobile and Ohio Railroad at their depot on the 17th of June—showing but 76 days of the fiscal year 1865–'66 during which a through business was done. At the commencement of the year the company had only 8 locomotives, 16 passenger and baggage and 70 freight cars; at its close there were in good running order 19 locomotives, 22 passenger and baggage and 194 freight cars. The report of the Superintendent shows that during that year there were rebuilt nearly two-thirds of the entire amount of the bridges of the road; one-third of all the cross ties were renewed; one and a half mile of side track relaid; and twenty section buildings, two office buildings, five depots, one store house, three cotton platforms, three turntables, seven water stations, and a machine shop erected. In addition to the dilapidated condition of the road, and the scarcity of equipment, the company were indebted in the sum of $1,589,-069 88, past due, with an additional amount soon to mature, and a large sum to be raised on account of reconstruction. Of the indebtedness, $1,115,400 were retired with the second mortgage bonds of the company, and arrangements were made to settle the major part of the remainder in the same way. During the year $353,450 of income bonds were surrendered, leaving $87,550 unredeemed. $24,000 of the M. C. & T. R. R. bonds were also retired, leaving a balance of $71,000. Subsequently, $22,000 additional were funded, also $4,161 83 of the company's 1st mortgage bonds, and $7,202 15 of circulation. Interest on bonds, etc., to the amount of $675,060 76 was also arranged. A balance sheet is annexed showing the financial condition of the company at the close of the past and preceding years. In his report to the stockholders under date October 15, 1867, the President says:

The Report of E. D. Frost, your General Superintendent, is herewith submitted with accompanying documents. He states the gratifying fact that the expenditures for the current year on account of reconstruction will be light in comparison with the above, as we now have a track and road-bed approaching, very nearly in condition, that which we had 1861. He has reduced the operatives to the lowest number consistent with prudence, thereby saving much to the company. He has laid two miles of new rails. All of his bridges are reported safe, and can be kept in good condition with a small force.

He reports the following rolling stock in good order: 19 passenger coaches; 9 mail, express, and baggage cars; 212 freight cars.

He has rebuilt 39 flat cars and 5 coaches, using so much of the materials remaining of the cars and coaches destroyed during the war as was applicable to this purpose, leaving on hand yet a large amount of similar materials, and thinks the facilities which will be afforded by the new car shop will enable us to keep up and increase our stock as the wants of our business may demand. He reports 26 engines as having been repaired and 10 yet to be repaired, which, with the additional machinery purchased, can be put in order as business may require.

On account of interest the Secretary reports having arranged during the fiscal year $325,565 31, of which $90,000 was paid on our February and May coupons of current year, $60,000 of the State of Tennessee, and the remainder on other claims.

He reports the indebtedness of the company as follows:

First mortgage bonds	$1,246,000 00
Second "	1,517,600 00
Bonds M. C. & T. R. R. Co	28,000 00
State of Tennessee	1,078,980 00
Bills payable	527,643 66
Open accounts and pay rolls	251,485 40
Making a funded and float'g debt of	$4,649,709 06

It will be observed that the indebtedness to the State of Tennessee has been increased one hundred and fifty thousand dollars since your last report, by an additional loan of its bonds, at the last session of Legislature. This further act of liberality on the part of that State has greatly aided our operations, by enabling us to negotiate an important loan, through the hypothecation of these unquestionable securities. He reports the following assets on hand:

Tennessee State bonds	$476,000 00
Cash, bills receivable, and other available assets	151,573 50
In addition to which we have our first mortgage bonds	104,000 00
In addition to which we have our second mortgage bonds	482,400 00
Total	$1,113,973 50

It will be seen by his report that of the income bonds, and bonds issued by the M. C. & T. R. R. Co., before consolidation, there are only $28,000 outstanding. At the date of our last annual report, it was estimated that about $150,000 would cover the amount necessary to be expended in reconstruction to this date. But it soon became apparent that more extensive repairs were absolutely necessary, and that our motive power and rolling stock must be increased to meet the demands of business. Consequently it has been found necessary to expend a much larger sum, and instead of $150,000, we have been forced to expend $412,240, being $260,000 in excess of our estimates. If this necessity had not existed, we should have been able to meet promptly the interest obligations we had assumed. Prompted by a desire to resume the payment of interest on our funded debt at as early a day as practicable, we have taken a step in advance of many other corporations in the South by appointing the month of February last for that purpose.

In doing this we failed to estimate properly the magnitude of the task before us, and failure is the result. In estimating the amount necessary to be expended, in order to put our road in good condition in 1865, we thought $500,000 would be sufficient. Instead of this we have expended $1,020,-000, and do not think any part of it could have been avoided and the safety of your property and the lives of passengers secured. To some it was apparent we were undertaking too much, and suggestions were made that we put off the payment of interest at least another year, but the counsels of the more hopeful ruled, and the result is before us. The political condition of our country; the impoverished state of our people; the total disruption and disorganization of our labor system, have together constituted a heavy drawback upon our business and credit, and should be considered in connection with the extraordinary repairs required as set forth above.

In addition to these causes for the diminished receipts of the past six months, we have had to contend with the effects of epidemics, those terrible scourges which appal the stontest heart. The one now raging in New Orleans has for months paralyzed our through business, and the one recently developed in Memphis has greatly diminished travel in that direction, and as a consequence also the transportation of freights.

The annual return travel South has not yet set in, nor will it resumed until the entire cessation of the yellow fever. It is safe to estimate the monthly reduction from this cause alone at $30,-000. To those who appreciate these facts, and remember that we are not responsible for their existence, it will not appear strange that we should again be forced to ask at the hands of our creditors a repetition of that leniency which has recently distinguished their course towards us.

* * * * * *

We therefore recommend the propriety of an immediate proposition to the bondholders, as follows:

The first mortgage bondholders to hold up the coupons of November and May next until the 1st February, 1871, and the company to pay interest on said coupons semi-annually.

The second mortgage bondholders to hold up all coupons, commencing with those of August last, and including those to mature in August, 1870, until 1st February, 1871, the company paying semi-annually on said coupons a like interest as paid on first mortgage coupons.

In consequence of the limited crop of cotton taken to market during the last fiscal year over this road, our freight receipts since March last, have been very light. The crop of the present season, which must reach a market through our instrumentality, is estimated at double that of last. But as all estimates for future expenditures should be based upon reliable data, we will take the receipts of the past year as our guide for the present.

We estimate the gross earnings at per annum; and the cost of operating and other indispensable repairs at	$1,000,000	600,000
Leaving annually applicable to other purposes		$400,000
This annual surplus would make by the date at which we propose interest payments, say 1st February, 1871, the sum of		$1,400,000
During which time the following items of interest would become due:		
On first mortgage bonds	$300,000	
On second " "	420,000	
On Tennessee "	210,000	
On floating debt "	140,000	
		1,070,000
Leaving a balance of		$330,000

to meet the first batch of our first mortgage bonds which will become due on 1st November, 1869.

In addition to the above amount of $330,000 we have as previously stated

Tennessee bonds	$376,000
First mortgage bonds	104,000
Second mortgage bonds	482,000
	$962,000

to enable us to discharge our floating debt, and the interest on our coupon interest extended as proposed. We have shown that even upon these estimated low receipts during the ensuing three and a half years, we shall discharge all obligations maturing within that period. We have every reason to believe that our receipts are under estimated and will exceed our figures.

The mail pay, in consequence of double daily service during the ensuing year, will be fifty per cent. larger than the past.

We respectfully recommend a second application to the legislature of this State for an amendment to our charter, conforming the same to the stipulations of an agreement entered into with the holders of our bonds, securing to them a voice in the election of your directory and the general administration of the affairs of the company.

We think this due those who invested their means in our bonds, as it will insure them power adequate to the protection of a common interest, to be exercised in conjunction with yourselves for the mutual benefit of both parties. We also recommend to the convention the appointment of a committee of investigation from their own body, and the adoption of resolutions inviting the bondholders to appoint a like committee, to whom shall be offered every facility for a thorough examination of the road and its property, together with all books and papers of the company.

The proposition to extend your road North from its present Northern terminus at Jackson, Tenn., by a connection with the N. O. & O. R. R. Co., to Paducah, Ky., is one the importance of which cannot be over estimated. Surveys are now being made, or will soon be commenced, and when finished no time should be lost in the completion of this most desirable and important work, as we shall then present an air line route from the Gulf of Mexico in an almost due northwardly direction five hundred and forty-eight miles in length to the Ohio River, where the same can be bridged. At that point we are at once placed in communication by rail to Louisville on the right hand, Vincennes on the north, and St. Louis on the left by existing roads and lines already commenced or in contemplation. A main trunk line like this need fear no competition, passing as it will over the most direct route to its termini, and must transport the varied products of the semi-tropics and the frozen North.

Its present connections are important, and each additional tributary must increase the stream destined to pass over it in either direction. An examination of the map will convince all that it must become an unrivalled route. Beginning at New Orleans, the great emporium and *entrepot* of the South (at which point it will receive or discharge the travel and trade of Texas, which is destined to become a great country,) it passes north to Jackson, Miss., there it is crossed by the Vicksburg and Meridian Railroad, which becomes a feeder through the Mississippi River on the one hand, and the rich country stretching east on the other through Meridian to the State of Alabama. At Grenada the M. & T. R. R. delivers its tribute direct from Memphis to this Grand Trunk.

At Grand Junction the Memphis and Charleston Railroad crosses our pathway, affording passengers an outlet to the Mississippi at Memphis on the left, and to the East Tennessee and Virginia Line of railroads on the right. Thence continuing its route it reaches Jackson, Tennessee, where it connects with the Mobile and Ohio Railroad to Columbus, Ky., or the Memphis and Ohio Railroad for Nashville and Louisville. When, however, the line to Paducah shall be completed the traveller will be taken from New Orleans to Paducah without change of cars; and the distance from New Orleans to Louisville and Nashville diminished. Such a line must attract the attention of capitalists, and result in the desired settlement of a country now but sparsely peopled, abounding in all the elements necessary to secure the success of the husbandman, with a fertile soil, not surpassed by any in the South; it invites, and must eventually secure settlers. Already manufactories are springing up on the line at Wesson, Jackson, Miss., Bankston, Carrolton, Water Valley, Bolivar and Jackson, Tenn., and others in contemplation, but restrained for the present by the political aspect of the country.

When the clouds now lowering over us shall have disappeared, we have a right to look for the opening of a bright future for our road. Let us then discard all sectional differences and together resolve that we will not mar the prospect before us. With one will and one purpose let us work harmoniously, and we shall succeed in accomplishing what an opposite course will assuredly defeat.

The company have 36 locomotives, 10 of which need rebuilding; 19 passenger, 9 express, mail and baggage, 1 wrecking, 2 stock, 127 box, 83 platform, 29 hand and 8 hurdle cars. Miles run by locomotives during the year, 429,653. Do. by passenger cars, 815,486. Do. by all cars, 1,271,091. Number of passengers carried north, 57,395; do., south, 54,292—total, 111,687. No. of bales of cotton forwarded, 53,577.

BALANCE SHEET, AUGUST 31.

	1866.	1867.
Capital stock	$2,949,231 47	$2,948,783 27
First mortgage bonds	1,190,896 66	1,246,000 00
Second mortgage b'ds	1,115,400 00	1,517,600 00
Income bonds	87,550 00	.....
M. C. & T. R. R. b'ds	71.000 00	28,000 00
State of Tennessee	928,980 00	1,078,980 00
Circulation in change bills	210,161 50	205,454 50
Earnings during the year	604,790 70	1,002,774 02
Bills payable	368,825 67	527,643 66
Open accounts and pay rolls	304,009 60	251,485 40
Sinking fund	200,000 00	200,000 00
Contingent fund	200,000 00	.....
Profit and loss	337,526 37	655,534 60
Totals	$8,568,371 97	$9,662,255 45
Construction acc't	$5,776,724 02	$5,776,724 02
Equipment	769,436 99	774,677 59
Reconstruction acc't.	607,354 48	1,019,594 72
Interest account	675,060 76	1,000,616 07
Expenses for the year	307,788 13	563,069 55
Tennessee bonds	225,000 00	376,000 00
Cash, bills receivable, and other available assets	432,007 59	151,573 50
Totals	$8,568,371 97	$9,662,255 45

President.—A. M. WEST.

Directors.—A. M. West, J. B. Fant, T. J. Malone, A. H. Pegues, Jas. Brown, C. M. Vaiden, Jno. A. Binford, B. T. Owen, L. Q. C. Lamar, R. P. Neely, John J. Polk, Wm. H. Stephens, Hugh Torrance. By the Governor, Thomas Boyle, C. H. Anderson, Wm. J. Smith.

Gen'l Superintendent.—E. D. FROST.

Secretary.—A. J. MCCONNICO.

Treasurer.—T. N. WENDEL.

Finances of Indiana.

The Treasurer of the State of Indiana in his report for the fiscal year ending October 31, 1867, states that the balance in the Treasury from the previous year was $390,380 14; receipts during the fiscal year, $4,210,366 44; total, $4,600,716 78. Disbursements during the fiscal year, $4,446,691 09; Treasurer's balance, $151,025 49. Orders outstanding and unpaid, $867,270; Auditor's balance, $145,352 79.

The funded interest bearing debt of the State is as follows:

Stock bearing five per cent. interest, $4,525,719 33; war loan bonds bearing six per cent. interest, $395,000; Vincennes University bonds, bearing six per cent. interest, $66,585.

A considerable portion of this debt is held by the State, making a reduction in the amount, for which the State is liable, as follows, viz:

Five per cent. bonds held by the State Debt Sinking Fund Board, $771,483; two and a half per cent. bonds, held by the State Sinking Fund Board, $96,900; total outstanding debt, $4,118,921 83. Of the latter, the State holds in trust for the Common School Fund as follows, viz: Five per cent. stock, $734,000. Total debt, exclusive of the amount held by the State, $3,961,187 33.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States November 1, and December 1, 1867:

	Nov. 1, 1867.	Dec. 1, 1867
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$198,845,350.00	$205,552,850.00
Six per cent. bonds of 1867 and 1868	14,690,941.80	14,690,941.80
Six per cent. bonds of 1881	283,676,600.00	282,731,550.00
Six per. cent. Five-twenty bonds	1,267,898,100.00	1,324,412,550.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,778,110,991.80	$1,840,367,891.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$18,042,000.00	$18,601,000.00
Three-year compound interest notes	62,558,940.00	62,249,360.00
Three-year seven-thirty notes	334,607,700.00	285,587,100.00
Three per cent. certificates	11,560,000.00	12,855,000.00
Total	$426,768,640.00	$379,292,460.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$3,371,100.00	$2,855,400.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	9,316,100.00	7,965,750.00
Bonds of Texas indemnity	262,000.00	260,000.00
Treasury notes, acts July 17, 1861, and prior thereto	163,661.64	163,011.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863	868,240.00	868,240.00
Temporary loan	4,168,375.55	2,880,900.55
Certificates of indebtedness	34,000.00	31,000.00
Total	$18,237,538.83	$14,178,363.83
DEBT BEARING NO INTEREST.		
United States notes	$357,164,844.00	$356,212,473.00
Fractional currency	30,706,433.39	30,929,984.05
Gold certificates of deposit	14,514,200.00	18,401,400.00
Total	$402,385,677.39	$405,543,857.05
Total debt	$2 625,502,848.02	$2,639,382,572.68
AMOUNT IN THE TREASURY.		
Coin	$111,540,317.35	$100,690,645.69
Currency	22,458,080.67	37,486,175.24
Total	$133,998,398.02	$138,176,820.93
Amount of debt less cash in the Treasury	$2,491,504,450.00	$2,501,205,751.75

By comparing this with the statement of November 1, it is shown that the debt bearing coin interest has increased $62,256,900; the debt bearing currency interest has decreased $47,476,180; the matured debt not presented for payment has decreased $4,059,175; and the debt bearing no interest has increased $3,158,179 66—making the increase in the total debt since November 1, 1867, $13,879,724 66. The amount of coin in the Treasury during the same period has decreased $10,849,671 66, and the amount of currency has increased $15,028,094 57—leaving the amount of debt less cash in the Treasury on December 1, $9,701,301 75 more than on November 1.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	138½
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	122
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	107½
" " " coupon		6	" "	1881	112
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		5	July.	1881	----
Loan of July 17, 1861 registered	263,300,555	6	Jan. & July.	1881	108½
" " " coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) registered	1,324,412,550	6	May & Nov.	1882	104½
" " " (5-20s) coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105½
" " " (5-20s) coupon		6	" "	1884	104½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	105
" " " (5-20s) coupon		6	" "	1885	107½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	104½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	104
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	178,530,850	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	100½
Pacific R. R. Bonds (currency)	18,601,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	285,587,100	7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	104½
Matured Debt not presented	13,916,864	---	presentation.	----	----
Gold Certificates of Deposit	15,401,400	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,249,360	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,212,473	---	----	----	----
Three per cent. certificates	1,855,000	---	----	----	----
Fractional currency	30,929 984	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	88½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'88	----
" — " " (Sterling) "	72,000	6	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	101½
" " " " registered	1,229,687	6	" "	1870	----
" —State Bonds coupon	949,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds "	945,200	6	" "	1870	101½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1860	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	96
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'89-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,822	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
" — " " (R.R. various) "	120,000	5	"	1889	----
" — " " (") currcy.	159,974	5	"	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	"	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100½
" — " " (Bounty)	601,000	6	"	apl.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	104½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	----
" — " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,819,620	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1868	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	----
" — " " (Union Bank)	5,000,000	6		Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	97
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	97½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	99
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	600,500	6	April & Oct.	'67-'74	98
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,000	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,560	7	" "	1877	107½
" —General Fund Bonds	1,186,780	6	" "	pleas.	----
" — " " "	600,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	6	" "	1871	----
" — " " "	4,500 000	6	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	12
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	53½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,000,000	6	" "	1875	102
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	94
" — " " registered	5,093,052	5	"	'68-'70	96½
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,520	6	" "	1882	105
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	463,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	----
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	66
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	63½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	----
" — " " registered	466,250	5	" "	long.	----
" — " "	108,000	5	" "	long.	----
" — " " (Old) on	21,469,398	6	" "	long.	33½
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	"	1876	36
" — " (")	489,300	6	"	1886	43
" — " (")	89,600	6	"	1890	35
Wisconsin—State Bond	405 100		Jan & July.	'77-'80	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,802	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,852	596,584	541,481	675,446	634,243	576,365	5,525 335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474 056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	488,917	446,596	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157.948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357 956	307,919	286,824	3,640,092
1866	226,158	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,688	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	384,196	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	130,142	160,306	210.729	216,030	196.435	201.134	1,969,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3.095.470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,288	251,916	261,488	274,800	404,600	566,408	558,200	415,400	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	278,876	317,830	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	952,682	764,671	547,842	7,976,490
1866	528,566	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	765,398	774,279	896,712	893,357	800,325	1,038,624	1,451,284	1,508,883	1,210,387	------	------
Chicago and Great Eastern:													
1863	32,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,767	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	68,178	53,518	88,458	87,037	97,876	94.543	78.111	850,496
1865	77,878	77,242	88,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110.079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,567	120 495	143,606	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	55,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	55,999	53,633	69,018	77,113	81,676	------	------	------
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,143	731,243	687,092	816.801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	984,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,384,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,776
1866	including Buffalo Division... 1,185,746	987,935	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416.001	1,041,116	14,596,418
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496,436	437,679	424,531	4.571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,635	513,603	460,573	617,682	578,403	747.459	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,206	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,646,741
1867	660,438	554,201	417,352	420,365	477,607	496,816	497,879	634,377	705,259	761,499	679,160	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,703	58,704	52,864	77,112	83,069	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,359	83,993	78,697	91,892	90,972	93,078	93,546	96,993	95,463	1,038,166
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,603	115,184	125,252	116,495	116,145	105,767	1,224,058
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,186	78,976	92,910	92,768	90,526	96,535	106,594	114,715	121,217	142,823	132,357	------	------
Milwaukee and Prairie du Chien:													
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	116,135	88,221	140,418	156.747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,696	236,840	110,664	1,985,712
1866	121,776	84,597	72,135	108,082	267,188	262,172	170,795	116,224	250,989	245,701	244,864	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,880	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557.227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	352,260	348.048	3,302,542
1864	256,600	304,445	368,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4.826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,752	437,868	539,435	443,541	------	------
Michigan Central:													
1863	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,193	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	266,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,659	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	461,778	506,295	412,934	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,688	198,135	129,227	1.402.106
1865	98,181	86,528	95,905	106.269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,624	244,376	208,785	189,815	276,416	466,369	328,539	129,287	2,538,800
1867	146,800	130,000	184,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.768	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029.736	1,055,793	1,272,117	1,450.076	1,227,118	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,126
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	281,613	3,350,581
1867	242,798	219,065	279,647	284,729	282,939	240,135	234,688	313,165	355,901	379,367	338,365	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,924	463,873	404,557	454,826	4,088,831
1863	335,686	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,088
1864	438,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	512,178	9,555,510
1865	663,053	608,306	116,215	923,288	416,341	566,979	957,104	1,121,205	1,351,579	1,419,232	1,196,956	702,683	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,641	1,262,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,523	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,390	457,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,362	691,556	914,082	7,120,466
1865	640,144	678,504	857,588	733,866	637,186	646 935	584,523	712,495	795,928	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,506	682,510	633,667	552,378	648,201	654 926	767,441	679,795	555,222	7,467,217
1867	560,115	622,828	678,349	575,287	578,292	506,586	544,733	602,089	685,068	765,568	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,915
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	264,785	202,966	204,726	2,064.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,584	212,227	177,364	2,260,142
1867	149,656	149,842	174,162	168,162	171,786	156,066	172,933	220,788	219,160	230,840	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,489,796
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,570	220,209	265,164	2,050,872
1865	144,084	139,171	155,763	144,001	198,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2.924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	284,741	3,994,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	466,766	351,759	------	------
Western Union:													
1865	43,716	37 265	32,878	33,972	63,862	82,147	68,189	59,882	75,677	92,715	61,770	37,880	669,353
1866	45,102	36,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,813	75,248	54,465	814,024
1867	30,078	27,667	36,392	40,710	57 852	60,568	58,282	73,525	126,495	120 268	79,431	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1861	
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1888	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1888	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	98½
" " " 1854	915,280	6	Ja. Ap. Ju.Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1667	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429.000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £630,550	1,841.862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	388,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	87
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87
" " $2,500,000	867,000	6	May & Nov.	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450.000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	1,236,600	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680.000	7	March & Sept.	" "	1 890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M.	1 890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1 887	100
Central Military Tract, 2d Mort.	14.000	8	May & Nov.	" "	18 68	
C., B. & Q. Scrip	413,250		Jan. & July.	Frankfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	18 93	102½
1st Mortgage prof. S. F.	483,000	7	May & Nov	" "	18 77	100
Income Bonds	1,700,000	7	April & Oct.	" "	18 83	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,807,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C, R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	98½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,600	7	March & Sept.	New York.	1873	96½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	73½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692.000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1'94	105½
2d Mortgage	109,500	6	" "	" "	190	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	87
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	87			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. &- July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	71½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	82
Land Security	3,344.60	7	April & Oct	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¾
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	84¾
2d Mortgage			May & Nov.	New York.		
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	56
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1-85	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	87
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	95½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	560,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1859	
New York Central:						
Premium [S. F.] Bonds	6,450,439	6	May & Nov	New York.	1883	91½
Db'ts of former Co.s outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	102
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,816	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,926,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	8,876,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	97
N. York, Providence and Boston						
1st Mortgage	500,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84½
North. Cen., 3d Mort.($2,500,000)	1,724,500	6	April & Oc.	"	1900	85
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84½
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	93,000	7	Feb & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	88
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	90
Oswego and Syracuse:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1896	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	360,000	6	Jan. & Ju'y.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	90
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1838, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	150,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'76	
Quincy and Toledo:						
1st Mortgage	5[illegible]	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
[illegible]ondon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1898	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,000	6			1900	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	135
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,942	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'78–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo. Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T.W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	61½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	68–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£399,900)	4,319,520	6	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	85
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	164,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	1861	
	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total. (incl. all Other Liabilities not included in Specifics.)	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	51.0	.....	101,102	37,386	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	385,010	109,500	21,682	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,757	240,485	2,476,025	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,561,681	1,691,891	17,922,259	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	125	Montgomery and West Point	2,439,420	308,967	915,199	1,644,104	1,130,700	288,751	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	58,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,926,740	.....	.....	122.4	319,433	644,735	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	592,288	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,519	2,000,000	262,500	150,848	2,767,594	124.0	152,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,469	158,922	10	.....
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,464,040	*	—	738,588	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,605	*	2,379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,856	loss	—	.....
30 Nov. '66	100.0	—	.....	—	14	16	150	New London Northern	658,805	*	—	895,000	353,263	122,500	1 370,763	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000 000	1,079,540	258,046	8,272,133	117.4	787,826	2,088,260	704,016	10	135
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	260,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271.877	1,607,684	84.3	136,631	138.976	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,113	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.1	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	55.0	.....	168,998	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	.....	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,900	788,000	183 940	6 638,956	229.0	.....	1,784 749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	48	25	407	Georgia (and Bank)	4,156,000	*	1,991,361	4,156,000	386,000	241,932	7 179,28	242.0	.....	1,136,142	246 3.6	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 61	212.676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,808	59.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1.275.901	10,236	180.621	1,473,140	71.6	.....	.....	.....	.....	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,181	414,195	53,355	3,202,900	457,000	146,067	3,855.7.1	228.8	306,325	1,006,553	33,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	852,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,892	6.311.900	3.993 000	498,049	12.290,904	280 0	1,934.118	3,695,163	1,484,616	8½	122½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10 399,010	5,458,250	365 541	18,957 024	400.0	2,421 566	5,146,862	2,799,463	20	136
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28 021,021	16,25 000	1,123,476	45,364 823	1,152	.....	10,161,735	2,226 967	—	58½
31 Mar. '67	181.8	181.5	.....	42.4	92	46	1,100	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100 000	8,146,524	635,486	18,606,768	409.5	1,621,307	4,771,084	1 413,992	10	97
31 May, '63	174 5	5.5	14.3	—	21	22	504	Great Western	4.039.561	*	—	1,648,561	2,350,000	.....	4,214,342	189.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	160	83	3,546	*Illinois Central*	30,954,453	*	10.523,828	23.415,750	12.144.000	.....	41,478,.89	709.3	3,602,862	6,546,741	2,175,447	10	133½
31 Dec. '66	111.0	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,889	111.0	288,524	561,665	171,967	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,742	488,596	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	.....	.....
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,249,000	4,562	2,726,187	132.0	246,148	559,128	246,720	—	20
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	16,906	2,192,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,659,900	1,362,2..	140,389	3,458,108	110.0	.....	448,858	230,834	9	64
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1.015,907	621,000	.....	2,175,.22	108.0	312,859	527,868	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,247	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40..	—	100
30 Nov. '66	78.0	—	—	—	26	28	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	78 0	448,584	1,049,720	297,126	12	95½ 156½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,992,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	5	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,125	960,000	653,953	5,429,208	156 5	319,850	805,271	287 861	—	.....
1 Jun. '58	38.5	—	.....	101.8	4	4	64	Keok., Ft. Desmoines & Minn	1,037,576	82,499	—	921,446	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	.....	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,999	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	}	}	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,819	163,217	7	.....
30 Jun. '67	65.1	—	5.4	—	14	13	}	} Louisville and Frankfort	1,405,910	126.735	2 7 8	1,109,594	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,038	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4.093,425	1,750 000	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184.172	1,366,874	—	4,697.45	3,581.000	281.1.7	12,089,632	206.0	.....	1,533,042	386,286	—	.....
31 Aug '66	53.7	—	.....	185.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,369	109,434	1,710,818	53.7	.....	.....	.....	.....	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	5.070,668	7,268,989	284,438	16,017,543	329.0	1,902,098	4,325,490	1,498,713	10	110½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,825,531	2,669,517	1,745,795	10,601,200	9,135,340	736,951	20,473,.91	323.8	2,386,193	4,673,128	1,609,387	—	82
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,895	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,800	.....	.....	206.8	579,324	1,047,567	420,028	—	.....
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	105,235	8,025,361	182.0	.....	1,020,089	267,804	—	80
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,574	432,089	3,609.115	9,200,000	1,355,135	16,598,448	309.0	1,199,660	2,675,875	719 230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.6	.....	.....	.....	—	.....
28 Feb. '64	86.5	5.6	8 2	.....	19	13	219	*St. Louis and Iron Mountain*	5,437,063	260,029	—	1,971,222	3,501,000	40 558	6,362,.0.	90.1	253,139	399,291	249	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,291	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	3,577,692	5,307,183	10	122½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,660,000	*	—	1,660,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,732,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	6	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,348	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446,557	581,266	4,076,974	—	—	5,010,730	164.3	776,454	1,575,826	498,499	10	136
30 Nov. '66	47.0	7.0	46.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	26	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	147½
30 Nov. '66	46.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	111½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	125½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	39,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,630	773,226	41.5	215,731	441,504	90,995	8	129
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	300,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	691	Old Colony and Newport	6-666,571	834,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	87½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	6	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	436,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	145
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	16	271	Cheshire	2,688,907	*	247,281	2,085,925	675,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,776	1,500,000	—	—	1,671,776	121.4	527,354	867,957	151,863	8	72½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	111
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,642	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,061,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	8½
31 Dec. '66	74.0	12.0	74.0	—	65	62	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,723	13,000,000	1,500,000	250,400	15,711,102	102.0	1,284,815	3,581,244	1,617,268	10	118
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,031	2,181 121	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,585	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	134
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,503	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	ons.	—	65
31 Dec '66	18 2	—	.....	.....	.....	.....	.....	Warren	2,000,000	*	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781.050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,099	—	1,675,138	2,114,000	19 642	4,628,691	98.5	191,672	385,199	130,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,869,088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,92)	5,085,864	54,287,874	784.0	7,109,139	14,496,413	2,238,704	4	73½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,528	1,795,099	9	132
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,584	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	117½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	28	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	4,818,334	122.0	451,196	851,783	284,606	—	59½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	80,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	798,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	38	27	423	Rome, Watert'n & Ogdensb'g.	2,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	106
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"	"	7	.....
30 Sep. '66	18.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	43,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	58,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,750	—	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	[illegible]	[illegible]	[illegible]	611,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,677	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	25,57.	—	.....
31 May, '67	223.0	—	.....	25	15	223		North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,016	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,542	—	.....
30 Sep. '66	161.9	—	.....	25	14	181		Wilmington and Weldon	3,058,895	*	501 335	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	289,688	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,382,070	966,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952 041	10	102½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,867	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	83½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,678,761	188.6	1,223,523	2,492,215	1,107,377	14	104
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,672,400	1,400,000	85,780	5,225,433	158.2	1,160,900	1,936,086	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77.	—	1,578,999	12,667,555	3,688,385	315,434	17,429,777	250.8	739,960	1,224,059	445,302	—	—
30 Apr. '62	192.8	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,035	—	.....
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,282,163	1,218,972	109,913	4,972,746	205.9	346,671	694,520	134,081	—	.....
31 Dec, '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	105,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,283,900	6,700,000	14,345 000	795,801	23,118,900	250.6	———	3,717,386	906,200	—	58½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	16
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,495	29,9[illegible]9,900	1,156,819	60,721,1[illegible]4	507.0	2,041,771	4,833,4[illegible]0	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	16	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	262,281	8	85½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,561	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,929	554,628	225,000	664,300	1,248,704	435,296	2,822,648	98.6	313,902	618,566	235,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	.....	oper. by	Penn.	R.R.Co.	7	51
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	65,692	2,972	—	16
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,28[illegible]	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	[illegible]18,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,2[illegible]0	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	50½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,004,655	(oper. by Reading		R. R.)		2	26½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,2[illegible]5	67.5	345,588	902,213	382,500	—	32
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,238,686	20,000,000	18,0[illegible]8 2[illegible]6	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	49½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,459	409,956	1,491,850	159,800	—	1,817,554	24.2	274 879	695,346	247,446	9	64
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,735	—	—	5,[illegible]83 7[illegible]0	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10.9 2,819	6,016 581	10	47½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	260,000	—	1,641,607	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,0[illegible]	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,058	229,768	229,792	1,776,129	1,500,000	73,109	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,243	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	99½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05[illegible]	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345.387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,510	145,650	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,[illegible]81	500,000	—	.....	62.0	340,600	625,641	169,323	12	95
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,645	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,14[illegible]31	*	51,078	898 950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,[illegible]75	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	[illegible]99,110	1,137,[illegible]07	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441.029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3[illegible]9,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,28[illegible]585	1,002,601	2,195,331	5,312,725	3,126 530	921,9[illegible]7	9,481,517	291.0	786,[illegible]31	1,661,612	71,490	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
30 Sep. '63	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01[illegible],107	99.2	—	367,252	173,729	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,176	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.116	337,384	6	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240.000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071 687	*	100,124	1,861,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,286,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,900	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140.000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	98
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	45,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,18[illegible]	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	—	5	2	76	Norfolk and Petersburg	2,006,875	122,156	—	1,500,124	590,61[illegible]	155,161.[illegible]	months	79.2	47,702	54,121	16,332	—
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102.651	—	15½
30 Sep. '66	123.3	10.1	.....	—	12	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5.799	1,486,527	80.5	.....	326,554	213,852	7½	.....
31 Dec. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000.000	1,717,500	900,889	7,301,983	196.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,860	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37 [illegible]97	6,879,946	221.8	300,405	554,611	135.648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,[illegible]22	7,262,250	214.9	278,829	558,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229.000	.....	18,568.374	27[illegible]0	986,727	2,538,800	934,103	—	42½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	40
.....	—	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (U. y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,48[illegible]38[illegible]	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '68	137.0	—	78.0	204	130	2,399	Grand Trunk	[illegible],[illegible]10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,346	1,096	.....	.....	4,368,510	1,154,855	—	.....
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,436	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	.....
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	.....	.....	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	—	.....
July, '61	60.0	.....	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]38	.....	1,380.000	13,100	136,000	1,709,232	60 0	.....	132 [illegible]55	36,070	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	.....	[illegible],273,281	.....	—	4 273,281	92.0	158,416	139,107	37,181	—	.....
	S.							NEW GRANADA.													
				—	11	22	120	Pan ma	7,000,000	*					10.763,73[illegible]	48.7	.....	[illegible] 337,458	1,328,924		292

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	67½
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	66⅝
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,125	7	3	16
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	62
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	61½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,426	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	80
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.					
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	485,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	-------	------	89
Boat Loan	232,807	6	-------	------	90
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	69½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.) 1st Mortgage	3,000,000	6	M & N.	1883	15½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	80
Wyoming Valley.	600,000	6	J. & J.	1872	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	96½
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	46
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,293,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,968,146	10	30½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	88
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	12½
" " (preferred)	50	2,888,988	——	23
Susquehanna and Tide Water	50	2,048,260	——	11½
Union	----	----------	——	2½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	20
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	37 —	@ 39 —
Pig, American, No. 1		40 —	@ 41 —
Pig, American, No. 2		38 —	@ — —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	92 50	@105 —
		(Store Prices.)	
Bar, Swedes, ordinary sizes		155 —	@ — —
Bar, English and American, Refined		100 —	@105 —
Bar, English and American, Common		90 —	@ 95 —
Scroll		127 50	@175 —
Ovals and Half-round		127 50	@155 —
Sand		127 50	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅜ @ 3-16 inch		105 —	@160 —
Hoop		132 50	@185 —
Nail Rod	per lb.	— 9	@ — 10½
Shee', Russia, Med. No.'s		— 15	@ — 16
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	52 50	@ 53 —
Rails, American (at works)		— —	@ 52 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 23
American, Spring, do.		— 12	@ — 15
American Machinery, do.		— —	@ — 14
American German do.		— 11	@ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— —	@ — 33
Bolts		— 35	@ — —
Braziers'		— 35	@ — —
Sheathing, &c., Old		— 20	@ — 21
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 27
American Ingot		— 21½	@ — 22½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 37½	@ 6 50
German Refined		6 50	@ 6 55
English	(gold)	6 37½	@ 6 75
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 26½
Straits	(gold)	— 23½	@ — 24
English	(gold)	— 22½	@ — 23½

	Gold.	Currency.
Plates, I.C.Charcoal.p.box.	8 — @ 8 50	11 — @ 12 —
Plates, I. C. Coke	6 75 @ 7 50	9 25 @ 10 50
Plates, Coke Terne	6 50 @ 6 75	8 87½ @ 9 25
Plates, Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 10½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 16½
Refined, free, S. W.		— 44	@ — 45
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 24
Refined, in bond, Standard White		— 25½	@ — 26
Refined, in bond, prime White		— —	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 31	@ — 32
Residuum	per bbl.	3 25	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	Th. 5	F. 6	Sat. 7.	M 9.	Tu. 10.	W. 11
Atlantic M. S. S. Co	117½	118	118½	118	----	118½
Boston, Hartford & Erie	14	----	14	13½	10½	----
California 7s	----	128	----	----	----	----
Canton Co.	----	44½	45	45½	46½	48½
Chicago & Alton	----	122	122	122	122½	----
" " pref.	----	126	126	----	125	----
" " 1 M.	----	----	----	----	102½	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	136	----	----
" " " 8 p.c. 110½	----	----	----	----	----	111
Chic. & Northwest'n	62	64	64½	65½	59½	61½
" " pref.	63⅜	66½	66½	67½	66⅜	67⅜
" " 1st M.	----	----	----	----	84	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	96½	----	----	----	----
" " Consol.	81⅜	----	----	----	----	----
Chicago & Rock Isl.	95½	96⅜	95⅜	96½	96⅜	97
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	93⅜	----	----	----	----	94
Clev., Col. and Cin.	98	99	----	----	98	98
Clev. and Pittsburg	82½	82½	82⅜	83½	83½	83½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	90	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	102½	102½	102½	102½	103	104
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	----	----	----	----	----	----
Del. & Hudson Canal	----	144	144	145	144	144
Del., Lack. & West.	----	----	----	----	----	114
" 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	71½	71½	72	71⅜	72⅜	----
" pref.	80	81	----	----	78⅝	80½
" 1 M. 7 p.c. '67	----	----	----	----	----	102½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	90	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	125½	125½	126½	131	131	133
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	134½	135	133½	133	133	133⅜
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	16	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	8	8	7½	8½
" " pref.	12½	13	----	13	14	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	110½	110½	----	110½	----	----
" S F. 8 p.c. '82	----	109	----	108½	109	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80½	80½	81	81½	81½	82½
" " guar'd	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	41	----	41½	42½	42½	42½
" " pref.	61½	61½	61½	61½	62½	62½
" " 1st mort.	87	87	----	87	87	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	96	95½	96	96⅜	96⅜	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	95½	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort	----	----	----	95½	95½	----
" 2d mort	----	----	----	----	----	----
New York Central	113½	114½	115½	116½	118½	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	91	90	----	91½	----
" " 6s, S. F. '87	92	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	140	----	138	135
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	53½	----	----	----	----	53½
" new	53½	----	----	----	53	----
Ohio & Miss. cer.	26	26	25½	26½	26½	26½
" " pref.	----	----	----	----	----	----
Pacific Mail S. S. Co.	124½	122½	123½	125	124	124½
Panama	292	----	----	----	----	----
Phila. and Reading	95½	95½	95½	95½	[illegible]	[illegible]
Pitts. Ft. W. & Chicago	97½	97½	97½	98½	98½	99½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	98½	----	98½	----	----	----
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	17	21	22	20	18½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	66	----	----
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	81½	----	----	----	----	----
" " Inc. b'ds	----	----	----	76	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64	64	62½	64½	65	65
" new	62½	62½	62	62½	63½	63½
Tol. Wab. & Western	----	----	38½	38½	----	----
" " Pref.	----	----	----	----	----	----
" " 1 M. ex.	----	----	----	----	----	----
" " 2 M.	78	----	----	----	77	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	46	46½	----
" ex-coupon	----	----	----	40	----	42
" new	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	Th 5.	F.6	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	101⅛	101½	101½	101⅜	101½	101½
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	107⅛	107½	----	----	----
U. S. 6s, 1881, cou.	112⅜	112½	----	112½	112⅜	112
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	104½	----	----	----	104½
U. S. 6s, 5-20s, c. '62	107⅜	107⅜	107	107½	107⅜	107⅜
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	104⅜	104⅜	104⅜	104⅜	104⅜	104⅜
U. S. 6s, 5-20s, reg. '65.	101⅜	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	105⅜	105½	105⅜	105⅜	105⅜	105⅜
U. S. 6s, r. n. '65.	107⅜	----	----	----	----	----
U. S. 6s, 5-20s, c. n.'65.	107⅜	107⅜	107⅜	107⅜	107⅜	107⅜
U. S. 6s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n.'67.	107⅜	107⅜	107⅜	107⅜	107⅜	----
7.30 Notes, 2d series.	104⅜	104⅜	104⅜	104⅜	105	104⅜
" " 3d series.	----	----	104⅜	104⅜	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	W.4	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	----	----	----	----	----	----
" preferred	23½	23½	23⅜	23	23½	23½
Camden & Amboy	125⅜	126	125½	125⅜	126	126
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	87	----	87	87	----	----
" " 6s,'89.	83½	----	----	----	----	----
" mort. 6s,'89.	----	93	93	----	93	93
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	31½	----	31½	30½	30½	30½
" " 6s,'84.	84	84	----	----	----	84
Lehigh Valley R. R.	50½	51	51	----	51	51
" " 6s.	92	----	92	----	----	91½
Little Schuylkill R. R.	25	25	----	----	----	----
" " 7s.	----	----	----	----	----	----
Minehill	----	57	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	89	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	42½	----	----	----
Pennsylvania R. R.	49½	49½	49½	49⅜	49⅜	49⅜
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State. 6s 1st series	104	----	----	104	----	----
" " 6s, 2d series	----	----	105	----	----	105
" " 6s, 3d series	----	----	----	----	----	----
" " 6s, W. L.	102⅛	----	----	----	103	----
Philadelphia City, 6s	95	95	95	----	95	95½
" " new.	99	99½	99½	99	98⅞	99
" " munc.	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	64½	64
Phila. & Reading	48⅛	47⅜	47⅜	47⅛	47⅜	47⅜
" " 6s,'86.	----	----	----	----	----	----
" " 6s,'70.	95½	----	----	----	----	----
Philadelphia & Erie	28½	28⅜	28	27½	28	----
" " 6s.	----	----	90½	90½	90½	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	21½	----	23	----	----	----
" " 6s '82	----	71½	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	59½	----	59½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	15½	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	10½	----	----	----	----
Chestnut & Wal. "	----	44½	----	----	----	----
Green & Coates, "	----	----	----	30	----	----
2d and 3d streets, "	----	----	----	75	----	----
Spruce & Pine, "	----	----	----	26	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	W.4	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875.	96⅛	----	----	----	96⅛	----
" " 1886.	----	----	----	----	----	98
" " 1870.	----	----	----	----	----	----
" " 1890.	99½	99½	----	----	150	----
" " 1893.	----	----	----	----	----	----
Balt. and Ohio.	120⅜	----	----	122⅛	122⅛	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '75.	----	----	----	98⅛	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	97⅛	----	----	97⅛	----	97⅛
Northern Central.	43	----	----	43	42⅛	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	----	----	----	----	140	----
Boston and Lowell	----	----	----	----	----	125
Boston and Maine	136½	135	134½	135	----	136
Boston and Providence	142	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Boston, Hartford & Erie	13⅜	12⅞	13⅜	13⅛	13⅜	13⅛
Cheshire, pref.	62⅜	63	63	----	----	----
Concord	----	----	----	----	72	72½
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	111½	----	111⅞	111⅛	111⅛	111⅛
Fitchburg	125⅜	----	----	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	110	----	----
Northern, N. H.	----	----	----	----	111	----
Ogdens. & Lake Champ	60⅜	60⅛	59⅜	----	----	----
Old Colony & Newport.	88	88	88	87⅛	----	87⅛
Ph., Wil. & Baltimore	----	54	----	54	----	54⅛
Portl'd, Saco & Ports.	----	99⅛	----	----	----	100
Vermont & Canada	95	95⅛	95⅜	95	95	95
Vermont & Mass.	----	55	----	----	----	----
Western.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90	----	----	91⅛
Metropolitan "	57	----	57⅛	57	----	57⅛
Middlesex "	40	----	----	40	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26	----	----	26	25⅛	25⅛
Franklin "	12⅜	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	9⅜	9⅛	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	4	----	----	----	4⅛	----

London Stock Exchange.

The following were the closing prices for American Securities on the 15th and 22d of Nov.:

	Closing Prices. Nov. 15.	Nov. 22.
United States, 5-20s, 6 per cent 1882.	70⅜@ 71	70⅜@ 70⅞
Do. do. 6 do. 1884.	68 @ 70	68 @ 70
Do. do. 6 do. 1885.	69⅛@ 69⅜	69⅜@ 69⅝
Do. do. 6 do. 1868.	85 @ 90	85 @ 90
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	32 @ 33	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1891	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18½@ 19½	18 @ 19
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	46 @47
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	82 @ 86	82 @ 86
Do., $100 shares (all paid)	84½@ 85	85 @ 86
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 73	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	83 @ 85
Do. with option to be paid in Phil.	83 @ 85	83 @ 85

American Railroad Journal.

Saturday, December 14, 1867.

Stock Exchange and Money Market.

Money has been in better supply on call, particularly within a day or two, and rates have shown some relaxation with the promise of a further increase of ease. The demand has not kept pace with the available offerings. The closing figures were 6@7 per cent., in a temporary form. On Wednesday afternoon, lenders seemed quite eager to place their balances at the ruling quotations. One prominent Government house had round sums advanced at as low a price as 5 per cent.; but this was altogether an exception figure. The contraction bug-bear is at an end for the present. Less than a million in legal tender notes was withdrawn from circulation in November; and the bulk of this consisted of mutilated and worn out bills. On Saturday, a resolution was adopted by the National House of Representatives, authorizing the stoppage of contraction for the present. This resolution harmonized with the expressive determination of Secretary McCulloch, who had theretofore concluded to make no further withdrawals of greenbacks, for some time to come. It is now believed that the new 3 per cent. legal tender certificates, (of which $12,855,000 had been issued up to Dec. 1,) available, the same as common greenbacks, to the banking movement of the country, will be substituted for the whole of the Compound Interest notes falling due between December, 1867, and on to September, 1868. The aggregate greenback circulation on the 1st inst., was $356,272,473. The outstanding Compound Notes amounted to $62,-249,360. The discount market shows less stringency, and prime to good paper is in more request at from 7@9 per cent. per annum. No further failures of moment have been noted in the mercantile line. The cash balances in the National Treasury on the 1st inst., reached $138,-176,820, including $100,690,646 in coin, and $37,-486,175 in currency. On the 1st of November, the coin in the Treasury amounted to $111,540,-317, and the currency to $22,458,081—making an aggregate cash reserve of $133,998,398. The U. S. Sub-Treasury in this city reduced its balances last week, some two and a half millions. Half a million of greenbacks were added to the reserve of the city banks, during the week. A loss of three-fourths of a million of specie and deposits, respectively, was reported by the banks, for the week.

The specie reserve of the city banks is now $15,805,254, against $14,582,050 same time last year. The city bank deposits are now $174,926,-355, against $203,676,822 week ending Dec. 7, 1866. The legal tender reserve amounts to $52,595,450, against $60,946,857 same time last year. The circulation now stands at $34,092,202, against $31,794,653 same time last year. The loans are now $247,450,084, against $260,020,027 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $78,826,153 a day, against a daily average of $86,-548,452 the preceding week, and $96,667,084 the week ending with Nov. 23. The current week's exchanges average about $71,903,000 a day. The city banks, last week, gained $497,318 of legal tender, while they lost $767,636 of specie, and $759,878 of deposits. They reduced their loans, $365,425; and their circulation, $11,410.

The Philadelphia Bank movement the past week shows a decrease in loans, of $242,213; a decrease of $12,030 in specie; a decrease in legal tenders of $140,616; an increase of $169,691 in deposits; and a decrease of $515 in circulation. The Bank Clearings show an increase of $9,195,277, and the balances, an increase of $1,-350,758.

National Bank notes to the amount of $321,-700 were issued last week, making the total issue to 1,678 banks thus far, $305,037,691, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,314,535, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,894,861,) an actual circulation at this date, of $299,723,146. The United States bonds held by Treasurer Spinner in trust for National Banks as

security for circulating notes amount to $340,982,750; and for the public deposits, $38,018,950—making a total of $379,001,700. The Treasury Department last week redeemed and destroyed $459,000 of worn and mutilated fractional currency, and issued $505,500 of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 7, were $38,446,544, including $1,513,528 from customs duties; payments, $36,029,049, including $831,000 of coin interest; balance at the close of the week, $107,055,983, against $104,628,488, at the close of the preceding week, showing a decrease of $2,427,495. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,944,908 including $229,309 from customs; and payments, $2,714,824; on Tuesday, receipts, $1,093,074 including $180,001 from customs, and payments, $2,019,168. The balance at the close of business on Tuesday stood at $103,932,475, against $105,493,092 a week previous; and $107,995,960 on Dec. 1.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to the close of November, was $232,690,800; aggregate redemptions, $201,927,000; leaving outstanding certificates to the amount of $30,763,800.

Government revenues have been more liberal, since our last, in the excise form, but have been quite light in the customs line. The excises, last week, yielded $6,672,856, against $3,045,000, the preceding week; customs at the port of New York $1,513,528, and at the outports, about $500,000 (in coin) more, making the grand total income for the week equal about $9,442,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been $91,763,617.

Government received $6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

A decided break has occurred in Gold, since our last, under a strong pressure to realize, largely on short account, in view of the harmony between Congress and Secretary McCulloch, and of the unusually heavy impending coin disbursements from the National Treasury, which, by the opening of the new year, will reach nearly thirty-one million dollars, as follows:

Principal of the loan of 1847–'67	$6,670,000
Three per cent. interest thereon	190,100
Three per cent. on $8,200,942, 6s of '68	246,030
Three per cent. on $282,731,550, 6s of 1881	8,481,946
Three per cent. on $489,761,000 Consolidated 5-20s 1865–'67	14,692,830
Two and a half per cent. on $27,022,000 5s of 1871–'74	675,550

There has been very great reluctance to purchase, on speculative account. Indeed most of the *bulls* of the street have become *bears*, and under their manipulations, a further material decline is looked for. The sales of the week have been made all the way down from 137⅞ to 134⅝, a fall of over three per cent. The Government is not now a seller of gold. The speculation is sinking, from its own intrinsic heaviness. The customs demand has been quite li ht. The export inquiry has been rather more active, superinduced by the recent rise in foreign exchange. On Wednesday, the specie exports amounted to $608,030. The latest quotation was 134⅝. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $3,032,610, against $9,421,903 same time last year. The customs demand for Gold last week, averaged $252,254 a day; thus far, this week, it has been equal to $204,655 a day, or equal to a weekly aggregate of $1,227,930. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $4,387, and from California, $671,447. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $113,105,400, against $125,963,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $26,485,800, against $39,431,392 same time last year, showing a decrease this year, of $12,945,592. The exports of specie from this port, last week, were $327,575. The total outflow of specie from the port, since Jan. 1, 1867, has been $45,388,574, against $59,149,044 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $831,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $61,263,595, against $47,513,371 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached $35,090,814, against $39,370,856 same time last year, showing a decrease, in 1867, of $4,280,042.

Foreign Exchange was advanced in price early in the week, but transactions were on a restricted scale, and the market closed tamely, with a tendency rather favorable to purchasers. Bankers' 60 day bills on London closed at 109⅜@109¾, and on Paris to 5.16¼@5.15; sight bills on London to 109⅞@110¼ and on Paris to 5.13¾@5.12½. The offerings of produce bills have been rather more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,628,013, making the total value of exports since Jan. 1, 1867, $180,194,751, against $179,678,834 same time in the preceding year.

Government securities have been rather variable in price, during the week, but the closing figures show no very marked changes. Trade has been comparatively light. Some foreign houses have been sellers of bonds to arrive, but these offerings have been promptly taken at the going rates. Toward the close, the investment demand improved, and rather more strength was noted in the market, particularly for the six per cent. coin bearing bonds. The last public debt statement shows the following changes for the month of November: Increase in ten-forties, $6,707,500; increase in five-twenties, $56,514,250; decrease of seven-thirties, $49,020,600; decrease of compound notes over-due, $2,250,250; decrease of temporary loan, over-due, $1,287,475; decrease of United States notes, $952,371; increase in gold certificates, $3,887,200; decrease of coin on hand, $10,849,672; increase in currency on hand, $15,028,695; total debt, $9,701,801. U.S. sixes of 1881 closed here on Wednesday at 112⅛@112¾; U. S. Five-twenties of 1862, 107¾@107⅞; U. S. Five-twenties of 1864 at 104¾@104⅞; U. S. Five-twenties of 1865 at 105¼@105½; U. S. Five-twenties of 1865, consolidated, 107⅝@107¾; U. S. Five-twenties of 1867, 107¾@107⅞; U.S. Ten-forties at 101⅛@101¼, and U. S. Seven-thirties at 104⅞@105. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..119¼	September, 1865..115¾
May, 1865 .....117⅛	October, 1865....115½
August, 1865....116¼	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Dec. 4.	Dec. 10.
Consols	94½	*93	92 13/16
U. S. 5-20's of 1862	70½	71 3/16	71 9/16
Erie	46¾	47¾	47¾
Ill. Central	85¼	89¾	89

* Ex-dividend.

Railway and miscellaneons stocks have been in more active speculative demand and have been bouyant in price, particularly since Monday. The suspension of contraction seems to give increased confidence to the operators for a rise.

On Wednesday, a broker received and executed an order to sell *short*, 3,000 shares of Pacific Mail Stock. The order purported to have been from a responsible source, but it proved to have been a forgery. A committee of the Regular Board was appointed to investigate the matter. A reward for the detection of the forger was in contemplation.

General business has been decidedly dull, since our last. Breadstuffs closed in favor of buyers. Provisions left off firmly. Cotton fell to 15¾ for middling upland grades, and closed very heavily. The stock of cotton now here is estimated at about 48,500 bales. The receipts at the port this week, have averaged about 5,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 514,200 bales, against 485,000 bales same time last year; exports, same time, 230,000 bales, against 181,000 bales same time last year; stock on hand at latest dates, 217,200 bales, against 384,100 bales same date last year. Foreign merchandise has been in slack demand, generally, and depressed in price. The severe fall in Gold has exercised an adverse influence on values, in the line of imported goods. The total imports of foreign dry goods, last week, were $471,886, and the total amount marketed $651,315. The value of foreign merchandise imported last week, was $1,715,286—making the grand total specie value of last week's imports of dry goods and merchandise, $2,187,172, and since Jan. 1, 1867, $226,265,919, against $269,053,587 same time in the preceding fiscal year. The ocean freight market has been dull, heavy, and lower, since our last, with 423 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 5½d.@6¼d. per bushel; cotton at ¼d.@½d. per lb.; and heavy goods at 22s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 10, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$3,101,416	$4,628,013
Prev. reported.....	175,383,922	175,050,821
Since January 1.....	$178,485,338	$179,678,834

The balance in the Sub-Treasury on Wednesday was $103,890,363 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 90¼; Chicago and Northwestern Equipment 7s, 75; Long Dock bonds, 96; Toledo and Wabash Equipment bonds, 66; Indianapolis and Cincinnati, 64; Cleveland, Painesville and Ashtabula, 102¼; New Jersey R. R., 134; New Jersey Central R. R., 118; Lehigh Valley, 101; Georgia 7s, 83⅞; Ohio 6s, 1870, 100; do., 1881, 103; Illinois War Loan, 101¼; Boston Water Power Co., 17¾; Adams' Express, 78⅛; Am. Exp. Co., 76½; U. S. Express, 78½; Merchants' Union Exp., 38¼; Wells-Fargo Express, 54¾; American Coal, 48; Western Union Telegraph, 33⅛; do., 7s, 79; Manhattan Gas, 164; Bank of Commerce, 117½; Ninth National Bank, 104¼; Tradesman Bank, 138; Seventh Ward Bank, 110; Bank of Republic, 110½; Shoe and LeatherBank, 110½; Park Bank, 144; Central National Bank, 104; Fourth National Bank, 107½; Mechanics Banking Ass., 108; Importers' and Traders' Bank, 118½; Gallatin National Bank, 110; Am. Ex. Bank, 163; American Flag, 60; Benton Gold, 0.35; Consol. Gregory Gold, 5.65; Combination Silver, 55.00; Columbian G. & S., 0.06; Corydon, 0.41; Davidson Copper, 0.70; Edgehill Mining, 3.45; Hamilton G. & S., 0.90; Midas Silver, 52; New York and Eldorado, 1.45; New York Gold, 0.80; Quartz Hill Gold, 1.15; Rocky Mt., 0.23; Smith and Parmalee 3.10; Sensenderfer, 6.50; Wallkill Lead, 0.53; Buchanan Farm, oil, 0.37; Pit Hole Creek, 0.90; Bennehoff Run, 2.05; United States petroleum, 2.00.

Philadelphia.—Warren and Franklin 7s, 77¾; Harrisburg and Lancaster 6s, 90; West Jersey R. R. 6s, 88; Sunbury and Erie 7s, 98; Burlington County R. R. 6s, 86; Philad., Wil. and Balt. R.R., 54; Schuylkill Nav. 7s Boat Loan, 70; Green and Coates streets R. R., 7s, 87; 10th and 11th streets R. R., 66; New Jersey 6s, 102½; Pittsburg 7s, 1869, 90; Big Mt. Coal, 3⅜; Hazleton Coal, 45; New York and Middle Coal Fields, 2.69; Shamokin Coal, 2½; Clinton Coal, ¼; Ocean Oil, 3.81; Philadelphia Bank, 150; Mechanics' Bank, 30; City Bank, 71; Girard Bank, 55. The latest quotations are: City 6s, 95@95½; do., free of tax, 98@99⅞; State 5s, reg., 96¾@96⅞; do., coupon, 94@95; do., 6s, W. L., 102½@103; Reading, 47⅝@47¾; do., 6s, 1870, 95@96; do., bonds, 91½@92½; Camden and Amboy, 125¾@126; do., 6s, 1889, 92¾@93; do., 1883, 87@87½; Penn. R. R., 49⅞@50; do., 1st mort., 100@100; do., 2d mort., 93⅝@94; Little Schuylkill R. R., 25@26; Morris Canal, 30@35; do., pref., 87@89; do., bonds, 83@94; Wyoming Valley Canal, 36@37¾; do., 6s, 75@80; Susquehanna Canal, 12@18; do., 6s, 59½@60; Sch. Nav., 18@15; do., pref., 22½@23⅛; do., 6s, 1882, 71½@71¾; Union Canal bonds, 16@20; Delaware Div. Canal, 48@50; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92½@93½; do., 5s, 60@62; Lehigh Coal and Navigation, 30¼@30½; do., bonds, 1884, 84@85; North Pennsylvania, 32¾@33½; do., 6s, 87@89; Philadelphia and Erie, 27¾@27⅞; do., 6s, 90⅛@91; Minehill, 57@57¼; Catawissa, 8@13; do., pref., 23⅛@23½; Lehigh Valley, 50¾@51; do., bonds, 91½@91½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@76; West Philadelphia, 64¾@68; Spruce and Pine, 26@27; Green and Coates, 30@30½; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18½@19½; Girard College, 27@28½; Tenth and Eleventh, 63@67; Union, 37@38; Hestonville, 10⅛@11.

Boston.—Vermont Central and Vermont and Canada 8s, 1877, 100½; Ogdensburg 1st mort. bonds, 99; Stanstead, Shefford and Chambly 7s, 65; Rutland and Burlington 1st mort., 136; do., 2d mort., 40; Philadelphia, Wil. and Balt. 6s, 1876, 95; Eastern R. R. 6s, 1874, 96; do, 1885, 93¾; Vermont Central 1st mort. consolidated, 61½; Boston, Hartford and Erie 7s, 56½; Rutland R. R., 20; do., pref., 78; Connecticut and Pass. Rivers R. R., 80¾; Vermont Central, old, 1; Indianapolis and Cincinnati R. R., 32½; Nashua and Lowell R. R., 129; Ogdensburg and Lake Champlain pref., 99⅞; Boston and Maine Rights, 2⅝; Boston Water Power Co., 17½; Cary Land Co., 7⅛; Ophir (N. S.) Gold, 1.60; Massachusetts 5s, 1894, gold, 104; do., 1883, gold, 103; Maine 6s, 1883, 98¾; Portland 6s, 1877, 94¾; do., 1887, 92; Hallowell 6s, 1870, 94¾; Chicago 7s, 1882, W. L., 92⅞; do., 1896, municipal, 91⅜; Bath 6s, 1887, 90¼; St. Louis 6s, 1876, Imp., 84; Boston 5s, 1868, gold, 133¼; do., 1876, 105; do., 6s, 1877, currency, 101¼; Brooklyn 6s, 1881, 94; Albany 6s, 1879, 94½; Augusta 6s, 1870, 95¼; Bangor 6s, 1874, 92¼; Howard National Bank, 104½; Merchants National Bank, 112; Eliot National Bank, 107⅝; Everett National Bank, 103⅛; Blackstone National Bank, 126¼; Exchange National Bank, 142½; Hide and Leather National Bank, 143½; National Bank of Commerce, 117¼; Globe National Bank, 121½; State National Bank, 104⅛; Atlas National Bank, 112; Freeman's National Bank, 120; Columbian National Bank, 116¼; Old Boston National Bank, 68¼; Suffolk National Bank, 114½; Tremont National Bank, 119; City National Bank, 105¾; New England National Bank, 123¾; National Bank of Republic, 130; Concord Mining Co., 3¼; Hancock, 13¼.

Baltimore.—Virginia old, reg., 38½; Western Maryland bonds, 71; Marietta and Cincinnati 1st mort., 84¾; do., 2d mort., 56; N. W. Va. 1st mort., 92; Central Ohio R. R., 31; Canton Co., 45½; Citizens' Bank, 14⅞; Third National Bank, 99¾; Union Bank, 58; Mechanics' Bank, 9½; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 121@123½; do., 6s, 1875, 98½@99½; do., 1880, 98½@99; do., 1885, 97½@97¾; Northern Central, 42½@42¾; do., bonds, 1885, 86@86½; do., 1900, 81@82½; N.W. Va., 17@17½; do., 1st mort., 92@93; do., 2d mort., 91⅜@91½; do., 3d mort., 1873, 91@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84¾@85; do., 2d mort., 56@56½; Central Ohio, 31@31; do., 1st mort., 82@85; Western Md. 6s, 1890, 71@71; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@101¼; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@99; do., 1873, 96@—; do., 1875, 96½@96¾; do., 1886, 98@98¼; do., 1890, 98¾@99⅛; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1838-'70, 80@83; City Passenger R.R., 19½@20; Canton Co., 45¾@46⅛; Gardner, 1.00@1.20; Am. Gas Coal, 0.15@0.17; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.40; Atlantic Coal, 0.70@0.90; Mineral Hill, 0.15@0.25; Baltimore Coal, 140@155.

Central Pacific Railroad.

If the two powerful Companies—the CENTRAL PACIFIC and UNION PACIFIC—who are building the great Pacific Railroad make the same energetic progress for two years more, that they have during the past two, we shall witness the completion of the through line across the continent some time in 1870. The unfinished gap between them at the close of this year will be about 1,080 miles, and as the latter company have now reached their mountain section, the great advance of 250 miles next year will be on the part of the Central Pacific Company, who are just emerging from their heavy excavations and tunnellings in the Sierra Nevada Range.

It appears by the published returns that the earnings on the Central Pacific end of the road are already, in the infancy of the enterprise, so large and so profitable as to excite astonishment. The prospect is that a double track will be necessary soon after the line is completed, and the day is not far distant when the road must become the foremost in importance on the continent.

By the fostering aid of the Government and further subsidies from the State of California, the Central Pacific Railroad Company have been enabled, by their abundant resources, to push forward the great work with surprising energy; and at the same time, the revenues from the natural business of the road have been far more than sufficient to meet the expenses and the annual interest engagements. They are offering their First Mortgage six per cent. gold Bonds for sale through our leading bankers, as will be seen by their advertisement elsewhere in this paper. Persons desiring safe, permanent investment, will do well to look into their merits.

Missouri Bonds.

The Secretary of the Interior has surrendered to the agent of the State of Missouri $63,000 of Missouri State bonds and interest coupons, amounting to $15,000. This was due about the beginning of the war, and the State failing to pay, the Government settled it, having guaranteed it. The Interior Department claimed interest upon this interest, but the Treasury Department decided that Missouri could not justly be called upon to pay interest to the Government, after the State began to advance money for war expenses. This decision saved the State five years' interest, amounting to $60,000.

☞ The Canadian *News* says that the railways in the maritime provinces have, by order in Council, been assigned to the charge of the Department of Public Works. The traffic on the New Brunswick line has increased so much that the present rolling stock is quite insufficient and a number of new freight cars have been ordered. A general survey of the whole work has been made for the Government.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the first week in December, 1867, were $93,900 00
Corresponding week of previous year.. 62,096 00

Increase $31,804 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Dec., 1867 ... $248,867 16
Corresponding week previous year .. 173,132 50

Increase $75,734 66

The earnings of the Detroit and Milwaukee Railroad for the week ending December 5, 1867, were $30,074 00
Corresponding week of 1866 ..... 29,818 00

Increase $256 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Dec., 1867, were $84,231 00
Corresponding week of 1866 ..... 79,958 00

Increase $4,273 00

The earnings of the Atlantic and Great Western Railway for the fourth week in Nov., 1867, were $102,123 00
Corresponding week previous year... 108,585 00

Decrease $6,462 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Nov., 1867.. $39,453 00
Corresponding week previous year.... 37,968 00

Increase $1,485 00

The earnings of the Western Union Railroad for the fourth week in Nov., 1867 .... $19,027 71
Corresponding week previous year.... 18,843 89

Increase $183 82

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Dec., 1867, were $80,519 80
Same week in 1866.. ..... 88,297 70

Decrease..... $7,777 90

The earnings of the Chicago and Alton Railroad for the first week in December, 1867, were $79,573 10
Corresponding period previous year.. 63,818 01

Increase..... $15,755 09

Bridge over the Ohio at Louisville.

The bridge, which it is claimed will compare favorably with the superb structure across the same river at Cincinnati, is to be constructed with but one swinging span, or draw, which is over the Louisville and Portland canal. The total length of the superstructure will be 5,220 feet, and of graded approaches 2,509 feet, making total length of the bridge from the points where the ascent is commenced, 7,720 feet. The total length of the connection between the Jefferson Railroad and Louisville and Nashville Railroad, including the bridge, will be three and a half miles. Estimated cost, $1,500,000.

☞ By the recent completion of the Lehigh and Susquehanna Railroad, from the Wyoming Valley to Northumberland, there is complete connection of Baltimore, by rail, with the coal fields of Wyoming Valley.

☞ The Richmond and Petersburg Railroad Company have inaugurated measures looking to the union of all the four lines of railway between Aquia Creek and Weldon into one grand line, to be under the control of one company, one President, Directors, &c.

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	16,862.85 for	$161,844 38
Acres Int. Fund Lands sold	920.00 for	11,721 80
Acres Free Lands sold	8,221.00 for	103,126 62
Total sales during month of November, 1867	25,503.85 for	$276,692 75
To which add Town Lot Sales		1,320 00
Total of all	25,503.85 for	$278,012 75
Cash collected in November		$339,021 12

TRAFFIC DEPARTMENT.

Receipts from Freight		$435,657 00
do. Passengers		143,144 71
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in November, 1867		$679,160 04
Total Receipts in November, 1866		$570,484 61

Commerce of New York.

The foreign imports at New York for the month of November, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$10,688,544	$8,193,013
Do. for warehousing	8,345,859	6,414,609
Free goods	873,514	1,082,066
Specie and bullion	802,937	181,319
Total entered at port	$20,710,854	$15,871,007
Withdrawn fr. wareh'use	8,186,725	6,378,248

The foreign imports at New York for eleven months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$155,353,565	$121,124,673
Do. for warehousing	110,127,920	104,825,824
Free goods	12,053,589	10,279,075
Specie and bullion	9,225,936	3,043,323
Total entered at port	$286,761,010	$239,272,895
Withdrawn fr. wareh'se	95,676,446	101,573,817

The duties received at New York from Jan. 1st, have been as follows:

	1866.	1867.
1st quarter	$35,618,902 52	$32,916,085 09
2d quarter	31,929,287 26	26,438,603 81
3d quarter	36,105,092 08	33,840,898 17
In October	11,002,048 08	8,682,889 05
In November	7,716,883 67	6,931,212 90
11 months	$122,372,231 61	108,809,689 02

The exports from New York to foreign ports in the month of November, were:

	1866.	1867.
Domestic produce	$13,651,464	$20,056,540
Foreign free goods	268,600	8,515
Do. dutiable	64,001	610,460
Specie and bullion	3,766,690	1,733,261
Total exports	$17,750,755	$22,408,776
Do. exclusive of specie.	13,984,065	20,675,515

The exports from New York to foreign ports for eleven months from January 1, were:

	1866.	1867.
Domestic produce	$169,838,354	$164,768,232
Foreign free goods	662,218	853,961
Do. dutiable	4,415,445	7,609,846
Specie and bullion	59,256,430	44,947,400
Total exports	$234,172,447	$217,679,439
Do. exclusive of specie	174,916,017	172,732,039

☞ At a meeting of the stockholders of the Virginia Central Railroad Co., in Richmond on the 29th ult., Col. E. Fontaine was re-elected President by acclamation.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$1,268,329	$577,103
" cotton	955,955	429,769
" silk	637,585	1,000,144
" flax	794,909	434,503
Miscellaneous dry goods	527,761	461,562
Total entered for consump.	$3,788,559	$2,903,081

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$793,884	$579,542
" cotton	214,851	158,152
" silk	452,607	256,409
" flax	891,352	388,178
Miscellaneous dry goods	93,672	133,203
Total withdrawn from warehouse	$1,945,666	$1,515,484
Add entered for consump.	3,788,539	2,903,081
Tot. thrown on the market	$5,734,205	$4,418,565

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$1,205,661	$549,962
" cotton	447,210	159,891
" silk	655,221	272,181
" flax	985,066	428,385
Miscellaneous dry goods	177,539	83,898
Total entered for wareh'g	$3,470,697	$1,494,317
Total entered for consump.	3,788,539	2,903,081
Total entered at the port	$7,259,236	$4,397,398

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1866.	1867.
Manufactures of wool	$20,020,588	$16,083,259
" cotton	14,067,285	9,985,539
" silk	15,988,324	12,530,412
" flax	12,227,239	7,779,590
Miscellaneous dry goods.	7,212,578	5,691,154
Tot. entered for consump.	$79,516,014	$52,069,954

WITHDRAWN FROM WAREHOUSE.

	1866.	1867.
Manufactures of wool	$16,303,644	$16,330,111
" cotton	5,594,897	6,096,934
" silk	7,298,861	6,643,087
" flax	4,991,555	6,242,510
Miscellaneous dry goods.	1,174,714	1,544,394
Total withdrawn from warehouse	$35,363,671	$36,857,036
Add entered for consump.	79,516,014	52,069,954
Total thrown on the market	$114,879,685	$88,926,990

ENTERED FOR WAREHOUSING.

	1866.	1867.
Manufactures of wool	$18,628,967	$14,655,781
" cotton	5,830,758	5,260,645
" silk	7,940,323	5,130,588
" flax	6,816,520	4,594,005
Miscellaneous dry goods.	1,500,542	1,460,320
Total entered warehouse	$40,717,110	$31,101,339
Add entered for consump.	79,516,014	52,069,954
Total entered at the port.	$120,233,124	$83,171,293

☞ The Lehigh and Susquehanna Railroad was finished between Bethlehem and Mauch Chunk on the 25th ult., and a large train of coal and lumber cars passed safely over the road and was delivered to the North Pennsylvania Railroad on the same day. The road is expected to be opened through to Easton during the present month.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th Nov., inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866..	399,900	5,821,700	24,436,100	6,004,800
1867..	394,800	8,853,400	15,369,500	3,560,700
Dec..	5,100	*3,031,700	9,126,600	2,444,100

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 601,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Nov., in the years indicated:

Canal opened—	1865. May 1.	1866. May 1.	1867. May 6.
Flour, bbls.	863,800	399,900	394,800
Wheat, bushels..	9,404,500	5,821,700	8,853,400
Corn, bushels...	17,313,100	24,496,100	15,369,500
Barley, bushels.	4,000,900	6,004,800	3,560,700
Oats, bushels...	9,787,300	9,581,600	8,331,800
Rye, bushels....	1,081,400	1,307,800	862,900
Malt, bushels...	491,500	389,000	272,100
Beef, bbls.....	9,864	1,800	1,480
Pork, bbls.....	15,109	43	899
Bacon, lbs.....	1,273,100	.....	34,400
Butter, lbs.....	1,099,600	1,180,200	662,800
Lard, lbs.....	1,996,000	108,400	1,235,300
Cheese, lbs.....	15,100,200	9,807,000	6,790,800
Wool, lbs.....	617,000	495,400	352,600

Journal of Railroad Law.

LIABILITY FOR NEGLIGENCE TO A PASSENGER WHO, WITHOUT FRAUD, DID NOT PAY FARE.

In the case of Austin *vs.* Great Western Railway Co., which has just been decided in the English Court of the Queen's Bench, it appeared that the plaintiff was a child three years and two months old. The plaintiff's mother, Elizabeth Austin, carrying the plaintiff in her arms, took a ticket for herself, but not for the plaintiff, on a journey from Crumlin to Merthyr by what is called a "parliamentary train," on the defendants' railway. In the course of the journey an accident happened to the train, and the plaintiff's leg was broken. At the time the plaintiff's mother took her ticket no question was asked her by the defendants' servants as to the age of the child, nor was she told by the defendants' servants that she ought to take a ticket for the plaintiff at half the price charged an adult person. The defendants admitted that the accident was caused through the negligence of their servants, but contended that they were not liable for the consequences of the negligence, because the plaintiff's mother who had charge of him, had taken no ticket for him.

It was argued by the company that the defendants were entitled to receive payment for the plaintiff as a passenger, under the statute. It is true the plaintiff is a child of tender years, but there is a complete identity between him and his mother, and the concealment practiced by her affects the claim of the plaintiff. 8 Ex. 30 21 L. J. Ex. 286.

This case is analogous to the cases of concealment of a passenger as to the character of his luggage. If a carrier accept luggage to be carried with a passenger, and it turn out to be merchandise and is lost, the carrier is notl iable for the loss 30 L. J. (C. P.) 289; 10 C. B. (N. S.) 154.

Cockburn, C. J.—I think there should be no rule in this case. The contract is to carry safely both the mother and the plaintiff. If that contract has been entered into under some misrepresentation on the part of the mother, she may be liable for the fare which she ought to have paid for the plaintiff, or for any penalty to which she may be subject byany enactment or bye law made under statutory powers. Her default does not alter the position of the company. The contract being to carry mother and child, through the negligence of the company the plaintiff was injured. I think the verdict right, and that therefore there should be no rule.

Blackburn, J.—I am also of opinion there should be no rule. I think that what was said in the case of Marshall *vs.* Newcastle and Berwick Railway Co. 21 L. J. (C. P.) 130; 11 C. B. 655, was quite correct. It was there laid down that the right which a passenger by railwav has to be carried safely, does not depend on his having made a contract, but that the fact of his being a passenger casts a duty on the company to carry him safely.

If there has been a fraud on the part of the plaintiff, or if the plaintiff had been taken into the train without the defendants' authority, no such duty would arise. Whether the mother's fraud could be treated as the fraud of the child so as to bring the present case within the principle of the cases which have been referred to, we need not now inquire. The averment of fraud which may be thought to make the plea valid is disproved. We must take it that the child, without fault and through an honest mistake on the mother's part, was taken into the train by the railway company and received as a passenger by their servants with with their authority. Under those circumstances, does or does not the law require those who were carrying the child to take a reasonable care that he should come to no damage? It certainly seems to me that a duty to carry safely arises under those circumstances. If there had been fraud on the part of the mother, it may be that she could not recover for an injury to herself; but in this case, the plaintiff being under three years of age, and therefore being incapable of fraud, and there being only a mistake on the part of the mother, I cannot but think that a duty was cast on the railway company to take reasonable care; and consquently I am of opinion that the verdict ought not to be disturbed.

Shee, J.—It seems to me that there was one entire contract to carry both the mother and child. It would not have made the least difference in my mind if the mother had taken two tickets, there would have been only one contract to carry mother and child. The plaintiff could not comply with the regulations of the company; he could not show his ticket, or do any thing which a passenger is required to do.

The contract, therefore was necessarily a contract with the woman for herself and her child, and was an entire contract; the company to a certain extent has had the benefit of it by receiving a part of the fare to which they were entitled, and they would be entitled to bring an action against the mother if a fraud had been committed by her. I think they were under a responsibility to perform their contract, and they having undertaken to carry the mother and the child, the verdict was right and ought not to be disturbed.

Lush, J.—I am of the same opinion. I prefer to rest my judgment on the ground of contract. I think there was a contract to carry the mother and the child, and that contract operated in favor of each party. The only question is, whether the facts averred in the plea and found by the jury, negative the existence of any such contract as I have mentioned. I think they show that there was an undertaking to carry the plaintiff. If the company entered into it under a mistake as to the age of the child that does not make it the less a contract; we must hold that they did enter into a contract as carriers to carry the plaintiff safely which they have failed to perform.

Finances of Kentucky.

We learn from the Message of the Governor, that the public debt of the Commonwealth on the 10th of October, 1867, was $4,611,199 46.

This sum includes the School Fund, which amounts to $1,633,297 46.

Deducting this sum from the State debt proper, and the total indebtedness of the Commonwealth subject to payment, as of the 10th of October, 1867, is $3,978,902.

There was in the Treasury of the State, to the credit of the Sinking Fund, on the 10th of October, 1867, $1,519,783 34.

In addition to the sum last enumerated, there is due to the Sinking Fund, by the Treasury Department of the Commonwealth, for money borrowed, $381,239 56; which, added to the amount in the Treasury, makes the total to the credit of the Sinking Fund on the 10th of October, 1867, $1,901,022 90.

Were this amount of cash on hand applied to the extinguishment of the State debt, the total indebtedness of the Commonwealth, exclusive of School Fund, would on the 10th of October, 1867, amount to $1,677,877 10.

This indebtedness of the Commonwealth is represented by State bonds of different maturities, bearing interest at the rate of 5 per cent. and 6 per cent. per annum.

This amount includes $544,000 of the military bonds of the State, issued during the war, and maturing respectively in fifteen and twenty years, and designated as the remnant of the war debt.

The remaining portion of these bonds were executed many years ago, to enable the State to carry on an extensive system of internal improvement.

If all the stocks of the State were worth par, the resources of the sinking fund, independent of the $1,901,022 90 in cash shown to its credit on 10th October, 1867, would amount to $6,103,294 99. Add cash $1,901,022 90, and the total resources of the sinking fund on the 10th of October, 1867, amounts to $8,004,317 89.

Were the entire indebtedness of the Commonwealth liquidated, there would still remain to the credit of the sinking fund, $7,926,438 28.

There was due from the United States to the Commonwealth of Kentucky, on the 1st of January, 1867	$1,831,706 88	
Amount received of the United States since 1st of January, 1867.	399,224 17	
Leaving		$1,432,482 71
Add amount paid off by State since 1st of January, 1867, and for which United States is indebted..		86,455 11
Balance due State 10th of October, 1867		$1,468,937 82

Raritan and Delaware Bay Railroad.

The controversy between the Camden and Amboy Railroad Company and the Raritan and Delaware Bay Railroad Company has been finally decided by the Court of Errors and Appeals. Chancellor Green had decreed that the defendants must be enjoined from carrying on a through business between New York and Philadelphia until the 1st day of January, 1869. The Court of Errors and Appeals, on a revision of the whole case, have decided that the defendants had no right whatever to divert the route of their railroad so as to reach Philadelphia instead of Cape May, the destination prescribed by their charter, and that the Camden and Atlantic Railroad Company had no right to aid them in so doing, by prostituting its franchises, which were granted to it for an entirely different purpose. The Court further held, that as this invasion of the franchise of the Camden and Amboy Railroad Company was entirely unauthorized and unlawful, the compiainants were, perhaps, entitled to have the unlawful structure taken up; but if the defendants should desist from further attempts to interfere with the business of the complainants, it might not be necessary to enforce so severe a remedy, if justice could be done without it. A milder course should be pursued, in view of the improvements which have sprung up on the line of these roads. The Court, however, held that the Camden and Amboy Railroad Company are entitled to a perpetual injunction against the defendants interfering with their business, irrespective of the monopoly contract; and if the defendants hereafter, either before 1869 or afterward, should attempt to continue such interference, the Court of Chancery ought to cause the road to be abated and to be taken up from the point where the Raritan and Delaware Bay Road first deviates toward Philadelphia to Jackson, the point where it connects with the Camden and Atlantic Railroad, or so much of it as would effectually sever the connection between the two roads.

☞ The *Valley Virginian*, speaking of the prospects of the Chesapeake and Ohio Railroad, says it has the assurance that a company of contractors in Ohio, representing a large amount of wealth, are willing to take the county bonds at par and build the road. This, it says, "settles the question of finance at once, and gives an assurance that our exertions will be crowned with success."

☞ Alleghany County, Va., has voted, 259 to 143 in favor of a subscription of $50,000 to the Chesapeake and Ohio Railroad.

☞ The Commissioners of West Virginia have signed the agreement relative to the construction of the Chesapeake and Ohio Railroad.

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The road is now nearly completed from Sacramento to the Richest Mining Regions in the Salt Lake Basin, and is being rapidly carried forward by the largest force of laborers ever employed by any Railroad Company on this Continent.

The natural, legitimate, commercial business of the road surpasses all previous expectation, and is profitable beyond parallel, even among the oldest roads in existence. The Earnings and Expenses for the Quarter ending Oct. 31, were as follows, IN GOLD:

Gross Earnings.	Operating Expenses.	Net Earnings.
$593,847.92	$102,088.61	$491,759.31

This result, however, would have been far greater but for the inability of wagon teams to forward the freight and passengers from the temporary terminus in the mountains.

The United States Government and the State and Cities of California have so aided and fostered the Great Enterprise, that the Company will assume very light annual Interest obligations, and will have the following ample Resources at command for the Construction:

DONATIONS in Lands, Bonds, Concessions, etc., (without lien)	$12,800,000
CAPITAL STOCK, Net Earnings, etc, (no lien)	11,000,000
LOANS (subordinate lien)	3,000,000
U. S. SUBSIDY BONDS, 726 miles, (subordinate lien)	25,517,000
FIRST MORTGAGE BONDS	25,517,000
Resources, first 726 miles	$77,834,000

The FIRST MORTGAGE BONDS are in sums of $1,000 each, with semi-annual gold coupons attached, and are offered for sale, for the present, at 95 per cent. and accrued interest from July 1st, in currency, at which rate they yield nearly NINE PER CENT. UPON THE INVESTMENT.

These Bonds, authorized by the Pacific Railroad Acts of Congress, are issued only as the work progresses, and to the same extent only as the Bonds granted by the Government, and are the prior lien upon the whole valuable property furnished by the above Resources. They possess special assurances and advantages over other Corporate Securities, and are destined to rank among THE BEST INVESTMENTS IN THE WORLD, from their unusual attractions of safety, soundness and profit.

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The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of grounds with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

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4t49 McANDREW & WANN, 12 Pine street.

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The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from $16,000 to $48,000 per mile, for which it takes a *second lien* as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent., lower than U. S. Stocks. They pay

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JOHN J. CISCO, Treasurer, New York.
November 23d, 1867.

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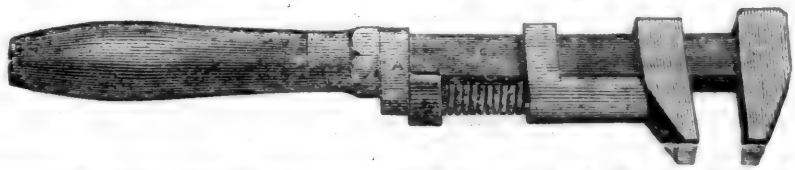
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4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	¾ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
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9	" 16 "	1 to 1	21.	" 30 "	1¼ to 1
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, December 21, 1867.

The Pottsville Rolling Mill.

No more striking illustration of the rapidly increasing growth and importance of the iron business of Pennsylvania, is afforded, than the enlarged size and capacity of the furnaces and mills here and elsewhere in the State. Experience and capital are now identified with our iron operations, and the result is seen in establishments which will compare favorably with the best in Europe, while the product especially in the case of the Mill under notice, is we have the most reliable authority for stating, superior to the best English article imported. This is certainly, a gratifying state of affairs in connection with this great industrial interest, proving conclusively, that with adequate protection against the much lower rates of labor in Europe, we can be perfectly independent of foreign countries for supplies of railway and other iron. The iron, coal, capital, skill and machinery of Great Britain, have made her the great manufacturing nation she is. The United States possess all the requisites for equal eminence, and with proper encouragement would speedily become the peer of the mother or any other country.

These thoughts were suggested directly, while paying a casual visit a day or two since to the Pottsville Rolling Mill, which through the energy and enterprise of the Messrs. Atkins, the proprietors, has been rebuilt and enlarged, and fitted up entirely with new machinery. Work upon it was completed and the Mill put in operation about seven weeks since. We inspected all the machinery and apparatus necessary to facilitate the workmen in their labor of rolling and handling rails, and found everything of the most complete, substantial and convenient description. A very ingenious apparatus, run by steam, and controlled by a single workman, (adapted to its present use, as we understood, by Mr. C. M. Atkins,) receives a rail as it leaves the last roll, and moves it to the saws which cut it the required length. The steadiness and effectiveness of this apparatus cannot be equaled by any worked by mere human power. We observed that the facilities the workmen have for handling the rails, are excellent. From the time a rail leaves the last roll until it reaches the truck to be shipped, it is handled in the various operations of punching, etc., by two workmen in each case, with speed and apparent ease. Yet the rails we saw handled, on the day of our visit, weighed each, five hundred pounds. Everything isso admirably arranged, and so many improvements have of late years, been introduced into the process of rolling and handling rails, that the severity of the labor is lessened while valuable time is saved.

We have not space to enumerate all the machinery and apparatus which attracted our attention and interested us. We will merely note the most prominent and costly, which by the way, were made in Pottsville and are exceedingly creditable to the skill of our machinists. There is one three-high 19 inch train of rolls for rails, which is driven by an upright engine of 250 horse power. This engine is a fine piece of work, and runs without jar or noise. The fly-wheel attached to it weighs 27 tons. There is one three-high train of 18 inch puddle rolls, driven by a 90-horse power engine. There is also, a 60-horse power engine for driving the large blowers, the punches and pumps. In addition there are three engines of 10-horse power each, for driving the saws, rail-straightening machine, and shops connected with the works. The machinery for finishing and handling the rails is all of the most improved kind, and arranged to make rails of any length from 24 to 30 feet. The present capacity of the Mill is about fifty tons of finished rails per day.

In connection with the Mill there is a machine shop and foundry, in which work and repairs for the Mill are executed. The Mill and contiguous buildings cover over an acre of ground and give employment to about four hundred workmen.

There is one feature in reference to the rails made at this Mill, which must commend them to those desirous of knowing, exactly the quality of the rails they order. It is this:—The Messrs. Atkins also own the two large and superior furnaces in this Borough known as "The Pioneer, No. 1 and No. 2." The quality of their pig metal is generally recognized and acknowledged to be very fine. Now, all of the iron used in their Mill is manufactured at the furnace named, and the Messrs. Atkins are thus enabled to insure not only a good but a uniform quality of all rails furnished by them, which is certainly, an important matter.

The rebuilding and enlarging of the Pottsville Rolling Mill, are among the gratifying improvements we have been called upon to note this year in connection with our Borough, and we do not doubt that the enterprise of the Messrs. Atkins, in consequence of the very fine quality of the rails they make, which as we have remarked, are said to be superior to the best English rails imported, will be abundantly rewarded. Already, wherever used, they have given great satisfaction and have in consequence, obtained an enviable reputation. —*Pottsville Miner's Journal.*

Baltimore and Potomac Railroad.

The contracts for grading on the whole line of this road were awarded on the 14th inst. The lowest bidders for different sections were as follows: S. H. Walters & Co., of Pennsylvania; A. Heistend & Co., of Pennsylvania; J. B. Criswell & Co., and E. G. W. Holt & Co., of Maryland; C. V. Hammond & Co., of Maryland, and Crowley & McCaffrey, of Washington. The latter firm, we understand, has the contract for the work on the branch line from Washington, where the lands for the right of way have yet to be condemned. Along the main line the land owners accord the right of way gratuitously. The grading is to be commenced at once, and by the terms of the contracts is to be paid for monthly as it progresses.

Cape Cod Railroad.

The Barnstable *Patriot* says that the friends of the Cape Cod Railroad to Provincetown are now at work in good earnest. Truro, Wellfleet and Eastham have petitioned the Legislature for authority to take stock; and these towns are to be visited shortly by an efficient committee to confer with the inhabitants on the subject. Parties stand ready to loan the needful funds, on the credit of the towns, and to push through the road immediately. The travel on the road thus far equalled nearly thirty-two thousand persons the past year; and the extension, it is thought, would make it fifty thousand directly. Hopes are expressed that the road extension may be completed by next December.

Lake Superior Iron Ore.

The Lake Superior region competes with Pennsylvania in the production of iron ore. The supply from the mines back of Marquette, as we learn from *The Marquette Journal*, amounted in the last year to 450,000 tons, exceeding by 50 per cent. the yield of any former year. Of this total little remains on hand for export, the demand having continued good up to the close of navigation. In regard to the extent of the ore deposits there is apparently no limit. The *Journal* says the introduction of machinery and the system of deep mining in the older mines will enable the various companies to maintain without exhaustion a large production from year to year, although the costs are somewhat increased, compared with mere surface operations of former years. Generally speaking, the deposits of ore in these mines enlarge as they are worked downward, giving promise of an unfailing supply.

New York Central Railroad.

The following is an abstract of the report of this company for the fiscal year ending September 30, 1867:

EARNINGS AND RECEIPTS.

From through passengers	$1,180,765 35
" way "	2,851,258 04
" through freight	5,298,620 63
" way "	3,605,129 79
" mail transportation	95,970 00
" express	248,000 00
" rents, storage, etc	699,950 19
Total	$13,979,514 00

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business		$3,783,490 68
For freight business		6,870,201 71
		$10,653,692 39
For interest, including interest on Debt Certificates held for the Sinking Fund	$943,880 66	
For Sinking Funds	111,182 38	
For rent of Niagara Bridge and Canandaigua Railroad	60,000 00	
For rent of Saratoga & Hudson River R. R.	55,666 66	
For U. S. tax on passenger earnings	100,353 88	
		1,271,083 58
For dividends, viz:		
No. 27, Feb., 1867, 3 per cent	$796,110 00	
No. 28, Aug., 1867, 3 per cent	856,110 00	
U. S. tax on same	82,611 00	
		1,734,831 00

The transportation expenses were 76.20 per cent. of the gross earnings.

The net earnings for the year were $2,054,738 03, equal to 7.07 per cent. (and U. S. tax thereon) on the amount of capital stock of the company.

The following is a statement in detail of the cost of operating the road, and maintenance of roadway and machinery:

MAINTAINING ROADWAY AND REAL ESTATE.

Repairs of road bed and railway, excepting cost of iron	$1,514,148 59
Cost of iron (including the cost of chairs and spikes) used in repairs	1,113,881 52
Repairs of buildings	466,697 09
Repairs of fences and gates	27,772 08
Taxes on real estate	432,131 91
Repairs of Mohawk turnpike	3,511 85
	$3,558,143 04

REPAIRS OF MACHINERY.

Repairs of engines and tenders	$1,078,579 56
Repairs of passenger and baggage cars	508,252 19
Repairs of freight cars	923,824 02
Repairs of tools and machinery	127,387 10
Incidental expenses	90,925 71
	$2,728,968 58

OPERATING THE ROAD.

Office expenses, stationery, etc	$40,472 89
Agents and clerks	346,147 55
Loading and unloading freight	431,471 61
Porters, watchmen, etc	317,124 78
Wood and water station attendance	90,192 44
Conductors, brakemen, etc	305,272 86
Enginemen and firemen	491,333 21
Fuel, cost of preparing for use	1,609,171 25
Oil and waste	226,980 68
Loss and damage of goods, etc	69,733 16
Damages for injuries of persons	152,665 02
Damages to property, including damages by fire and cattle killed on the road	8,800 21
General superintendence	81,973 76
Contingencies	195,241 85
	$4,366,580 77

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
Graduation and masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,641,003	10,641,003
Passenger and freight stations, buildings, etc	1,411,521	1,486,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,324,280
Land, land damages and fences	4,852,105	4,910,099
Locomotives and fixtures, and snow plows	2,864,966	3,020,966
Passenger & baggage cars	923,128	923,128
Freight and other cars	2,738,283	2,890,783
Engineering and agencies	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co	658,921	658,921
Construction account of the Lewiston Railroad Co	400,000	400,000
Construction account of the Saratoga & Hudson River R. R. Co		2,000,000
Totals	$34,133,911	$36,594,405

The following is a comparative statement of funded debt and capital stock on the 30th September, 1866 and 1867:

	1866.	1867.
Debt certificates, less am't of sinking fund	$6,450,439	$6,189,955
Debts of the former companies outstanding	100,000	
Bonds for funding the debts of the former companies	1,398,000	1,514,000
Bonds for railroad stocks	606,000	594,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls R. R. Co	77,000	77,000
Bonds and mortgages	185,365	176,865
Convertible bonds, payable in 1876	2,189,000	453,000
Bonds payable in 1887 (to renew bonds due in 1864)	2,925,000	2,900,000
Total am't of funded debt	$14,095,804	$12,069,820
Capital stock	24,801,000	28,537,000
Total	$38,896,804	$40,606,820

INCOME ACCOUNT.—*For the year ending September 30th, 1867.*

To expense of maintaining and operating road		$10,653,692 39
Coupons and interest		943,880 66
Divid'd No. 27, Feb., 1867, 3 per cent	$796,110	
Divid'd No. 28, Aug., 1867, 3 per cent	856,110	
U. S. tax on same	82,611	
		1,734,831 00
Future income: am't of one year's contribution to debt certificate sinking fund, transferred to current income account		111,182 38
Rent of the Niagara Bridge and Canandaigua Railroad		60,000 00
Rent of Saratoga and Hudson River Railroad		55,666 66
U. S. tax on earnings		100,353 88
Balance, September 30, 1867		4,727,885 73
		$18,387,442 70
By balance, September 30, 1866		$4,407,928 70
Passenger receipts	$4,082,028 39	
Freight "	9,151,750 42	
Mail "	95,790 00	
Miscellaneous "	699,950 19	
		13,979,514 00
		$18,387,442 70

The following is a statement of earnings from passengers, freight and all other sources, for the years ending September 30th, from 1853, to 1867, both inclusive.

	Passengers.	Freight.	Other Sources.	Total.
1853.	$2,829,669	$1,835,572	$122,279	$4,787,520
1854.	3,151,514	2,479,821	287,000	5,918,335
1855.	3,242,229	3,189,603	131,749	6,563,581
1856.	3,207,378	5,328,041	171,929	7,707,348
1857.	3,147,637	4,559,276	320,338	8,027,251
1858.	2,532,647	3,700,270	295,496	6,528,413
1859.	2,566,370	3,337,148	297,331	6,300,849
1860.	2,569,265	4,095,934	292,042	6,957,241
1861.	2,315,983	4,664,449	328,660	7,309,042
1862.	2,389,724	6,607,331	359,773	9,356,828
1863.	2,930,341	7,498,509	468,781	10,897,631
1864.	3,923,152	8,543,371	531,367	12,997,890
1865.	4,521,454	8,776,027	678,043	13,975,524
1866.	4,360,249	9,671,920	564,617	14,596,786
1867.	4,032,023	9,151,751	795,740	13,979,514
	$44,889,916	80,603,450	5,522,867	131,016,233

ADDITIONAL STATEMENTS.

The items charged to Construction account during the year (beside the cost of the "Saratoga and Hudson River Railroad," as mentioned below), have been:

Land, principally at Rochester	$57,994 17
13 locomotive engines and 315 cars added to equipment	313,500 00
Additions to buildings	89,000 00
Total	$460,494 17

Under the authority of an act of the Legislature of this State (chapter 254, of the Laws of 1867), this company took, within the year, a surrender or transfer of the capital stock (amounting to $2,000,000) of the Saratoga and Hudson River Railroad Company (whose road, from its junction with this company's road, about 3¼ miles east of Schenectady, to Athens, on the Hudson river, a distance of about 37¾ miles, was held under lease, and operated by this company, as stated in its last annual report) and issued in exchange therefor the like additional amount of its own capital stock, at par—which is represented by an addition of the same amount to cost of road and equipment.

The amount charged to transportation expenses includes this company's contribution towards laying a third rail on the Great Western Railway of Canada, so as to make a narrow gauge; the cost

of substituting several iron bridges for wooden (the principal one being that over the Owasco outlet, at Auburn, a structure of 140 feet in length); the completion of stone culverts and embankments, in place of wooden bridges, over Allen's and Irondequoit creeks, on the direct line between Syracuse and Rochester, and the expense of the general repairs attending the traffic of the year. The amounts charged to the accounts of injuries to persons, and loss and damage to goods and baggage, include $129,473 74 for claims growing out of the business of previous years, and not before adjusted.

The connecting of some long sidings has brought into operation, since the close of the fiscal year, and before the issuing of this report, 4.21 miles of additional second track between Churchville and Chili—from which last named place to Rochester (a distance of 10.30 miles) is all the single track now on the main line between Albany and Buffalo.

The length of the Iron Bridging now upon the line, reduced to single track, is 6,614⅔ feet.

The renewals of iron rails, during the year, amounted to 20,952 tons, equal to 220.57 miles of single track. The number of ties renewed during the same period was 402,687.

The capital stock has been increased during the year $3,726,000, by the conversion of $1,786,000 of 7 per cent. bonds due in 1876, and the issue of $2,000,000 in exchange for the capital stock of the Saratoga and Hudson River R. R. Co. The funded debt has decreased during the same time $2,025,984 16—making the increase in capital stock and funded debt, $1,710,015 84.

Compared with the previous year the gross earnings show a decrease of $617,271 68; with a decrease in expenses, exclusive of interest and sinking funds, of $525,960 31—making the decrease in net earnings, $91,311 37. The decrease of fuel and supplies on hand is $433,172 20.

The company have 289 locomotives, 205 first class passenger cars, 91 second class and emigrant cars, 90 baggage, mail and express cars, 5,180 freight cars, and 350 cars for gravel and other service.

Miles run by passenger trains, 2,170,731; by freight trains, 3,800,925; by other trains, 429,764—total, 6,401,420, a decrease, as compared with the previous year, of 205,841. Aggregate miles run by passenger cars in passenger trains, 8,888,817; do., by baggage, mail and express cars, 2,080,678—total, 10,969,495, a decrease of 1,485,757.

Number of passengers carried eastward, 1,869,148, of which 91,941 were through, and 1,777,207 way. Do., carried westward, 1,749,494, of which 99,920 were through, and 1,649,574 way. Aggregate both ways, 3,618,642, of which 191,861 were through, and 3,426,781 way. Total miles traveled by passengers, 198,985,143. This shows a decrease in passengers of 96,092, and in the mileage of do., 13,965,636.

Tons of freight carried eastward, 1,138,269, of which 578,282 were through, and 559,987 way. Do., carried westward, 529,657, of which 255,119 were through, and 274,538 way. Aggregate both ways, 1,667,926, of which 833,401 were through, and 834,525 way. Total number of tons carried one mile, 362,180,606. This shows an increase in tonnage of 65,729, and in the mileage of do., 31,105,059.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel and branch lines 296—total length of main, side and branch lines owned by the company, 593.75; length of second track, on main line and branches, 285.24; length of sidings, turnouts and switches 167.33—total length of equivalent single track, 1,046.32 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; sidings, turnouts and switches 3.65—total length of equivalent single track 102.11.

Total length of equivalent single track on lines owned and lines leased, 1,148.43.

BALANCE SHEET.

From General Ledger, September 30th, 1867.

Railroad and equipment		$36,594,405 52
Cash in banks	$290,179 05	
Passenger and freight ag'ts, balances, since remitted	382,328 26	
		672,507 31
Buffalo and Erie R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	82,550 00	
Hudson River Bridge Co. stock and bonds	553,300 00	
Lake propeller stock	229,477 68	
Bonds of Erie & Pittsburg R. R. Co.	73,350 00	
		1,480,977 68
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1867, to May 1, 1883		6,266,954 58
Fuel and supplies; surplus beyond $1,000,000		759,776 10
Bills receivable	$192,466 75	
General P. O. depart	23,947 50	
Real estate (Buffalo and N. F. R. R. Co.)	32,500 00	
		248,914 25
		$46,023,535 44
Capital stock		$28,537,000 00
Debt certificates	$6,189,954 58	
Bonds for R. R. stock	594,000 00	
Bonds for real estate	165,000 00	
Bonds for funding debts of old companies	1,514,000 00	
Bonds to Buffalo and Niagara Falls R. R.	77,000 00	
Bonds convertible due 1876	453,000 00	
Bonds and mortgages	176,865 60	
Bonds due 1887	2,900,000 00	
		12,069,820 18
Unclaimed dividends	$4,530 20	
Expenses of operating the road, paid in Oct.	278,788 73	
Coupons and interest; accrued to Sept. 30	346,142 50	
United States tax acc't.	59,418 10	
		688,879 53
Income account; balance September 30, 1867		4,727,835 73
		$46,023,535 44

☞ The Windham County *Transcript* says that Messrs. Ward and Broad have contracted to build the bridge of the Boston, Hartford and Erie Railroad, crossing the Quinabaug near Putnam. The piers are to be about sixty feet in height. The road beyond is let out in several short sections to several parties, and teams are expected daily to commence operations. Parties are already at work near Hampton.

☞ The track of the Manassas Gap Railroad has been relaid, and the trains are now running to Front Royal.

Finances of North Carolina.

The Treasurer of this State has just issued an exhibit of its finances, of which the following is a summary:

Bonds issued before and since the war	$12,570,000
Bonds issued during the war for internal improvements	1,128,000
	$13,698,000

To this must be added a small amount due on coupons, not yet ascertained.

The assets of the Public Treasury are as follows:

Stock in railroad companies, &c	$7,584,500
Bonds due by corporations	2,446,500
	$10,031,000

There are other resources of the State not included in the above statement, but which are not estimated, and the real value of the assets cannot be exactly determined in the present unsettled condition of affairs.

Southern Railroads and the Government.

Among the papers before the Congressional Committee on Southern Railroads, is a letter from General Grant, as *ad interim* Secretary of War, in reply to an inquiry from Mr. McClurg, the chairman of the committee. He incloses a statement of the indebtedness of the several railroads on the 1st of November, 1867, from which it appears that the total appraised value of the property sold was $7,456,396. The total payments to November 1, 1867 were $3,459,334 29, viz:

By cash	$2,169,546 48
By transportation of Gov't troops and supplies	708,559 42
By mail service	581,228 39

The payments were made at various dates between November 30, 1865, and November 1, 1867. The total balance due the U. S., November 1, including interest, was $1,884,500 62.

☞ The Owego *Gazette* says that a movement is on foot for a railroad between Owego and Skinner's Eddy, on the Susquehanna, to run up the River to Apalachin, thence up the Apalachin to Bear Swamp, on the Montrose turnpike, and thence down the North Branch of the Wyalusing Creek to the Susquehanna, which, as an extension of the Southern Central Southward, is not only a feasible route, but a shorter cut to the Wyoming and Sullivan County coal fields by some 25 or 30 miles than the winding course of the river, between Owego and Skinner's Eddy.

☞ Proposals are invited by the Woodstock R. R. Co., at Woodstock, Vt., for the construction of the road bed of the Woodstock Railroad, from Woodstock, Vermont, to White River Junction. The work will be let by sections, or in gross, on classification bids, as the directors shall deem most for the interest of the company. It is desired that the work should be commenced this winter. Peter T. Washburn is President, and Hosea Doten Chief Engineer of the company.

☞ Col. A. De Graff, of Winona, Min., has taken the contract for a railroad leading from Buffalo to some coal mines in Pennsylvania. He has been there for several weeks, superintending the commencement of operations.

☞ Engineers are now engaged in surveying the various routes suggested for the Elkton and Delaware Junction Railroad.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	136½
" " " ..... coupon		6	" "	1868	134
Texas Indemnity, of Sep. 9, 1850 ..... coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	117
" " " ..... coupon		5	" "	1871	12[illegible]
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	107½
" " " ..... coupon		6	" "	1881	112
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	283,300,555	6	Jan. & July.	1881	107½
" " " ..... coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	104
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	105½
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered	1,524,612,560	6	May & Nov.	1885	105
" " " (5-20s) ..... coupon		6	" "	1885	105½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	104½
" " " (5-20s) ..... coupon		6	" "	1886	108
" " 3d series (5-20s) ... registered		6	" "	1887	107½
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	178,530,850	5	Mar. & Sept.	1904	100½
" " " (10-40s) ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds ..... (currency)	18,601,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	235,587,100	7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	104½
Matured Debt not presented	13,916,364	---	presentation.	----	----
Gold Certificates of Deposit	18,401,400	---	presentation.	----	----
Coupon Interest Notes 1864-'65	62,249,360	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,212,473	---	----	----	----
Three per cent. certificates	1,855,000	---	----	----	----
Fractional currency	30,929 984	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free) .	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	84
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	101½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	1½
" —War Loan Bonds ..... "	945,200	6	" "	1879	101½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1879	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (R'rilroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.).	815,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,816	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100½
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	103
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	----
" — " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'92	----
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" " " (Union Bank)	5,000,000	---	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	97½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	97½
" —*Southwestern R.R	4,500,000	6	" "	'86-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	99
" — " " Sept. 1, 1861 .	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	99
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " ..... registered	27,726,560	7	" "	1877	107½
" —General Fund Bonds	1,182,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	99½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,980	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	52½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	102
" — " "	4,095,300	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	95
" — " " ..... registered	5,083,052	5	" "	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,620	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	99½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	6½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	62½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	486,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,869,398	6	" "	long.	33
" — " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	" "	1870	35½
" — " (") ..... coupon	489,300	6	" "	18	42
" — " " (")	89,600	6	" "	18	36
Wisconsin—State Bond	405 100		Jan & July.	'77-'80	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,596	-- -----	---- ----
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	----.--	---- ----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3,095,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	558,200	415,400	----.--	---- ----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,006	482.164	499,296	468,356	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	----.--	---- ----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60.895	528,364
1864	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,496
1865	77,878	77,242	83,460	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,921
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,952	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	----.--	----.--	---- ----
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	680,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	----.--	---- ----
Erie:													
1863	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687.092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	----.--	---- ----
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,578	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	603,053	500,286	505,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,516,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	693,377	705,259	761,499	679,160	------	---- ----
Marietta and Cincinnati:													
1863	38,206	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,068,165
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,145	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	142,523	132,387	------	---- ----
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	136,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,988,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	---- ----
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.985	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	316 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,664	338,858	384,401	429,177	496.655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	------	---- ----
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,446	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	418,501	476,631	490,694	447,670	328,870	4,520.560
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	318,021	398,993	484,778	506,295	412,934	----.--	---- ----
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,452	164,710	221,638	198,135	129,227	1,402,106
1865	96,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,915	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,648	230,497	221,890	196,988	295,436	403,475	------	------	------	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,358
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,118,829	13,357,709
1865	967 869	613,381	955,659	1,346,734	1,266,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,295,911	1,480,929	1,530,518	1,211,108	925,857	14,143,215
1867	901,571	845,853	1,076,778	1,227,286	1,098,731	934,636	1,101,693	1,388,915	1,732,673	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	346,243	275,950	3,511,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	294,319	3,798,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	336,065	-- -----	---- ----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,083,837
1863	385,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,176	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,290	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	655,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	765,568	691,005	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,878	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,865	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	186,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	------	---- ----
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,888	139,626	244,114	243,840	221,570	220,209	205,154	2,050,422
1865	144,084	139,171	155.783	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	228,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,925
1867	237,874	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,996	406,766	351,759	------	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	62,862	52,147	68,189	59,862	75,677	92,715	61,770	37,880	653,362
1866	45.102	35,006	39,301	43,832	86,918	102,918	85,276	60,698	84,462	100,313	75.248	54,466	814,026
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	------	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	98½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	88½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87½
" " $2,500,000	867,000	6	May & Nov.	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1870	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,205,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	1,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102½
1st Mortgage pref. S. F.	483,000	7	May & Nov	" "	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	97½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	28
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	84
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	97
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	73½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	6				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	90
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	71½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	87
Land Security	3,344,600	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¾
Illinois Central:						
Optional Right Bonds	23,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	90½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68–'77	
Lebanon Branch 1st Mortgage	600,000	7			'80–'85	
Memphis Branch 1st Mortgage	267,000	7			'70–'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86–'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	96
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	800,000	7	" "	" "	1883	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	"	1895	
Michigan Central:						
1st Mortgage sterling	467,493	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	800,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96½
2d General Mortgage	2,693,000	7	" "	" "	1877	90
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,617,500	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63–'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	95½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650.000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,964	6	May & Nov.	New York.	1883	92
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " [ ]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,876,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York	1875	97
N. York, Providence and Boston:						
1st Mortgage	800,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	860,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	6	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1889	98
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	76
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,596,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1856	
Phila., Wilmington and Baltimore:						
Mortgage Loan	460,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1863	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	830,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	138½
2d Mortgage	937,500	7	" "	"	1863	49
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	125,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg f'd b'ds after Jan. 1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	88
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	50
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,030,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	60
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	22
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "	Richm'd & New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1873	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	84
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	163,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,461,336	*	—	877,963	508,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	80.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	226,791	76,778	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	....
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	808,967	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
5 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	108,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '66	85.0	5.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	....
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	6	85
31 Mar. '67	61.3	1.0	68.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	135
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	760,878	260,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	126,631	188,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
... ... '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
... ... '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
... ... '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	....
... ... '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	785,000	183 940	6,685,956	229.0	.....	1,734,749	359,214	—	....
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	.....	1,136,142	246,356	6	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	....
1 May '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,336	1,006,953	332,561	9	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	122½
30 Apr. '67	317.0	83.0	47.0	—	119	56	2,438	Chic., Burlington and Quincy	13,248 711	2,956,327	2,758,986	10,399,010	5,458,250	385,542	18,957,024	400.0	2,421,566	6,146,862	2,798,463	20	137
31 May, '67	491.0	661.4	30.0	—	248	138	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,364,322	1,152	.....	10,161,735	2,226,967	—	60½
31 Mar. '67	181.8	181.5	....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,213,822	*	3,192,940	9,100,000	8,146,524	635,486	18,306,763	409.3	1,621,307	3,574,034	1,413,999	10	98½
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	....
31 Dec. '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	132½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 900	121,656	5,269,883	111.0	288,524	561,663	171,967	—	35½
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,939	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	64
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	261	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
... ... '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,402	—	86
30 Nov. '66	78.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	78.0	448,334	1,049,720	297,126	12	154½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	131,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,959	5,429,203	156.5	319,890	605,271	237,861	—	....
1 Jun. '68	88.5	—	....	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	459,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '67	29.0	—	3.4	—	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	....
30 Jun. '67	65.1	—	5.4	—				} Louisville and Frankfort	1,405,910	126,735	7 8	1,109,594	294,519	7,430	1,586,923	65.1				6	....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,900	444,172	12,841,096	334 0	929,486	2,158,874	810,468	8	....
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	106,900	414,741	200.220	—	....
30 Nov. '66	206.0	—	....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,886,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,533,042	886,268	—	....
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,484	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,006,369	188.0	.....	340,898	.....	—	....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,666	7,268,989	284,438	16,017,548	329.3	1,902,098	4,825,490	1,498,713	10	114
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,136,840	736,951	20,473,951	528.8	2,886,193	4,673,193	1,609,367	—	85
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	.....	884,342	328,092	—	....
31 Oct. '59	71.4	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	.....	250,047	121,650	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	80
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	....
31 Dec. '62	152.0	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	....
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719 230	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,309,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	....
28 Feb. '64	86.5	5.5	6 2	....	16	13	219	*St. Louisand Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,362,109	90.1	286,189	399,291	225	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	63.5	76,344	79,761	48,451	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,878	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	110,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,435	1,500,000	—	—	1,858,663	51.3	227,394	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	29,633,113	288.8	3,493,376	8,577,692	5,807,183	10	122½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	253,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	12½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,286	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	136
30 Nov. '66	47.0	7.0	46.0	—	30	53	230	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,619	5,759,810	83.6	729,470	1,914,729	490,301	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	800,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,800	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	112
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	98.5	477,106	1,107,444	347,247	7	125½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	778,226	41.5	215,781	441,504	90,995	8	129½
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,807	509,790	7	87½
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	578	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	296,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	680	471,171	(Op	er by B	& L Co.)		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,550	—	3,584,321	77.3	158,121	435,965	140,643	3½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,945,020	—	17 190,508	156.1	1,660,962	3,932,017	1,406,791	10	.....
30 Nov. '66	46.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	24	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	161,868	8	72½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	.....	.....	.....	.....	.....	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,463	3,674,262	82.2	362,540	681,301	242,997	8	110
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034 776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,706,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	114
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	134
31 Dec. '66	21.3	—	.....	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	493,540	24.0	106,871	222,769	22,951	—	—
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	45	—	—	—	West Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	28	28	736	Buffalo and State Line	2,277,888	506,576	—	2,200,000	1,016,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	74½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,466	1,167	15,543,825	150.0	1,720,519	4,846,526	1,795,099	9	132½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '67	297.8	296.0	452.9	—	289	295	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	48,023,535	693.2	6,401,420	14,396,786	8,201,112	6	117½
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,806	8	118
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	4,818,334	122.0	451,196	851,783	284,606	—	59½
30 Sept. '66	18.0	—	0.5	10.8	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	Incl	uded in	1,301,923	207,413	7	—
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	102,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	35	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	56,968	4,003,304	189.6	555,492	1,066,866	344,668	10	108
30 Sept. '66	37.9	—	5.32	—	.....	.....	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	5.9	—	.....	.....	—	Saratoga and Whitehall	930,207	—	—	800,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,192	2,925,670	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,488	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	66,234	—	811,000	—	—	936,581	34.9	83,548	141'888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	—	Warwick Valley	172,577	—	—	85,650	85,000	—	183,650	10.3	19,820	49,891	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	599,619	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,775,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '60	31.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,.01	350,271	—	31
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	5,000,000	450,000	239,883	6,771,246	191.2	1,056,592	1,933 700	521,906	8	98
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962,041	10	102½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,408,958	3,872,861	169,197	9,566,262	208.5	1,440,681	2,351,906	654,726	5	88½
31 May '67	109.3	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	102
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	3,385,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	489,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,665	3,683,385	315,434	17,429,777	250.8	739,960	1,224,658	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	—
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,984,354	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,071	694,520	134,081	—	60?
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & Now'k	2,868,485	*	106,623	900,236	2,041,000	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '63	413.0	45.2	.....	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	.....	3,717,856	906,200	—	40½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0		.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '65	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	.....
31 Oct. '65	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	18
31 Oct. '65	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	80
31 Oct. '65	118.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,490	714,825	20	112
31 Oct. '65	86.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,084	—	.....
31 Oct. '65	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	20
31 Oct. '65	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '65	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	654,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	.....
31 Oct. '65	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	51
31 Oct. '65	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '65	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	635,130	1,462,140	—	2,188,498	59.7	194,282	250,90*	53,595	—	16
31 Oct. '65	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,545	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '65	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	128.5	1,078,411	3,718,680	2,260,027	20	50½
31 Oct. '65	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,966	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	26½
31 Oct. '65	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '65	55.6	11.9	14.8	—	28	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,285	67.5	345,588	902,218	382,500	—	52
31 Dec. '65	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,338,686	20,000,000	18,038 236	—	44,251,544	365.5	7,080,028	16 583,883	5,967,520	9	4½
31 Oct. '65	17.0	3.0	19.8	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64
31 Dec. '65	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	—	—	5,483 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '65	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,385	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,9 2,819	6,016,531	10	4½
31 Oct. '65	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	125½
31 Oct. '65	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	54½
31 Oct. '65	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	639,109	245,966	—	.....
31 Dec. '65	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,985	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	99½
31 Oct. '65	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,658	348,138	130,392	4½	40
31 Oct. '65	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,510	143,860	—	.....
31 Oct. '65	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,601	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	82,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	95
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	517,776	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	84	343	South Carolina	6,511,957	*	549,110	5,819,275	3,534,796	447,491	9,821,575	242.0	.....	1,312,788	387,832	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	471,029	164,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,339,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,481,517	291.0	786,231	1,661,612	71,490	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01f,107	99.2	.....	397,252	178,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,662	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,633	—	1,097,000	.....	.....	1,206,633	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	95
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	43,882	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88.131	1,534,194	—	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775.500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	686,703	127,085	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,568,187	133.4	.....	289,581	49,561	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,963	190.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,380	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,647	80.0	168,037	391,577	230,526	—	.....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37 .297	6,879,046	221.5	800,405	554,511	135,648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	520,522	7,382,250	214.9	278,839	556,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	5,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	44½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	890,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,662	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.689	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	.....
31 July '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,138	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4.658.706	—	—	—	108.0	—	148,339	55,777	—	.....
July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,3**	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	134 *55	86,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	.....	4,273,281	—	—	4 273,281	92.0	168,416	139,107	37,181	—	.....
	5		—	—	11	22	120	NEW GRANADA.													
								Panama	9,000,000	*		5 000.	0	—	10 *63, 7**	48.1	.....	7 *17,486	1,328,924		392

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (prof.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	
Camden & Atlantic (preferred)	620,800	7		21
Catawissa (preferred)	1,150,000	7		23½
Chemung (guarantied)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7		64½
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	67¾
Cochecho (preferred)	177,750	8		
Ct. & Passumpsic Rivers, (pref.)	1,473,500	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,988.171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7		62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	16
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	95½
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7		63½
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		116
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guarantied)	630,000		8	
Paterson & Ramapo (guarantied)	248,000		5½	
Peoria & Bureau Valley (guar.)	1,200,000		6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar)	1,000,000		10	
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	61½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7		
" " " (2d pref.)	908.425	7		
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,500,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	
" " sterling	4,375,000	5	"	1890	
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	
Interest Certificates	161,960	6	"	1868	
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	
Six per cent. Loan	5,434,361	6	"	1884	84½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	" "	1865	
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	90
2d Mortgage	302,750	6			89
Boat Loan	232,807	6			90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	5	" "	1865	
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	80
Wyoming Valley					
[illegible]	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	96½
Chesapeake and Ohio	100	8,226,595	—	
Delaware Division	100	1,633,350	—	48½
Delaware and Hudson	100	10,000,000	10	146½
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000	—	
Illinois and Michigan				
Lehigh Navigation	50	6,968,146	10	30½
Monongahela Navigation	50	726,800	8	
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	88
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	—	12½
" (preferred)	50	2,888,988	—	23
Susquehanna and Tide Water	50	2,048,260	—	11½
Union				2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	10
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	36 — @	39 —
Pig, American, No. 1		39 — @	39 50
Pig, American, No. 2		37 — @	— —
Bar, Refined, English and American		86 — @	90 —
Bar, Swedes, assorted sizes	(gold)	92 50 @	105 —
		Store Prices.	
Bar, Swedes, ordinary sizes		155 — @	— —
Bar, English and American, Refined		100 — @	105 —
Bar, English and American, Common		90 — @	95 —
Scroll		127 50 @	175 —
Ovals and Half-round		127 50 @	155 —
Sand		127 50 @	— —
Horse Shoe		125 — @	— —
Rods, ⅜ @ 3-16 inch		105 — @	160 —
Hoop		152 50 @	185 —
Nail Rod	per lb.	— 9 @	— 10½
Sheet, Russia, Med. No.'s		— 15 @	— 16
Sheet, Single, D. and T. Common		— 5 @	— 7
Rails, English	per ton.	— — @	52 —
Rails, American (at works)	(gold)	— — @	82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast—(2d and 1st qlty.)	per lb.	— 18 @	— 23
English Spring. (2d and 1st qlty.)		— 10 @	— 12½
English Blister. (2d and 1st qlty.)		— 11½ @	— 20
English Machinery		— 13½ @	— 16
English German. (2d and 1st qlty.)		— 14 @	— 16
American Blister, "Black Diamond"		— 11½ @	— 17
American, Cast, Tool, do.		— 21 @	— 23
American, Spring, do.		— 12 @	— 15
American Machinery, do.		— — @	— 14
American German do.		— 11 @	— 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @	33
Bolts		35 @	— —
Braziers'		35 @	— —
Sheathing, &c., Old		20 @	21
Sheathing, Yellow Metal		26 @	— —
Bolts, Yellow Metal		— — @	27
American Ingot		21½ @	22½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish	(gold)	— — @	6 50
German Refined	(gold)	6 50 @	6 55
English	(gold)	6 60 @	6 75
Bar	(net)	10 50 @	— —
Pipe and Sheet	(net)	12 — @	— —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	26½ @	26½
Straits	(gold).	23½ @	24
English	(gold).	23½ @	23½

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box.	8 — @	8 50	11 — @	11 50
Plates, I. C. Coke	6 75 @	7 50	9 25 @	10 50
Plates, Coke Terne	6 50 @	6 75	8 87½ @	9 25
Plates, Charcoal Terne	7 75 @	8 25	10 50 @	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @	— 11
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 16½
Refined, free, S. W.		44 @	— —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 24
Refined, in bond, Standard White		— 25 @	— —
Refined, in bond, prime White		— 25½ @	— 26
Naptha, Refined, (60 @ 63 gravity)		— 31½ @	— 32
Residuum	per bbl.	3 — @	3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th 12	F 13	Sat 14	M 16	Tu 17	W 18
Atlantic M. S. S. Co.	118½	118½	——	119	119	119½
Boston, Hartford & Erie	——	18	——	——	——	——
California 7s	——	127	——	——	——	——
Canton Co.	46½	46	45½	45½	46½	48
Chicago & Alton	122½	——	——	——	——	——
" " pref.	——	——	——	——	125	——
" " 1 M.	——	——	——	——	——	——
" " S. F.	——	——	——	——	——	——
" " Inc. b'ds	——	——	——	——	——	——
Chicago, Burl. & Q.	——	——	——	——	——	137
" " " 8 p.c.	——	——	——	——	——	111
Ohio. & Northwest'n	58½	58½	58½	59	59½	60½
" " pref.	67½	66½	67½	67½	66½	67
" " 1st M.	——	——	——	87	——	87
" " 2d M.	——	——	——	——	——	——
" " S. F.	——	——	——	——	——	——
" " Consol.	——	——	82	——	81	——
Chicago & Rock Isl.	97	97½	97½	97½	97½	98½
" '1st M.'70	——	——	——	102	——	——
Chi., R. I. & Pa. 7s, 1896	——	——	——	——	——	——
Clev., Col. and Cin.	98	98½	——	98	——	——
Clev. and Pittsburg	83½	83½	83½	86½	86½	87
" " 2 M.	——	——	97	——	97	97
" " 3 M.	——	——	——	——	——	90
" " 4 M.	——	——	——	——	——	——
Clev. and Toledo	104	103½	103½	103½	103½	103
" S. F. 7 p.c	——	——	——	——	——	——
Cumberland Coal, pref.	27	27	——	——	27	27½
Del. & Hudson Canal	144½	——	146	146½	——	——
Del., Lack. & West.	112	——	——	——	——	——
" "1M. 8 p.c. '71-5	——	——	——	——	——	——
" "2M. 8 p.c. '81	——	——	——	——	——	——
Erie	73½	73½	72½	73	72½	73½
" pref.	——	73½x	——	73½	73½	74½
" 1 M. 7 p.c. '67	——	——	——	——	——	——
" 2 M. 7 p.c. '79	——	——	——	——	——	——
" 3 M. 7 p.c. '83	——	——	——	——	——	97
" 4 M. 7 p.c. '80	——	——	——	——	90½	90½
" 5 M. 7 p.c. '88	——	——	——	——	——	——
Hudson River	132	132	132½	133½	132½	132
" 1 M. 7 p.c. '69	——	——	——	——	——	——
" 2 M. S. F.	——	——	——	——	——	——
" 3 M. 7 p.c. '75	——	——	——	——	——	——
Illinois Central	133	——	132½	133	133	132½
" bonds	118	118	——	——	——	——
Marietta & Cin. 1st pref.	——	——	——	——	——	——
" " 2d "	——	——	——	——	——	——
" " 1st mort.	——	——	——	——	——	——
Mariposa Mining Co.	8½	8½	8	——	——	——
" " pref.	15	14½	15½	14½	15	15
" " 1st mort.	——	——	——	——	——	——
Michigan Central	110½	110½	——	——	——	112½
" S F. 8 p.c. '82	——	——	109	——	——	——
" conv. 8 p.c. '69	——	——	——	——	——	——
M. S. and N. I.	82	82	81½	82½	82½	82½
" " guar'd.	——	——	——	——	——	——
" " 1M. S. F.	——	——	——	——	——	——
" " 2 M.	——	——	——	——	——	——
Mil. and P. du Chien	——	——	——	——	——	——
" " 1st pref.	95½	——	——	——	——	——
" " 2d pref.	——	——	——	——	——	——
" " 1st M.	——	——	——	——	——	——
Milw. and St Paul	42½	——	42	42½	42½	42½
" " pref.	62	61½	61½	62½	62	62½
" " 1st mort.	87	87	——	87½	87½	87
" " 2d mort.	——	——	——	——	——	——
Missouri 6s	97	96½	96	97	97½	98
" iss. to H. & St. J. R.	——	——	——	——	——	87
" " Pacific	97½	——	96½	——	——	——
Morris and Essex	——	——	——	——	——	——
" " 1st mort	——	——	95½	——	95½	——
" " 2d mort	——	——	——	——	——	——
New York Central	117½	116½	116½	117½	117½	117½
" " 7s, S. F. '76	102	——	——	——	——	——
" " 7s, conv. '76	——	——	——	——	——	——
" " 6s, S. F. '83	92	——	——	——	——	92
" " 6s, S. F. '87	——	——	——	——	——	——
N. York & Harlem	——	117	118½	——	——	——
" "pref."	——	——	——	116	——	——
" " 1M. 7 p.c. '73	——	——	——	——	——	101
" " 3M. 7 p.c. '67	——	——	——	——	——	——
N. Y. and N. Haven	135	135	——	——	——	——
North Carolina 6s	——	——	——	——	55	——
" ex-coupon.	53½	——	53	——	53	——
" new	53½	——	——	——	52½	——
Ohio & Miss. cer.	26½	26	25½	26½	26½	26½
" " pref.	——	——	——	——	——	——
Pacific Mail S. S. Co.	126	125½	123½	124	121½	122
Panama	——	292	294	——	——	294
Phila. and Reading	95½	——	95	95½	94½	95½
Pitts. Ft. W. & Chicago	99½	99½	99½	99½	99½	99½
" " 1M. 105	——	——	106	105	——	105
" " 2M. 99	——	——	98½	98½	——	98½
" " 3M.	——	——	88	——	——	——
Quicksilver Mining Co.	19	22	20½	20	19½	20
St. L., Alton & T. H.	——	——	——	——	——	——
" pref.	——	——	——	——	——	——
" 1M.	95	——	——	——	——	95
" 2M. pref.	——	81½	82½	——	——	82
" Inc. b'ds	——	——	——	——	76	——
Tennessee 6s. 1890	——	——	——	——	——	——
" ex-coupon.	64	65½	65½	65½	——	——
" new	63½	63	62½	62½	62½	62½
Tol. Wab. & Western	——	39	39	39	——	40
" Pref.	61½	——	——	61½	——	——
" 1M. ex.	——	——	——	——	90	——
" 2M.	77½	——	——	——	77½	——
" Ink. b'ds	——	——	——	——	——	——
Virginia 6s	——	——	——	——	——	——
" ex-coupon	——	——	47	46½	——	——
" new	42	42	——	——	——	42

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th 12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅜	100⅜	100⅜	100⅜	100⅜	100⅜
U. S 5s, 10-40s, reg.	100⅜	----	----	----	----	----
U. S. 6s, 1881, reg.	107⅛	----	----	----	107⅛	----
U. S. 6s, 1881, coup.	112⅛	111⅛	111⅛	111⅛	111⅛	111⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅛y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	134	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	104	104	----	----	----
U. S. 6s, 5-20s, c. '62	107⅛	107	107⅛	107⅛	108⅛	108⅛
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	104⅞	104⅛	104⅛	104⅛	104⅛	104⅛
U. S. 6s, 5-20s, reg. '65.	104⅛	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	105⅛	105	----	105	105	105⅛
U. S. 6s, 5-20s, r. n. '65.	107⅜	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	107⅛	107⅛	107⅛	107⅛	107⅛	108
U. S. 6s, 5-20s, r. n. '67.	107⅜	----	----	----	107⅜	----
U. S. 6s, 5-20s, c. n. '67.	107⅛	107⅛	----	107⅛	108⅛	108⅛
7.30 Notes, 2d series.	104⅛	104⅛	----	104⅛	104⅛	104⅛
" " 3d series.	104⅛	----	104⅛	----	----	104⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	W.11	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa	----	----	----	----	----	----
" preferred	----	----	23⅛	----	23⅜	----
Camden & Amboy	----	126	----	126⅛	126⅛	126⅛
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	88⅜	----	----	----
" " 6s, '83	----	----	----	----	87⅛	87⅛
" " 6s, '89	----	----	----	----	83⅛	83⅛
" mort. 6s, '89	----	----	----	----	93	----
Del. Div. Canal	----	----	----	----	----	48⅛
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	30⅛	30⅛	30⅛	----	30⅛	30⅛
" " 6s, '84	----	----	----	84⅛	----	----
Lehigh Valley R. R.	50⅛	50⅛	50⅛	----	50⅛	50⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	25⅛	----	----	26	----	26⅛
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	57	57⅛	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	87⅛	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	42⅜	----	----	----	----	----
Pennsylvania R. R.	49⅛	49⅜	49⅛	49⅜	49⅛	49⅛
" 1st m.	----	----	----	101	----	----
" 2d m.	----	----	----	----	94	----
Penn. State, 6s 1st series	----	----	----	----	104⅛	104
" " 6s, 2d series	----	----	----	105⅛	105⅛	105⅛
" " 6s, 3d series	----	----	----	----	106⅛	106⅛
" " 6s, W. L.	103	----	----	102⅛	----	----
Philadelphia City, 6s	95⅛	95	95⅛	----	95⅛	95⅛
" " new	99	----	99	99	99	98⅛
" " muno	99	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47⅛	47⅛	47⅛	47⅛	47⅛	47⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	27⅛	27⅛	27⅛	28	28⅛	----
" " 6s	----	----	----	91	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	71⅛	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '75	----	----	59⅛	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	37	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	11⅛	11⅛	11⅛	11⅛	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	30	----
2d and 3d streets, "	75	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	26

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	W.11	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875.	96⅛	----	----	----	96⅛	96⅛
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	98⅛	----	----	----	98	----
" " 1893.	----	----	----	----	----	----
Balt. and Ohio	122⅛	----	123	123	122⅞	
" " b'ds, '62.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	99
" " " '85.	----	----	----	98	----	97⅛
Northern Central	----	----	----	----	----	42⅛
" " b'ds, 1885.	86⅛	----	86⅛	----	----	----
" " " 1900.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	----	----	140	----	139	139⅛
Boston and Lowell	----	125	----	----	----	----
Boston and Maine	----	136	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	13⅛	12⅛	12⅛	12⅛	12⅛	12⅛
Cheshire, pref.	----	64	----	----	----	64⅛
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	111⅛	----	----	112
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	110	----	----
Ogdens. & Lake Champ	----	----	----	----	----	----
Old Colony & Newport.	88	----	88	----	88	87⅛
Ph., Wil. & Baltimore	54⅛	54⅛	----	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	95	95	95	----	----	95
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	99	----	99⅛	----	----	99⅛
Metropolitan "	57⅛	----	57⅛	----	----	57
Middlesex "	----	----	----	----	39	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	26	----	----	24	23	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	6	----
Pittsburg "	----	----	20	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	4⅛	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th and 22d of Nov.:

	Closing Prices. Nov. 29.	Nov. 22.
United States, 5-20s, 6 per cent 1882.	70⅛ @ 70⅞	70⅛ @ 70⅞
Do. do. 6 do. 1884.	68 @ 70	68 @ 70
Do. do. 6 do. 1885.	69⅛ @ 69⅞	69⅛ @ 69⅞
Do. do. 6 do. 1868.	85 @ 90	85 @ 90
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	31 @ 32	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18 @ 19½	18 @ 19
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	46 @ 47
Do., convertible bonds, 6 p. c.	66 @ 68	66 @ 68
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	82 @ 86	82 @ 86
Do., $100 shares (all paid)	86½ @ 87½	85 @ 86
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @ 106	104 @ 106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	83 @ 85
Do. with option to be paid in Phil.	83 @ 84	83 @ 85

American Railroad Journal.

Saturday, December 21, 1867.

Stock Exchange and Money Market.

Money has been quite freely offered during the week, especially toward the close, and as there has been no corresponding increase of demand from any source, the tendency of the price of accommodation has been decidedly favorable for borrowers, call loans having been quoted quite as generally at 6, as at 7 per cent., with more frequent exceptions of round sums having been advanced to the more prominent dealers in the public funds at as low a figure as 5 per cent. Discounts have likewise been of freer currency, as much less distrust of mercantile solvency has been evinced by lenders. Prime to good business paper has met with a more ready sale at 7@8½ per cent. per annum. The movement of currency is again in favor of this market, serving to lessen the pressure in the market against the interests of responsible borrowers. The outflow of currency from the Treasury is again on the increase, especially in the form of interest disbursements on account of the June issue of the Seven-Thirties, and in liquidation of the matured compound interest notes. All of the latter of the issues of 1864 have now matured and have been, for the most part, paid off. There were $62,249,360 of compound notes outstanding on the 1st inst., of which $43,500,000 will not mature before the coming year, leaving less than nineteen millions to be provided for this year. The December 1864 issue of compound interest notes was payable on the 15th inst. The Treasury will liquidate the principal of all matured compound notes of $5,000 or upward in three per cent. certificates or in currency, at the option of the holders; the interest and the principal on notes below $5,000 are payable in currency only. After those of December, which are new being paid off, the next which mature are dated May 15, 1865 and amount to $19,500,000. The August 1865 notes are $12,500,000; those of September 1865, $8,500,000, and those of Oct. 1865, $3,000,000. The city banks, last week, made a marked gain of over two millions in each of the legal tender, and deposit averages, while losing less than a million of specie. They reduced their loans over a million, and added a little to their circulation. The specie reserve of the city banks is now $14,886,828, against $13,991,200 same time last year. The city bank deposits are now $177,044,250, against $206,458,271 week ending Dec. 14, 1866. The legal tender reserve amounts to $54,954,308, against $63,994,309 same time last year. The circulation now stands at $34,118,911, against $31,797,655 same time last year. The loans are now $246,327,545, against $258,452,330 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $74,607,319 a day, against a daily average of $78,826,153 the preceding week, and $86,548,452 the week ending with Nov. 30. The current week's exchanges average about $78,000,000 a day. The city banks, last week, gained $2,858,858 of legal tender, and $2,117,895 of deposits while they lost $918,406 of specie. They reduced their loans, $1,122,539; and increased their circulation, $26,709.

The Philadelphia Bank movement the past week shows a decrease in loans, of $294,536; a decrease of $1,605 in specie; a decrease in legal tenders of $429,100; a decrease of $377,855 in deposits; and a decrease of $3,685 in circulation. The Bank Clearings show a decrease of $6,974,549, and the balances, a decrease of $989,691.

The U. S. Sub-Treasury receipts, week ending with Dec. 14, were $8,642,315, including $1,077,723 from customs duties; payments, $7,618,195, including $258,000 of coin interest; balance at the close of the week, $105,652,607, against $104,628,488, at the close of the preceding week, showing an increase of $1,024,119. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,286,746 including $204,000 from customs; and payments, $3,334,357; on Tuesday, receipts, $3,090,169 including $258,000 from customs, and payments, $3,434,357. The balance at the close of business on Tuesday stood at $103,176,365, against $103,932,475 a week previous; and $107,995,960 on Dec. 1.

National Bank notes to the amount of $246,870 were issued last week, making the total issue to 1,673 banks thus far, $305,284,756, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,528,737, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,894,861,) an actual circulation at this date of $299,753,824. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,107,750; and for the public deposits, $37,917,950—making a total of $379,025,700. The Treasury Department last week redeemed and destroyed $373,400 of worn and mutilated fractional currency, and issued $356,675 of new.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Dec. 14, was $237,164,140; aggregate redemptions, $205,071,000; leaving outstanding certificates to the amount of $32,093,140.

Government revenues were on a very limited scale, this week, in the line of both customs and excises. The excises, last week, yielded $2,254,000, against $6,672,856, the preceding week; customs at the port of New York $1,077,723, and at the outports, about $350,000 (in coin) more, making the grand total income for the week equal about $4,181,800 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $95,000,000.

Government received $7,250,000 from customs, through the port of San Francisco, from Jan. 1, to Nov. 13, 1867.

Gold has been more variable, since our last. The fluctuations have been full two per cent., the lowest figure, which was 133, having been made on Thursday of last week, and the highest, which was 135, having been reached on Tuesday of the current week. The rise was occasioned mainly by the reduced London quotations for U. S. securities, and by the buoyancy in foreign exchange, which led to the revival of the export demand for specie. These influences favored the *bull* interest, stimulating business in the Gold Board. The London advices, relative to U. S. stocks on Wednesday, were more encouraging, and foreign exchange was more abundant and less firm in price. As a consequence gold receded materially, or from 134⅞ at the close of Tuesday to 133⅞ during the afternoon of Wednesday. The exports of specie on Wednesday were lighter than those of Saturday, having been only $612,833. The Customs demand has been unusually limited for a week or two past, but is on a rather more liberal scale this week. The latest dealings in gold on Wednesday were at 133⅞. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $3,058,048, against $9,552,705 same time last year. The customs demand for Gold last week, averaged $179,620 a day; thus far, this week, it has been equal to $231,000 a day, or equal to a weekly aggregate of $1,386,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $25,438, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $114,216,411, against $127,495,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $26,485,800, against $40,694,505 same time last year, showing a decrease this year, of $14,208,705. The exports of specie from this port, last week, were $1,705,420. The total outflow of specie from the port, since Jan. 1, 1867, has been $48,093,994, against $60,497,607 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $238,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $61,501,595, against $47,906,371 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached $35,090,814, against $39,370,856 same time last year, showing a decrease, in 1867, of $4,280,042.

Foreign exchange was in light supply and fair request early in the week at firmer and buoyant prices, but has been for a few days more abundant and less sought after, closing decidedly in favor of purchasers. Bankers' 60 day bills on London closed at 109⅞@110⅛, and on Paris to 5.15@5.11¼; sight bills on London to 110¼@110⅝ and on Paris to 5.11@5.10. The offerings of produce bills have been rather more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,249,109, making the total value of exports since Jan. 1, 1867, $183,443,860, against $182,581,010 same time in the preceding year.

Government securities have been in much better request, since our last, partly on speculative account, but chiefly for investment purposes. The speculative inquiry has been mainly for the Five-twenties of 1862 and 1865, May and November coupons, which have been heavily oversold within the past two weeks, in anticipation of large profits on importations of the bonds from London to meet these *short* sales. The bonds were found to be very scarce, however, in the local market, and when deliveries became obligatory, advanced prices had to be paid to bring out an adequate supply. And now comes the news of a fresh rally in prices abroad, which is having the effect of stimulating the demand in the home markets, and strengthening the confidence of holders. The investment call has been mostly for the later issues of the Five-twenties, which have been very firm and buoyant in price. Seven-thirties have been also in request at well supported figures. U. S. sixes of 1881 closed here on Wednesday at 111¾@111⅞; U. S. Five-twenties of 1862, 108⅜@108⅝; U. S. Five twenties of 1864 at 105@105⅛; U. S. Five-twenties of 1865 at 105⅜@105½; U. S. Five-twenties of 1865, consolidated, 107⅞@108⅛; U. S. Five-twenties of 1867, 108@108⅛; U. S. Ten-forties at 100¾@100⅞, and U. S. Seven-thirties at 104¼@104⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅛	September, 1865	115¾
August, 1865	116¼	October, 1865	115⅛

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 4.	Dec. 10.	Dec. 18.
Consols	*93	92 13/16	92⅝
U. S. 5-20's of 1862	71⅜	71 9/16	72
Erie	47¾	47¾	50
Ill. Central	89¾	89	89⅞

* Ex-dividend.

Railway and miscellaneous stocks have been more actively sought after by speculative buyers, particularly within the past few days, and prices have been on the advance. The growing ease in Monday tends to augment the speculative temper.

General business has been comparatively dull, since our last. Breadstuffs and provisions have been inactive, closing quite heavily. Cotton has been in fair demand, but variable in price, closing languidly on the basis of 15¾ for middling uplands, per lb. The stock of cotton now here is estimated at about 53,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 582,000 bales, against 547,729 bales same time last year; exports, same time, 274,017 bales, against 205,000 bales same time last year; stock on hand at latest dates, 255,000 bales, against 410,000 bales same date last year. Beeves have been fairly active during the week at unsettled prices, inferior to prime selling at from 11@19c., and extra (holiday) at 20@21c.; veal calves at from 8@12½c.; sheep and lambs at 4@7, and 5½@7½c., respectively; and swine at 7½@8⅛c. per lb., all live weight. Week's receipts—3,204 beeves, 481 calves, 27,735 sheep and lambs, and 22,557 swine. Foreign merchandise has been dull and heavy as a rule, since our last. The severe fall in Gold has exercised an adverse influence on values, in the line of imported goods. The total imports of foreign dry goods, last week, were $918,280, and the total amount marketed $558,450. The value of foreign merchandise imported last week, was $3,680,071—making the grand total specie value of last week's imports of dry goods and merchandise, $4,598,351, and since Jan. 1, 1867, $230,864,270, against $273,597,050 same time in the preceding fiscal year. The ocean freight market has been inactive and lower, since our last, with 413 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 5½d.@6¼d. per bushel; cotton at ¼d.@½d. per lb.; and heavy goods at 22s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 17, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$4,095,672	$3,249,109
Prev. reported	178,485,338	179,678,834
Since January 1	$182,581,010	$182,927,943

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,123,269	$918,280
Gen. merchandise	1,879,628	3,680,071
Total for the week	$3,002,897	$4,958,351
Previously reported	240,594,153	226,265,919
Since January 1	$273,597,050	$230,864,270

The balance in the Sub-Treasury on Wednesday was $104,150,790 10.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Joliet and Chicago 1st mort. 8s, 105; Ohio and Mississippi 1st mort., 89½; Chicago and Gt. Eastern 1st mort., 65; Toledo, Peoria and Warsaw 1st mort., 77¾; Hannibal and St. Joseph L. G. bonds, 96½; Buffalo, New York and Erie 1st mort., 90; New Jersey Central R. R., 114; Rome, Watertown and Ogdensburg R. R., 108; Brooklyn 6s, W. L., 96; Georgia 7s, 84; New York State 6s, 1872, 99⅜; Ohio 6s, 1870, 100; American Coal, 48; Boston Water Power Co., 18⅞; Wells-Fargo Express, 50½; Adams' Express, 79½; U. S. Express, 79½ Merchants' Union Exp., 38⅜; Am. Exp., 77¼; Western Union Telegraph, 34½; Bank State of New York, 105½; Shoe and Leather Bank, 110; Park Bank, 144; Bank of Republic, 110; Importers' and Traders' Bank, 118; Manhattan Bank, 140; Ocean Bank, 102; Pnœnix Bank, 104; Bank of Commerce, 117½; Gallatin National Bank, 110; Merchants' Bank, 117½; Chatham Bank, 145; Bank of Commonwealth, 107; Nassau Bank, 103¼; American Flag, 0.60; Black Hawk, 6.75; Consol. Gregory Gold, 5.10; Corydon, 0.35; Combination Silver, 55.00; Davidson Copper, 0.55; Edgehill Mining, 3.5; Harmon G. & S., 10.00; La Crosse Gold, 0.34; Montana Gold, 0.13; Midas Silver, 0.52; New York and Eldorado, 1.50; New York Gold, 0.80; Ophir, 1.45; Quartz Hill Gold, 1.20; Rocky Mt., 0.23; Smith and Parmalee 2.90; Sensenderfer, 6.50; Wallkill Lead, 0.50; Rynd Farm petroleum, 0.10; Buchanan Farm, 0.40; Pit Hole Creek, 0.90.

Philadelphia.—Allegheny County coupon 5s, 74½; Pennsylvania State coupon 5s, 95; do., 5s, 1868, 100; Camden and Burlington County R. R. 6s, 86; Philadelphia and Trenton R. R., 125⅞; Germantown Passenger R. R., 27; 13th and 15th streets R.R., 18¾; Philadelphia and Darby R.R., 17; Hazleton Coal, 47; Butler Coal, 7⅝; Ocean Oil, 3.69; McClintock Oil, ¼; Commonwealth Bank, 62; Farmers' and Mechanics' Bank, 130; Commercial Bank, 53½; Girard Bank, 56½; Manufacturers' Bank, 30; Mechanics' Bank, 29⅞. The latest quotations are: City 6s, 95@95¼; do., free of tax, 98¾@99; State 5s, reg., 96¾@96⅞; do., coupon, 95@95⅝; do., 6s, W. L., 102½@103; Reading, 48@48⅛; do., 6s, 1870, 95@96; do., bonds, 91½@92½; Camden and Amboy, 126½@127; do., mort. 6s, 1889, 92@93; do., 1883, 87@88; Penn. R. R., 49⅞@50; do., 1st mort., 100¼@101; do., 2d mort., 93¾@94; Little Schuylkill R. R., 26½@27; Morris Canal, 25@35; do., pref., 88@90; do., bonds, 83@95; Wyoming Valley Canal, 35@37½; do., 6s, 75@80; Susquehanna Canal, 12½@13; do., 6s, 59½@60; Sch. Nav., 13@15; do., pref., 22½@23½; do., 6s, 1882, 71@72; Union Canal bonds, 16@17; Delaware Div. Canal, 47@50; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@62; Lehigh Coal and Navigation, 30@30¼; do., bonds, 1884, 84½@85; North Pennsylvania, 32¾@33½; do., 6s, 87¼@87½; Philadelphia and Erie, 28⅛@28¼; do., 6s, 91@91½; Minehill, 57⅜@57½; Catawissa, 8@13; do., pref., 23⅜@23⅝; Lehigh Valley, 51⅛@51½; do., bonds, 91½@92½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@76; West Philadelphia, 64@68; Spruce and Pine, 25⅞@27; Green and Coates, 30@31; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18¼@19; Girard College, 26½@28½; Tenth and Eleventh, 64@67; Union, 37½@38; Hestonville, 11¼@11½.

Boston.—Philadelphia, Wil. and Balt. 6s, 1887, 95; Vermont Central and Vermont and Canada 8s, 1877, 101; Vermont Central 1st mort. consolidated, 60; do., 2d mort., 22; Eastern R. R. 6s, 1874, 96; N. Y. and Boston Air Line 6s, 40; Indianapolis and Cincinnati R. R., 31¾; Vermont Central, old, 75c.; Connecticut and Pass. Rivers R. R., 80½; Eastern (N. H.) R. R., 109⅞; Ogdensburg and Lake Champlain pref., 99¾; Rutland R. R., 20; do., pref., 78; Nashua and Lowell R. R., 129¾; Ogdensburg 1st mort., 98; Vermont and Massachusetts R. R. 6s, 1883, 90; Rutland and Burlington 1st mort., 138¾; Boston and Maine Rights, 2⅝; Waverly Land Co., 1; Cary Land Co., 7½; Boston Water Power Co., 17½; Newport Coal, 20; Maine 6s, 1889, 98⅞; New Hampshire 6s, 1871, 99; Massachusetts 5s, 1894, gold, 103; do., 1893, gold, 102½; Chicago 7s, sewerage, 94; do., River Imp., 92; Portland 6s, 1877, 92¾; Hartford 6s, 1876, 98; Cambridge 6s, 1875, 98½; Salem 6s, 1877, 99; do., 10-50s, 97¾; Bath 6s, 1887, 90¼; St. Louis 6s, 1887, municipal, 79¾; Calais, Me., 6s, 1876, 91; East Boston Gas, 28; Boston Gas, 755; Suffolk National Bank, 114; State National Bank, 103⅞; Merchants National Bank, 112⅝; City National Bank, 106; Everett National Bank, 104¼; Eliot National Bank, 107; Howard National Bank, 106; National Bank of Commerce, 117; New England National Bank, 125⅛; Atlas National Bank, 111; Eagle National Bank, 110; Webster National Bank, 104; Concord Mining Co., 3¼; Hancock, 11½; Humbolt, 85c.; St. Clair, 1½; South Side, 50c.

Baltimore.—Virginia 6s old, reg., 38; do., 1867, 35½; Marietta and Cincinnati 1st mort., 86; do., 2d mort., 55; Western Maryland bonds, 71; Citizens' Bank, 14⅞; Union Bank, 59; Marine Bank, 31½; Mechanics' Bank, 9½; Farmers' and Planrers' Bank, 33¼; Third National Bank, 99¼; Merchants Bank, 109½. The latest quotations are: Balt. and Ohio, 122¾@123¼; do., 6s, 1875, 98½@99½; do., 1880, 98@99; do., 1885, 97¾@97¾; Northern Central, 42@48; do., bonds, 1885, 86@86½; do., 1900, 81@85; N.W. Va., 17@17¾; do., 1st mort., 92@93; do., 2d mort., 92@—; do., 3d mort., 1873, 90@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 85¼@85¼; do., 2d mort., 55@56; Central Ohio, 30@33; do., 1st mort., 82@84; Western Md. 6s, 1890, 71@71; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100½@101; do., Ins., 100¼@101½; do., 1890, 100½@100¾; Baltimore 6s, 1870, 98@99; do., 1873, 96@—; do., 1875, 96¾@97; do., 1886, 95@98¼; do., 1890, 98⅛@99; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1888-'70, 80@82; City Passenger R.R., 19@20; Canton Co., 47½@—; Gardner, 1.00@1.40; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.40; Atlantic Coal, 0.70@0.80; Mineral Hill, 0.10@0.25, Baltimore Coal, 140@155.

Railroad Iron.

We learn that the new Furnace of Messrs. Atkins Brothers, of Pottsville, Penn., has been completed. This is the second furnace built by this firm within a very brief period. The capacity of the furnace previously erected is 140 tons of pig iron weekly; the new one will turn out 160 tons—making a total of 300 tons per week. The machinery in these furnaces is of the latest and most approved style. The engines are upright, of 250 horse power each, with boilers and hot blast at the tunnel head. The Thomas hot blast, with all the latest improvements, is used.

The Rolling Mill of this firm has also been recently put in complete order, at an estimated cost of $150,000. This Mill is now turning out about 60 tons of the best quality of Rails per day, and sufficient orders have been received to keep the Mill busily at work until the 1st of January.

Having now two large blast furnaces with a capacity of 15,000 tons yearly, and a rolling mill in excellent order, and owning their own ore banks, machine shops, etc., the Messrs. Atkins are prepared to fill orders for any amount of iron rails. Their long experience, extending over fifteen years, and their well-established reputation, are a sufficient guarantee that the rails turned out by them will be of the very first quality, made of the best material, and in a workmanlike manner. Messrs. Chas. J. Pusey & Co., No. 74 Broadway, N. Y., are sole Agents for the sale of this iron.

☞ At a meeting of the directors of the New York and Oswego Midland Railroad Company, and the representatives of the Montclair Company of New Jersey, recently held in this city, a committee was appointed by the Midland Railroad Company to treat with the Montclair Company for a permanent consolidation of the two roads. By this combination it is intended to carry the Montclair road from Jersey City to Pompton, N. J., to the New York State Line, where it will join the Midland road.

☞ The Dorchester and Delaware Railroad, intended to connect Cambridge, Dorchester county, Maryland, with Seaford, Sussex county, Delaware, has been surveyed and put under contract, and a large force is now at work grading it, and it is confidently expected that the iron will be laid and the work completed next summer. More than a mile is now ready for the rails.

☞ The Middletown, Unionville and Water Gap Railroad was formally opened to Unionville, a distance of 13 miles, on the 11th inst. It is proposed to extend the road to the Water Gap in order to provide greater facilities for the transportation of coal to the towns on the line of the road, now depending on the New York and Erie.

☞ The Montgomery and Erie Railroad, a new branch of the Erie Railway, 10 miles in length, was formally opened on the 12th inst. It connects with the main line at Goshen.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the second week in December, 1867, were..... $91,500 00
Corresponding week of previous year.. 48,613 00

Increase $42,887 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Dec., 1867 ... $222,376 25
Corresponding week previous year .. 159,564 55

Increase $62,811 70

The earnings of the Detroit and Milwaukee Railroad for the week ending December 12, 1867, were $29,265 00
Corresponding week of 1866..... 23,725 00

Increase $5,540 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Dec., 1867, were..... $87,327 00
Corresponding week of 1866..... 71,011 00

Increase $16,316 00

The earnings of the Des Moines Valley Railroad for the first week in December, 1867, were $17,769 74; same time in 1866, $12,927 95; increase, $4,831 79.

The earnings of the Michigan Central Railroad for the 1st week in Dec., 1867, were.. $73,976 17
Corresponding week of previous year.. 72,368 59

Increase $1,607 58

The earnings of the Western Union Railroad for the first week in Dec., 1867..... $14,134 10
Corresponding week previous year.... 9,467 48

Increase $4,666 62

The earnings of the Marietta and Cincinnati Railroad the 1st week in Dec., 1867.. $30,597 00
Corresponding week previous year.... 27,040 00

Increase $3,557 00

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Dec., 1867, were..... $63,139 06
Same week in 1866..... 54,967 53

Increase..... $8,171 53

The earnings of the Atlantic and Great Western Railway for the first week in Dec., 1867, were..... $79,084 00
Corresponding week previous year.... 93,776 00

Increase..... $14,742 00

The earnings of the Chicago and Alton Railroad for the second week in December, 1867, were $46,366 68
Corresponding period previous year.. 38,576 92

Increase..... $7,789 76

☞ We understand that in accordance with the provision of the new Constitution of the State of Maryland, the Board of Public Works, created by that instrument, have lately disposed of all the State's interest in the Baltimore and Ohio Railroad, except in the Washington Branch of said road, the said company giving in exchange the Bonds of the State. The Board of Public Works is constituted of the Governor, Comptroller, and Treasurer of the State.

☞ The Fitchburg *Reveille* says that the project of constructing a new trunk railroad from Troy to Boston, through North Adams, Northampton, Barre and Sterling Junction, is being pushed ahead energetically. The citizens of Ware had a meeting on the subject recently, and sent a committee to Northampton to confer with the friends of the new route in that town.

Iron Bridge over the Allegheny River.

The Railway Bridge across the Allegheny River at Pittsburg, recently rebuilt in a most permanent manner by the Pittsburg, Fort Wayne and Chicago Railway Co., was originally built by the Ohio and Pennsylvania Railroad Company, to complete their connection with the Pennsylvania Railroad at Pittsburgh.

The foundations were begun in the month of August, 1854, and the bridge finished in September, 1857, by the P., F. W. & C. R. R. Co., of which the Ohio and Pennsylvania Railroad was one of the consolidated companies.

The original superstructure for double track was of wood, on the Howe truss plan, with arches for additional strength. The increased traffic on the railway, and with it the larger wear and tear occasioned, in addition to the bridge not being properly protected in the first years after its erection, made it a necessity at a very early day (considering the importance as a main line of trade and travel between the East and West, which the Fort Wayne Railway had acquired,) to provide for its reconstruction.

In the fall of the year 1863, the then Chief Engineer of the Railway Company, John B. Jervis, Esq., after careful examination, submitted and recommended for approval of the President, George W. Cass, Esq., the present plan, an entirely wrought iron structure, designed and calculated in regard to strength in all its details by Felician Slataper, Engineer and Architect of the company, under whose immediate superintendence the work has been executed.

The plan having, during the following winter been adopted, a contract was made with CHARLES J. SCHULTZ, of Pittsburgh, for the construction of its iron work, which was commenced in the spring of the year 1864.

The original structure consisted of seven spans of various length, being in all 1,172 feet long. On account of the peculiar form and location of the company's freight yard at Pittsburgh, between the bridge and Penn street, it was found necessary to place the switches that connect the large number of tracks in their yard as far as possible out on the bridge, in order to use the ground in the most economical and advantageous manner, and to facilitate the lengthening of these tracks for the contemplated new and large freight houses required for the accommodation of the constantly increasing business of the railway company.

To accomplish this an additional pier 101 feet long was built on the wharf, under the first span on the Pittsburgh side, and the abutment extended parallel with the river along Duquesne Way to 148 feet in length. By this arrangement the bridge as now constructed opens gradually like a fan towards the Pittsburgh freight yard, being at the narrowest part, next to the main span, 55 feet in width and extending out 176 feet in length, to the point where it connects with the yard, where the width is 138 feet. The surface thus gained, being equivalent to nearly two-fifths of an acre of additional ground, is covered over between the rails with three inch oak plank fastened on the solid oak floor beams of the bridge, which are placed eighteen inches apart.

For symmetry and economy in the construction, another pier was also built on the wharf at the Allegheny city end span of the bridge. At both of these end spans the tracks are now supported from below by strong iron plate girders, made entirely of plate and angle iron, all well riveted and substantially braced together.

The two western spans have each 3 girders 89 feet in length and 6 feet 6 inches deep, to support the double line of railway, the middle one being made proportionately stronger.

In the two eastern spans, which form the above mentioned addition to the yard, 18 iron plate girders, varying in length from 86 to 93 feet, all 6 feet 1 inch deep, are placed, distributed according to the track they are intended to support.

The five large spans over the main part of the Allegheny River are built for a double line of railway, with one projecting foot path on the outside, consisting of three main girders, one on each side, and one in the centre between the ways. The average length of the spans is 153⅙ feet in the clear, with a bearing of five feet on each pier. The depth of the girders is 19 feet. The clear width between the outside and the central girders is 14 feet, except the south part of the first main span, where it widens from 14 feet at one end to 32 feet at the other.

The top and bottom sections of the girders are in the form of the letter T, but they, as well as all other parts, are carefully arranged so as to insure as much as possible uniform strength for the bridge throughout, in proportion to the effects produced upon it by the load. The cross sectional area of the top chord consists of four thicknesses of iron laid one over the other, well riveted and forming together a plate 2¾ inches thick, and 24 inches wide in the centre part of the girder, and diminishing gradually to about two-thirds its cross section at the ends, where it rests on the piers. In addition to which, there are two large angle irons, 9 inches by 3½ inches by ⅞ to ½ inch thick, and two vertical bars 12 inches by ⅜ inch on the inside between the angle iron, running along the centre of the horizontal plates which form the top and bottom portion of the girders, to which they are attached by two of the angle irons, the other two serving to join the flanges to the bars which form the vertical web.

The cross sectional area of the bottom chord consists of two thicknesses of iron well riveted, forming together a plate, in the centre part 2¼ inches thick and 27 inches wide, the balance of the construction being similar to the top chord.

The vertical web is composed of lattice work, which is formed with two sets of bars 6 inches wide, crossing each other, and inclined to the top and bottom at an angle of 48 degrees, and forming a net work, the distances of the crossing apart being 2 feet 1 inch between the centres of the rivets, measured along the bars the thicknesses of the bars increasing from ¼ inch at the centre part to ⅝ inch at the end of the girders. They are secured at their crossings by two rivets. The lattice work is stiffened by vertical angle irons fixed double on both sides, at distances of about 8 feet apart. The central girder has about three-fourths more iron in the cross section than the outside girders.

All the iron work is well braced and tied together above and below by a system of transverse and diagonal rods.

The ways inside, to insure proper elasticity, are supported by white oak floor beams, at intervals of two feet apart between centres, on which the steel rails for the railway are fastened.

The following amount of iron was used in the 24 plate girders of the end spans, including bracing, tie rods, &c.:

	Pounds.
Plate iron.....	540,900
Bar do.....	69,800
T and angle iron.....	142,600
Rivets	45,400
Cast iron bed plates	49,300
Total	848,000

The five main spans of lattice girders contain:

Plate iron	1,190,600
Bar do	592,100
T and angle iron	718,600
Rivets	133,000
Cast iron bed plates	73,700
Total	2,708,000

Over 350,000 rivets (each of which was required to be made red hot before they were driven home in their respective places) were used to connect together the above described 1,778 tons of iron.

The cost of the iron bridge superstructure proper was $435,000. The total cost, including additional masonry, temporary support of tracks, and other incidental expenses, $530,000.

The iron, of a superior quality, has been furnished for the whole structure by Messrs. Jones & Laughlins, of the American Iron Works, Pittsburg.

The principle of the construction is known as the lattice girder plan with vertical stiffening, and the structure is believed to be the only one of the kind in the United States, although the principle is used very extensively, in modified forms, on the German, Russian and Italian Railways.

U. S. Mint.

The deposits of bullion at the U. S. Mint and branches during the last fiscal year were; Gold, $40,069,200 06; silver, $1,823,900 70. Total deposits, $41,893,100 76. Deducting from this total the redeposits of bullion, or bars, made at one branch of the Mint, and deposited at another for coinage, the amount will be $34,537,048 39. This amount exceeds the deposits of the preceding year by $2,625,329 15. The coinage for the same period was as follows: Gold coin, pieces, 1,469,-482; value, $28,217,187 50. Unparted and fine gold bars, $11,621,691 32. Silver coin pieces, 2,074,902; value, $986,871; bars, $575,823 18; nickel-copper and bronze coinage, pieces, 50,566,-000; value, $1,879,540. Total number of pieces struck, 54,110,384. Total value of coinage, $43,-281,113.

☞ The Worcester *Gazette* says that the Providence and Worcester Railroad Company intend to petition the general court for power to increase the capital stock of the corporation to two millions of dollars, and for power to locate a branch of the road through Attleborough. Business in the Blackstone Valley has grown beyond the original capital of the company, and public necessity requires more accommodations on the road between Providence and Worcester, which the corporation is ready to furnish, if it is permitted by the Commonwealth.

☞ The surveyors of the proposed route for a railroad from Springfield, Mass., to the Hudson River, report that it will cost only $20,000 a mile to construct the railroad to the New York State line by the Winsted route, while it will cost $55,-000 a mile to build it by way of Danbury, and $32,000 by the way of Litchfield.

☞ The Raritan and Delaware Bay Railroad Company has given notice that application will be made to the next Legislature for a supplement to their charter to extend their road to the Delaware River, and legalize their railroad as at present constructed.

☞ A through freight train from Philadelphia *via* the Lehigh and Susquehanna Railroad arrived in Scranton on the 11th inst., being the first train of the kind which had passed over the road.

The Pacific Railroad.

In response to a resolution of the Senate, the Secretary of the Interior has submitted an official statement showing the number of miles completed on the Pacific Railroad and each of its several stems or branches. He certifies that the Union Pacific Railroad, main stem, has been completed and accepted for 510 miles west from the initial point at Omaha; that the Union Pacific Railroad, Eastern Division, has been completed and accepted 305 miles west from the initial point on the boundary line between Missouri and Kansas; that the Union Pacific Railroad, Central Branch, has been completed and accepted 80 miles, beginning at Atchison, Kansas; that the Central Pacific Railroad has been completed and accepted 118 miles, beginning at Sacramento and running east; that the Central Pacific Railroad has been completed and accepted 20 miles, beginning at San Jose, Cal., and running South.

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of November, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$679,934 51	$691,005 08
Expenses	356,963 47	434,468 65
Net earnings	$322,971 04	$256,536 43

This shows an increase in earnings of $11,070 57; with an increase in expenses of $77,505 18—making the decrease in net earnings, $62,434 61.

The earnings and expenses from January 1, to November 30, 1866 and 1867, were:

	1866.	1867.
Earnings	$6,911,995 33	$6,661,559 60
Expenses	4,675,884 32	4,430,953 04
Net earnings	$2,236,111 01	$2,230,606 56

This shows a decrease in earnings, during the eleven months, of $250,435 73; with a decrease in expenses of $244,931 28—making the decrease in net earnings, $5,504 45.

☞ The Dutchess and Columbia Railroad is now all under contract. A large force is at work on a rock cut at Glenham. One of the largest gangs is at work at Slab City, within a short distance of Pine Plains. Three miles of embankment are already thrown up at Fishkill Village. At Washington Four Corners a force of men are engaged on a side hill which is being rapidly graded.

☞ The new bridge of the Ohio and Mississippi Railroad Company over the Great Miami River is composed of three spans, each 210 feet in length and 25 feet in height, known as the Fink (iron) Truss. It is considered the finest in the State of Ohio. Regular trains passed over the new bridge on the 15th inst.

☞ The line of the St. Louis and Cedar Rapids Railroad has been located from Sigourny *via* South English, to Williamsburg, in Iowa County, Iowa. Major Douglass is Chief Engineer of the road.

☞ The Rutland Railroad Company, just organized, takes control of the Rutland and Burlington road, and the old bonds are transferred into new stock.

☞ The second track between Poughkeepsie and Albany has been completed, giving a continuous double track from Albany to New York.

New York Central Railroad.

The following gentlemen were elected directors of this company on the 11th inst.: Cornelius Vanderbilt of New York; Chester W. Chapin of Springfield, Mass; Daniel Torrance of New York; William H. Vanderbilt of New York; Amasa Stone, jr., Cleveland, Ohio; Horace F. Clark of New York; James H. Banker of New York; James F. Joy of Detroit, Michigan; Augustus Schell of New York; Samuel F. Barger of New York; H. Henry Baxter, New York; Joseph Harker, New York; William A. Kissam, New York. Inspectors of Election: Sidney F. Fairchild, Albany; Lansing Pruyn, Albany; Nicholas B. La Bau, New York. Cornelius Vanderbilt, President; Daniel Torrance, Vice-Ppresident. Upward of $20,000,000 of stock was voted on. There was no opposition.

Baltimore and Ohio Railroad.

John W. Garrett, Esq., President of the Baltimore and Ohio Railroad Company for the last nine years, has been re-elected to that position, having been prevailed upon to reconsider his determination to retire with the close of the present year. This powerful corporation now owns and controls over six hundred miles of railway, reaching from Washington to Columbus, Ohio, it having secured within the past year a forty years lease of the Central Ohio road. They are now engaged in building a line from Washington to Point of Rocks, in order to shorten the distance to western points by forty miles.

☞ The Toledo, Wabash and Western Railroad Company intend building a branch road from Decatur, Ill., to St. Louis. At Decatur it will connect with the Illinois Central. This enprise will soon be formally commenced and prosecuted to completion. The route from Decatur to St. Louis is found to be, by the survey, 106 miles long, and such is the lay of the country that the road, for the most of the way, may be constructed at comparatively light expense.

☞ In the U. S. House of Representatives on the 11th inst., Mr. Ketchum of New York from the Committee on Military Affairs, reported back the bill introduced by Mr. Robinson, giving consent of the United States to the Hudson River Western Shore Railroad Company to construct and operate its railroad on the shore line across the property belonging to the government at West Point. The bill read was the third time and passed.

☞ An important decision has just been delivered at Supreme Court Chambers by Mr. Justice Ingraham, in the case of Pitt Cooke against the State National Bank of Boston, in which he held that the National Banks located in other States or counties may be sued in the Courts of this State, and that National Banks organized under the act of Congress are foreign corporations within the meaning of the statutes of New York, and may be proceeded against by attachment.

☞ The Honesdale *Republican* says that but one mile of the Jefferson Railroad between that place and Hawley, remains to be graded. The laying of the track will be commenced at each terminus, as soon as the iron is received. It is expected every day. The ties, spikes, and chairs are all ready.

☞ It is stated that the Governor of Alabama has perfected arrangements in New York for paying the interest on the foreign debt due January 1, 1868, and also secured an extension of time for the payment of the temporary loan heretofore negotiated in New York, until the same can be paid from the collection of taxes, which saves the sale of State bonds under the present depressed condition of Southern securities.

☞ The Chesapeake and Ohio Canal has been closed for the season. The shipments of coal have exceeded those of any previous year. The clearances of boats from Cumberland for the year were 4,224, carrying about 450,000 tons of coal. Last year 3,165 boats cleared, carrying about 343,000 tons of coal.

☞ The Directors of the consolidated line of railroad, comprising the Milwaukee and Prairie du Chien route, the North McGregor route, and the Minnesota Central route, have resolved to call the new consolidation the "Milwaukee, St. Paul and Minneapolis Railway."

☞ The Iowa Falls and Sioux City Railroad has been lately organized with John J. Blair, as President, Platt Smith, Vice President, Joseph Herod, Secretary, W. W. Walker, Treasurer, and John F. Duncombe, Attorney.

UNION PACIFIC R. R. CO.

NOTICE.

THE COUPONS OF
THE FIRST MORTGAGE BONDS
OF THE
UNION PACIFIC RAILROAD CO.;
DUE JAN. 1st, 1868.
WILL BE PAID ON AND AFTER THAT DATE.
IN GOLD COIN,
FREE OF GOVERNMENT TAX,
At the Company's Office, No. 20 Nassau St., New York.
JOHN J. CISCO, *Treasurer.*

CHARLES J. PUSEY & CO.,
74 Broadway, & 9 New St.,
NEW-YORK.
COMMISSION MERCHANTS FOR THE SALE OF
Pig, Merchant Bar & Railroad Iron & Supplies
OF EVERY DESCRIPTION.

Sole Agents for the Sale of Atkins Bros' make of Railroad Iron. Their Works being located in the coal & iron districts of Pennsylvania, & having their own Ore Mines, Blast Furnaces and Machine Shops, all under their ownership and control, in connection with their extensive Mills, which have recently been greatly enlarged and improved, enables them, with their long experience, to produce Rails, which for evenness and regularity of quality and finish, cannot be excelled anywhere.

Rails of any required weight or pattern furnished on short notice.

CHAS. J. PUSEY,
HANSON E. ATKINS,
CALEB H. MALIN.

MILLIKEN & BOLLER,
40 EXCHANGE PLACE, N. Y.,
Sole Agents of the
PHŒNIX IRON CO.
Rails, Girders, Rolled Beams up to 15 in.
Wrought iron Chairs, Spikes, Shafting, &c.
Iron Bridges and Roofs,
Of any design to suit Engineers & Architects. All kinds of Fire Proof Construction,
Patent Wrought Iron Columns and Weldless Links,
Smith's Suspension Joint Chair.
S. MILLIKEN, Jr. ALF. P. BOLLER, Civ. Eng.

Principal and Interest Payable in Gold Coin.

SECURE PROFITABLE INVESTMENT.

THE
Central Pacific Railroad
First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,

Principal and Interest Payable in Gold Coin,

Represent the preferred claim upon one of the MOST IMPORTANT LINES OF COMMUNICATION IN THE WORLD, as it is the sole link between the Pacific Coast and the Great Interior Basin, over which the immense overland travel must pass, and the

Main Trunk Line across the Continent.

The road is now nearly completed from Sacramento to the Richest Mining Regions in the Salt Lake Basin, and is being rapidly carried forward by the largest force of laborers ever employed by any Railroad Company on this Continent.

The natural, legitimate, commercial business of the road surpasses all previous expectation, and is profitable beyond parallel, even among the oldest roads in existence. The Earnings and Expenses for the Quarter ending Oct. 31, were as follows, IN GOLD:

Gross Earnings.	Operating Expenses.	Net Earnings.
$593,847.92	$102,088.61	$491,759.31

This result, however, would have been far greater but for the inability of wagon teams to forward the freight and passengers from the temporary terminus in the mountains.

The United States Government and the State and Cities of California have so aided and fostered the Great Enterprise, that the Company will assume very light annual Interest obligations, and will have the following ample Resources at command for the Construction:

DONATIONS in Lands, Bonds, Concessions, etc., (without lien)	$12,800,000
CAPITAL STOCK, Net Earnings, etc, (no lien)	11,000,000
LOANS (subordinate lien)	3,000,000
U. S. SUBSIDY BONDS, 736 miles, (subordinate lien)	25,517,000
FIRST MORTGAGE BONDS	25,517,000
Resources, first 736 miles	$77,834,000

The FIRST MORTGAGE BONDS are in sums of $1,000 each, with semi-annual gold coupons attached, and are offered for sale, for the present, at 95 per cent. and accrued interest from July 1st, in currency, at which rate they yield nearly NINE PER CENT. UPON THE INVESTMENT.

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The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

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and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
November 23d, 1867.

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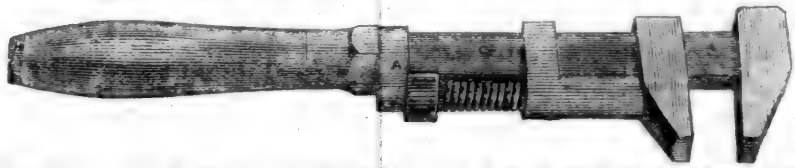
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
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THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.

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3.	Base 12 ft. Slopes	1½ to 1	15.	" " 24 "	¾ to 1
4.	" 14 "	1½ to 1	16.	" " 24 "	1½ to 1
5.	" 15 "	¾ to 1	17.	" " 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" " 26 "	1½ to 1
7.	" 16 "	1¼ to 1	19.	" " 28 "	¾ to 1
8.	" 16 "	¾ to 1	20.	" " 30 "	1 to 1
9.	" 18 "	1 to 1	21.	" " 30 "	1¼ to 1
10.	" 18 "	¾ to 1	22.	" " 30 "	1½ to 1
11.	" 18 "	¾ to 1	23.	" " 32 "	1 to 1
12.	" 18 "	1 to 1	24.	" " 32 "	1½ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.
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SECOND QUARTO SERIES, VOL. XXIII., No. 52.] SATURDAY, DECEMBER 28, 1867. [WHOLE No. 1,654, VOL. XL.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 28, 1867.

Mexican Railroad.

The *El Diario Oficial*, says that the grant to the English Company for the construction of the railroad between Vera Cruz and the City of Mexico, which the Government considered forfeited, on account of the acceptance by the said company of a charter from Maximilian, dated Jan. 25, 1865, has been re-affirmed. The provisions of the grant are as follows: The Government requires the completion of the Puebla branch on or before the 31st December, 1868, and the finishing of the main line, between Apizaco and Paso del Macho, on or before the 31st December, 1871; it reserves to itself the right of making the concession claimed by Don Ramon Zangronis for a road to Vera Cruz, *via* Jalapa; grants the company the right to take all lands belonging to the national domain, free of charge; requires it to pay for all property taken from the States, towns or individuals; for a period of ten years material of all kinds used upon the road, in any way, shape or manner, is to be imported free of duty: for the same period it is exempted from payment of taxes, contributions, loans or any other impost or duty upon the work; the company is granted the privilege of exporting free of duty, for a period of twenty-five years, the sum of $560,000, as payment of interest, dividends, &c.; employees are exempted from all military service, except in case of foreign war; the plans of the work cannot be altered without the consent of the Government; the company is to carry the mails free; it cannot mortgage its property without the consent of Government, but has the right of dividing up its stock and disposing of the same to any one or anywhere it sees fit; all suits relating to the work can only be decided in accordance with Mexican law and before Mexican tribunals, and it is expressly understood that it shall never enjoy the privileges conceded in the *derecho estrangeria*. The property is to remain forever that of the stockholders. The Government solemnly agrees to pay to the road, for a period of twenty-five years, without receiving any benefit or income therefrom, the sum of $560,000, and appropriates twenty per cent. of all receipts from customs for this purpose. It instructs the Minister of Fomento to issue orders upon the Custom-houses furnishing the same to the company, who are required to keep a supply of same on hand, and not to dispose of them at higher rates than those fixed upon, in the event of the work being delayed by revolutions or other obstacles beyond the control of the company. All munitions of war, troops and all Government property, as also immigrants introduced under Government auspices, are to be carried at fifty per cent. less than the regular tariff; it rescinds the article binding the company to build a penitentiary and hospital in the City of Mexico. A month's suspension of labor, without just cause, is liable to result in a forfeiture of the Government appropriation, and subjects the company to a fine of $25,000 per month; the company is obliged to liquidate the accounts of all contractors and sub-contractors, both those who have been and those who may be engaged in the enterprise. In the event of the interpretation of any clause or clauses of this decree not being understood, the point in contest is to be decided by the Federal tribunals. The following is the tariff for freight and passengers.

Freight.—First class, $14 for 16 arrobas, (400 pounds;) second class, $12; third class, $10.

Passengers—First class, per head, $30; second class, $21 15; third class, $12.

The work will now progress rapidly, and will do much toward relieving the present state of inactivity by giving employment to many thousands of men now idle and in need.

Sioux City and Pacific Railroad.

This road diverges from the Iowa Division of the Chicago and Northwestern Railway, at Missouri Valley Junction (formerly (St. Johns Station) 21 miles east of Council Bluffs, and follows a northerly course, up the Missouri Valley to Sioux city, 74 miles from the Junction, and by this route, 541 miles from Chicago. The whole of the grading has been done, and some 54 miles of the track laid from the Junction, leaving but 20 miles to be laid to carry it to Sioux City. It is thought that the road will be opened through by the month of February. Freight and passenger trains now run regularly to Onawa, a distance of 40 miles, to which point the road was opened on the 14th inst. The road bed, bridges, station houses, etc., are permanently and thoroughly constructed, and the road is said to be a model one in all respects. We learn that arrangements have been perfected for a line of boats next year, from Sioux City to Fort Benton, Montana, to run in connection with this road. Hon. John I. Blair, of New Jersey, is President of the company; W. W. Walker, Gen'l Superintendent; and L. Burnett, Assistant Superintendent, who also have charge of the work of construction.

Railroad from Newburgh to Walden.

A railroad meeting was held at Newburgh, N. Y. on the 10th inst., at which a resolution was passed appointing a committee of three, to consist of E. A. Brewster, James W. Taylor, and Thomas George, to prepare a bill to be passed at the next meeting of the Legislature, authorizing the city of Newburgh to issue its bonds not exceeding 10 per cent. on its taxable property, in aid of the construction of a railroad from Newburgh to Walden, in the town of Montgomery, or if, after consultation with the Wallkill Valley R.R. Co., it shall be found necessary, to the Shawangunk town line—a part of which may be used in aid of the construction of other roads connecting with it.

Nashville and Decatur Railroad.

The President and Directors submit the following as the first annual report, for the fiscal year, commencing with the consolidation on the 1st January, and closing on the 30th September, embracing a period of nine months.

The earnings and expenses for that period are as follows:

Earnings	$374,038 98
Expenses	263,807 10
Net earnings	$110,231 88

The following exhibit shows the amount of indebtedness and means, to wit:

State loan		$2,115,176 25
Tennessee and Alabama income b'ds		205,000 00
Franklin Turnpike bonds		46,625 00
Total bonded debt		$2,366,801 25
United States Government	$294,927 00	
Bills payable	248,851 81	
Individuals and connecting roads	91,982 71	
Indebtedness of T. & A. R. R. unadjusted	47,432 64	
Total floating debt		678,194 16
Total indebtedness		$3,044,995 41
Tennessee State bonds	$367,920 00	
Due from agents and conductors	5,483 51	
Due from U. S. Government	7,858 95	
Cash in hand of Treasurer	16,927 85	
Total available means		398,190 31
Showing an excess of		$2,646,805 10

As there is no means of ascertaining correctly the original cost of your road, because of the destruction of the books of two of the companies, the following is given as an approximate estimate of the value of your property and assets, to wit:

120 m. of road and real estate, at $33,000 per mile		$3,960,000 00
Mt. Pleasant Branch, 12½m., as it is, $15,000 per mile		187,500 00
Equipment, material and supplies		570,841 00
Franklin Turnpike, original cost		58,550 00
Total value of property		$4,776,891 00
From which deduct for bonded debt as per foregoing exhibit	$2,366,801 25	
Balance of floating debt	280,003 85	
		2,646,805 10
Showing an excess of		$2,120,085 90

of assets over and above the amount of liabilities.

Your first object should be to keep up and improve your road, pay off your floating debt, and leave only the interest upon your funded debt to be provided for, and then, and not until then, can you expect cash dividends. To meet this difficulty, and to enable the company to be relieved of the floating debt by funding the same, it was proposed, and authority obtained from the Legislature of the State of Tennessee, for the company to issue five hundred thousand dollars of income bonds. In the report made in April last, the action of the Board in regard to these bonds was fully set forth, to which allusion is hereby made as a part of this report. These bonds have been prepared in strict accordance with the law, and the instructions of the Board, and the President, by a resolution of the Board, is empowered and fully authorized to dispose of the same. They were issued for the purpose of absorbing, by substitution, the income bonds of the Tennessee and Alabama R. R. Co., amounting to $205,000, which fall due in April, 1870, and the floating debt of the company. They are made payable at the office of the company, in the city of Nashville, and it is not intended to send them abroad, but to keep them at home for sale.

Stock liabilities are not included in the above, for the reason that the stock books of the Tennessee and Alabama Railroad Company were badly mutilated, and those of the Tennessee and Alabama Central were partially destroyed during the war, and it was found impossible to make up fully the stock accounts of those companies from the books; and from the further fact that the stockholders have failed to present their certificates of stock for adjustment and renewal, although they have been urged and entreated in various ways to do so. Delay upon the part of stockholders, and holders of scrip or tax receipts, is productive of harm, not only to the company, but also to stockholders, who may, by this neglect, finally lose their stock altogether.

The following exhibit shows the condition of the stock, so far as ascertained:

T. & A. R. R. stock, cert. by N. & D. R. R. Co		$542,931 80
Do. not adjusted		77,684 31
C. S. R.R. stock, cert. by N. & D. Co.		183,472 78
Do. not adjusted		127,663 14
T. & C. stock, certified by N. & D. Co.		99,123 65
Do. not adjusted		139,742 74
Giles Co. and Columbia scrip, cert. by N. & D. Co		20,330 38
Do. outstanding		161,210 84
Limestone Co. scrip, cert. by N. & D. Co		9,708 83
Do. outstanding		164,591 17
Total capital stock and liabilities		$1,526,459 14

Efforts are now being made to extend the New Orleans, Jackson and Great Northern Railroad, and if accomplished, the Mt. Pleasant Branch would constitute a part of that line, and would prove a very strong competitor for the business between Louisville, Nashville and New Orleans, and would be an important link in the line, whenever the Tennessee and Pacific Railroad shall be built; and while this is true, yet it is held and believed by some that the best route for the extension of that road is to Memphis, *via* Savannah and Grand Junction, crossing the Mobile and Ohio Railroad some 30 miles north of Corinth; thus making important connections with the Mobile and Ohio Railroad, the Mississippi Central Railroad at Grand Junction, and with Memphis, and the net work of railways extending west of that city. The construction of the Tennessee and Pacific Railroad, *via* Knoxville to Nashville, would greatly increase its importance as a competing route for the traffic between Washington and the Southwest. This route would be some ten miles shorter from Nashville to Memphis than by way of the Nashville and Northwestern Railroad. * *

The estimate of the cost of the road from Decatur to Elyton, 90 miles, as made by John T. Milnor, Chief Engineer, in 1866, is $2,293,267 20.

There are two other projected roads from Decatur, either or both of which would, if constructed, prove advantageous to your interest. The first is the one from Decatur to Atlanta. By its construction, you will be put in direct communication with the system of railways in middle and Southern Georgia, giving you as short if not a shorter route from Nashville to Atlanta, by way of Decatur, than by way of Chattanooga, as the following table of distances will show:

	Miles.
Nashville to Chattanooga	151
Chattanooga to Atlanta	136
Total	287
Nashville to Decatur	122
Decatur to Atlanta	160
	282
Difference in favor of Decatur	5

This road is under the especial care of the Memphis and Charleston Railroad Company, who are deeply interested in its construction, as it will give almost an air line from Memphis to Charleston.

The other route is the one projected from Decatur to intersect the New Orleans, Jackson and Great Northern Railroad at Canton or Jackson—the latter would be the better point, for the reason that at that place immediate connection would be had not only with the New Orleans, Jackson and Great Northern Railroad, but also with the Vicksburg and Meridian road. If this road is built, it will be as direct and as short a line as any now projected to New Orleans, Vicksburg, and other important points in the Southwest. It would cross the Mobile and Ohio road in the vicinity of Columbus, Miss; and as it will penetrate the coal and iron region of North Alabama, through which it passes, the States of Mississippi, Louisiana and Texas, are looking to it with great interest. It will be of incalculable advantage to the New Orleans, Jackson and Great Northern Railroad as a northern extension of that road, and they would thus enter the coal and iron region of Alabama, which would increase the freighting business of that road, as also of the Vicksburg and Meridian road.

J. W. Sloss, President.

Nashville, Sept. 30, 1867.

Lebanon Springs Railroad.

The Manchester (Vt.) *Journal*, says that the work on this new extension of the Harlem Railroad is progressing rapidly. Twenty-nine of the fifty-six miles are ready for the track, nine more are nearly completed, and on every half mile of the remainder the work is being pushed vigorously. Over 1,200 men are employed on the unfinished portion. Iron is being distributed along the line, and the laying of the track will be commenced before the close of the present month. It is confidently expected that the "Green Cars" of the Harlem road will run through to Montreal before the 1st of next July.

Kent County Railroad.

The Chestertown (Md.) *News* says that the directors of this company have fixed the western terminus of the road at Deep Landing, on Swan Creek, where is to be found the boldest waters, and where a very short wharf will only be necessary, thus lessening the expense. A wharf on the bay shore was estimated to cost at least $35,000. The board took steps to procure an immediate survey of the remaining part of the route, and to advertise for proposals to build the road

☞ The Richmond *Dispatch* has authority for stating that the interest on the Virginia State Debt will certainly be paid on the 1st of January, and all demands against the State will be paid as they mature so long as General Schofield and the State officers are continued in their present positions. The Second Auditor has mailed to Baring Brothers & Co., London, sterling bills for the full amount of interest payable in London on the 1st of January.

☞ The Union and Logansport Railroad is 93 miles in length, extending from Union City on the boundary line of the States of Indiana and Ohio to Logansport, in Indiana. The road is all completed, except 5 miles, which is now in progress of construction.

☞ The construction of the Newark and Paterson Railroad is stated to be progressing satisfactorily, and the prospect is that the road will be finished by next summer.

☞ About 16 miles of the Pocomoke and Wicomico Railroad have been finished. The track layers are approaching the Pocomoke river, and most of the depot buildings are completed.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000		Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	Oct.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont.100	459,600		
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....100	183,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,600,000	J. & J.	Jan.'68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan., '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 2½
Brooklyn City & Newt'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul.'67 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct'67 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000		Ap.'61 2½
Charlotte & S. Carolina....100	1,201,000		
Chemung*.....100	380,000		Dec.'67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n.'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 3½
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cin.,Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta....100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Con...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,209	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan.'68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley 100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref 100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia....100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au.'67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly		M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 1

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Dec.'68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch 50	116,550	M. & N.	Nov.'67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	Nov.'67 4
Hudson River.....100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1,336,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N	M'y '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct.'67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ..	95,194		N'v'67 1½
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 5
Louisville and Nashville..100	5,500,000	F. & A.	Aug'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000		Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 3
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	2,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mobile and Ohio 100	3,583,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	An. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jul. '67 3
New Jersey.....100	5,000,000	F. & A.	Aug.'67 5
New London Northern.....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	4,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,507		
North Pennsylvania..... 50	5,150,150		F b.'67 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport 100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.A J&O.	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500		
Philadelphia and Erie*.... 50	5,069,450		Jul. '67 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,100	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n 50	1,607,850	A. & O.	Oct. '67 5
Phila. and Trenton*..... 50	999,200	F. & A.	Aug.'67 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 4
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	an.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '67 3
Portland and Kennebec...100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 5
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute.100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,078	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,683,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	2,353,679		
Virginia and Tennessee....100	3,452,815		
Western (Mass.).....100	6,710 800	J. & J.	Jan. '68 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,130,450		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,833,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 3
" " (pref.) 50	2,888,806	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,085		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	M.JS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 3
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....	500 000	J & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	ct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J O.	ct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 5
American Express 500	9,000,000	FMA&N	Nov.'66 5
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,690,912	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	134
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	108½
" " " coupon		6	" "	1881	112⅝
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	263,300,555	6	Jan & July.	1881	108½
" " " coupon		6	" "	1881	112⅝
Loan of Feb. 25, 1862 (5-20s) registered	1,324,412,560	6	May & Nov.	1882	104⅝
" " " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106
" " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	104
" " (5-20s) coupon		6	" "	1885	105⅝
" " 2d series (5-20s) registered		6	Jan. & July.	1886	104⅛
" " " (5-20s) coupon		6	" "	1886	108
" " 3d series (5-20s) registered		6	" "	1887	108½
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	178,530,850	5	Mar. & Sept.	1904	100⅜
" " " (10-40s) coupon		5	" "	1904	101⅛
Pacific R. R. Bonds (currency)	18,601,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	236,587,100	7.3	June & Dec.	1868	104⅛
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	104⅛
Matured Debt not presented	13,916,364	---	presentation.	----	----
Gold Certificates of Deposit	18,401,400	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,249,360	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,212,473	---	----	----	----
Three per cent. certificates	1,855,000	---	----	----	----
Fractional currency	30,929,984	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	6	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	84
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	71
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	101½
" — " " registered	1,229,657	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,387,253	6	" "	'77-'79	1½
" —War Loan Bonds "	945,200	6	" "	1879	101½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	99⅜
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	987
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J & O.	1890	99⅛
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100
" — " (Bounty)	601,000	6	"	abt.'74	100½
" — " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.)	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	800,000	5	Jan. & July.	'77-'78	----
" —Const Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	103
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	63-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	140,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	93
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	83
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	97½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	850,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	99½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,793,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	80,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	99½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,000	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'60-'78	53
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	51½
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,000,000	6	" "	1875	102
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	95½
" — " " registered	5,093,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " (new)	1,210,803	6	" "	1897	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 y'rs	66
" — " endorsement	2,207,000	6	" "	Var	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	62½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	100	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " coupon	21,169 398	6	" "	long.	37½
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	" "	1876	35½
" — " (") coupon	489,300	6	"	18	42
" — " " (")	39,600	6	"	18	36
Wisconsin—State Bond	406 100		Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,525,336
1866	476,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,596	---- ----	---- ----
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,440,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	---- ----	---- ----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	168,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,813	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,895	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,282	251,916	261,488	274,800	404,600	566,403	558,200	415,400	---- ----	---- ----
Chicago and Northwestern:													
1863	---- ----	---- ----	---- ----	---- ----	---- ----	366,100	281.834	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,865	421,863	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,111,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	764,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	894,357	800,325	1,038,824	1,451,264	1,508,883	1,210,387	---- ----	---- ----
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528.364
1864	47,393	56.565	67,822	61,912	69,182	58,178	53,518	88,458	87,037	97,876	94.543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,298	91,564	1,103,821
1866	90,415	79,430	110.079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,606	---- ----	---- ----	---- ----
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,468	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,894	36,098	56,859	59,196	61,447	53,990	53,683	69,018	77,113	81,676	80,867	---- ----	---- ----
Erie:													
1863	845,695	839,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...Including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...Including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	---- ----	---- ----
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,329,447
1865	571,586	528,972	616,665	516,603	460,578	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,266
1866	603,053	506,286	505,465	411,606	569,250	567,679	480,620	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,180	---- ----	---- ----
Marietta and Cincinnati:													
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95.453	1,088,165
1865	98,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	128,892	1 201 239
1867	94,136	78,976	92,910	92,768	90,526	96,536	106,594	114,713	121,217	142,823	132 357	---- ----	---- ----
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	210,595	226,840	110,634	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	93,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	---- ----	---- ----	---- ----	---- ----
Michigan Southern & Northern Indiana:													
1863	248,784	230,608	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	---- ----	---- ----
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520.560
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4 220,115
1867	304,096	283,661	375,210	362.783	333,952	284,977	318,021	398,993	464,778	506,293	412,934	---- ----	---- ----
Milwaukee and St. Paul:													
1864	51,865	46,474	64,993	83,202	131,648	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402.106
1865	98,181	86,523	95,905	106,269	203,018	237,562	251,906	241,370	300,841	895,579	346,717	171,125	2,536,001
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,788	189,515	276,416	466,359	329,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,648	230,497	221,690	193,930	205,436	403,476	---- ----	---- ----	---- ----	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	969,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,453
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029 736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,113,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,265.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,350	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	815,853	1,075,778	1,227,286	1,093,731	934,636	1,101,699	1,388,915	1,732,673	---- ----	---- ----	---- ----	---- ----
Ohio and Mississippi:													
1864	210,329	260,496	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,284	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,269	305,454	278,700	310.762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	336,065	---- ----	---- ----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,724	414.707	448,994	463,873	466,557	454,828	4,088,857
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,456	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,435	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,311	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,844	1,252,386	833,742	887,793	874,974	---- ----	---- ----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364.331	370,983	3,745,316
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	486,300	487,642	5,152,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,623	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,795	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,738	602,069	685,068	765,568	691,005	---- ----	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,518	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,120	155,893	192,158	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	---- ----	---- ----
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,584	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,636	244,114	243,840	221,570	220,209	265,154	2,050,372
1865	144,084	139,171	156,753	144,001	128,788	194,525	271,709	374,024	377,981	375,534	361,910	247,023	2,924 843
1866	226,059	194,167	256,407	270,300	316,432	325,691	304,917	396,248	349,117	436,065	354,530	264,741	3,604,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,996	406,766	351,759	---- ----	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,199	59,862	75,677	92,715	61,770	37,830	669,363
1866	45,102	38,006	32,301	43,382	86,913	102,918	85,276	60,668	84,462	100,713	76,248	5 ,486	814,08
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 269	79,431	---- ----	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1870	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	"	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	96½
" " " 1850.	623,500	6	Jan. & July.	"	1880	99
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	98⅞
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $375,000	675,000	6	"	"	1875	88½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87½
" " $2,500,000	867,000	6	May & Nov.	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	83
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'60	
Central Pacific of California:						
1st Mortgage	7,236,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1 500,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,259	—	Jan. & July.	Fr'nkfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	96½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	86½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	243,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1873	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1882	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '84	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	71½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88
Land Security	3,344.60	7	April & Oct.	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,688,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,565,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	660,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	96½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	84½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,284,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July	"	1895	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1870	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July	New York	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'37	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	659,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1888	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,660	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	92
New York and Erie.						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,920			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York	1875	97
N. York, Providence and Boston.						
1st Mortgage	500,000		Feb. Aug.	New York		

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "		1887	112½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	88
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	93
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,021,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,595,600	6	April & Oct.	"	1870	96½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	"	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	139
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1862	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'89–'91	
Sterl. Stg b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	76
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec	New York.	1894	77
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	61
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	22
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	68–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	88
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	150,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	385,010	109,500	21,632	518,965	30.8	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,526	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
31 Dec. '66	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,000	100.000	-------	-------	23.8	53,855	103,333	26,249	8	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	-------	-------	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,495,639	*	—	1,100,000	295,000	34,065	-------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	766,000	-------	-------	62.0	-------	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	-------	1,874,100	30.0	60,067	79,856	loss	—	----
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,678	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,280	704,016	10	130
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,468,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	-------	-------	408,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	196,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	-------	391,477	68,880	5½	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,685,956	729.0	-------	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	48	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	-------	1,136,142	246,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,296	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	632,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,158	1,484,616	8½	130
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,763,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	137
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	-------	10,161,735	2,226,967	—	58
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	99½
31 May, '68	174.5	5.5	14.3	—	21	22	604	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	180.0	-------	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	30,954,458	*	10,593,828	23,415,780	12,144,000	-------	41,478,280	708.3	8,003,962	6,646,741	2,175,447	10	130
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	-------	-------	4,000,000	6,700,000	-------	10,700,000	200.0	-------	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	-------	-------	-------	4,390,000	5,600,000	-------	-------	224.0	-------	-------	-------	—	20
31 Aug.'65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,234	140,689	3,458,108	110.0	-------	448,858	230,834	9	60
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	-------	1,538,763	132.0	-------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	646,827	271,402	—	86½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	151,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	930,000	653,956	5,429,203	156.5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	468,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	} 14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,221	510,219	153,217	7	----
30 Jun. '67	65.1	—	5.4	—	}			} Louisville and Frankfort	1,405,910	126,735	—	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,038	2,965,000	444,172	12,841,095	334.0	929,486	2,158,874	810,468	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
20 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	-------	1,638,042	886,288	—	----
31 Aug '60	58.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,233,015	248,980	108,434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	4,250,000	-------	-------	9,008,369	188.6	-------	340,898	-------	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.8	1,902,098	4,325,490	1,498,713	10	114
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,617	1,745,795	10,601,200	9,135,849	736,951	20,473,991	523.8	2,896,193	4,673,193	1,609,387	—	85
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	-------	-------	-------	800,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,940	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	-------	-------	206.8	579,224	1,047,567	420,026	—	60
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.9	-------	1,020,089	267,804	—	----
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	8,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,876	719,230	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,206,000	1,280,000	2,000,000	-------	5,000,000	127.0	-------	-------	-------	—	----
28 Feb. '64	86.6	3.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,487,062	350,029	—	1,971,222	3,501,000	49 858	6,352,109	90.1	289,189	899,291	329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	439,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	123
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	884,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,396	—	11,877,000	8,201,360	47,980	20,126,330	94.9	113,400	84,579	—	—	12½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,647	446,557	581,266	4,076,974	—	—	5,010,730	164.3	776,454	1,575,826	498,499	10	130
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	34.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 50)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	30.4	33.1	—	38	82	579	Eastern	4,452,992	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	107½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7	118½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	29	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Oper. by Boston & Lowell)				6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,823	600,000	—	25,600	773,226	41.5	215,731	441,304	90,996	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6-666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,552	1,332,307	509,790	7	87
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)		17,500	1	110½	
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,696	250,000	—	—	285,696	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the Commonwealth.)					—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,066	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,966	140,643	3½	54½
30 Nov. '66	156.1	17.3	144.4	—	85	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	6,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	72½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	.....	.....	.....	101,242	8	123
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,874,262	82.2	392,540	681,301	242,997	8	110
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	127½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,000,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	114
31 Dec. '66	68.0	—	—	46.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	32.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	152
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4 098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec. '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	451,219	731.050	1,010,500	—	1,741,550	51.0	—	268,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	306,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	72½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,400	1,167	15,543,825	150.0	1,720,519	4,545,526	1,795,099	9	131½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,433	590,225	352,660	6	61½
30 Sep. '67	297.8	296.0	452.9	—	289	296	5,630	New York Central	29,759,528	6,834,877	9,429,180	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	14,396,786	3,201,112	6	117½
30 Sep. '66	130.8	2.1	45.5	—	42	132	618	New York and Harlem	9,946,064	1,492,431	—	6,785,050	5,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	118
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,334	122.0	451,196	851,783	284,606	—	57½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,787	36.3	90,240	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,418	7	.....
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,020	—	—	557,560	109,000	—	666,560	Included in Erie.			53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,316	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in Central.				—	.....
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Included in		Rens. & Sara.		7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"		7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	233,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,685,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141'888	78,882	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,320	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	lose.	—	.....
" " '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	482,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501 338	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31
31 Mar. '67	60.5	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,276,919	3,280,800	1,759,000	778,160	6,197,537	202.0	.....	2,801,537	348,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952 041	10	102½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	87½
31 May '67	109.3	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,592	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	98½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 643	64,292	2,388,064	3,685,800	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	5,225,438	158.2	1,160,900	1,936,085	489,205	9	105
31 Dec. '66	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,666	3,688,385	315,434	17,429,777	250.8	739,960	1,234,658	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,932	119,032	—	—
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	596 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	99½
31 Dec. '66	118.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,883,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,786	420,453	128,800	—	.....
31 Dec. '66	413.0	46.2	—	102	47	1,692		Toledo, Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,348,000	708,801	22,118,900	250.6	—	3,717,288	908,200	—	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Siddings.	Equipment. Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721.124	507.0	2,041,771	4,883,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	65.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	352,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.6	1,909,776	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227.659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	13.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	51
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100.000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,931	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	150.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,269,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper	r. by Re	ading	R. R.)	2	26½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	57½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,218	382,500	—	33
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16 583,883	5,967,520	9	50½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	64
31 Dec., '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083.700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	207	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,992,819	6,016,851	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200.000	—	1,641,507	26.5	195,475	849,446	316,754	15	125½
31 Oct. '66	96.0	—	105.6	—	60	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,087,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,549	468.5	4,945,413	7,467,217	2,319,531	10	99½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	28,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,142,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	—
31 Dec. '66	136.0	100.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	.....	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	805,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,653	4,224 247	130.3	139,232	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,237	9,431,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	178,729	—	—
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	64,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,085	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,751,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	95
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,862	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,232	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365.600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,681	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	199.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,047	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,514	296,428	3,353,679	1,919,550	37 ,297	6,379,046	221.8	300,405	554,511	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	276	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,,22	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,574	276 0	986,727	2,638,800	934,103	—	49
31 Dec. '66	200.0	136.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '52	161.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	68
30 Jun. '63	49.0	—	.....	—	—	—	—	Grand Trunk	71,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	1,096	137.0	.....	78.0	204	130	2,399	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	229.0	116.5	63.0	—	92	126	1,689	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
	94.5	1.6	.....	—	18	20	337	NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	143,839	55,777	—	—
July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,3.8	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	122 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 273,281	92.0	165,416	139,107	87,181	—	—
	6.			—	11	22	120	NEW GRANADA.													
								Panama	3,000,000	*		3,000,000	0	—	10,763,72	48.7	.....	917,488	1,328,924	—	20

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	64½
Chicago & Alton (preferred)	2,425,400	7	7	89
Chicago & Northwestern (pref.)	14,789,125	7	7	70½
Cocheeho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	62½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	15½
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	98
" " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	116
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	64
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
forris:					
1st Mortgage	455,500	6	A. & O.	1876	90
2d Mortgage	302,750	6			89
Boat Loan	232,807	6			90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	69
vement	1,601,670	6	M. & N.	1876	76
& Tide Water:					
nd Sterling Loan	816,000	5	J. & J.	1865	----
loan converted	200,376	5	" "	1865	----
e bonds	993,000	6	" "	1878	59½
d Interest b'ds.	227,569	6	" "	1878	----
)					
gage	3,000,000	6	M & N.	1883	16½
ch & Susqu'a:					
age, s'k'g fund	450,000	6	J. & J.	1878	80
Valley.					
	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	26
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	52
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	6,968,146	10	30
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	88
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	—	12½
" " (preferred)	50	2,888,988	—	22½
Susquehanna and Tide Water	50	2,048,260	—	11½
Union				2½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 36 —	@ 39 —
Pig, American, No. 1	39 —	@ 40 —
Pig, American, No. 2	37 —	@ 38 —
Bar, Refined, English and American	86 —	@ 90 —
Bar, Swedes, assorted sizes (gold)	92 50	@105 —
	Store Prices.	
Bar, Swedes, ordinary sizes	155 —	@ — —
Bar, English and American, Refined	100 —	@105 —
Bar, English and American, Common	90 —	@ 95 —
Scroll	127 50	@175 —
Ovals and Half-round	127 50	@155 —
Sand	127 50	@ — —
Horse Shoe	125 —	@ — —
Rods, ⅜ @ 3-16 inch	105 —	@160 —
Hoop	132 50	@185 —
Nail Rod	per lb. —	9 @ — 10½
Sheet, Russia, Med. No.'s	—	15 @ — 16
Sheet, Single, D. and T. Common	—	5 @ — 7
Rails, English (gold)	per ton. —	— @ 52 —
Rails, American (at works)	—	— @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb. —	18 @ — 23
English Spring.(2d and 1st qlty.)		10 @ — 12½
English Blister.(2d and 1st qlty.)		11½ @ — 20
English Machinery		13½ @ — 16
English German. (2d and 1st qlty.)		14 @ — 16
American Blister, "Black Diamond"		11½ @ — 17
American, Cast, Tool, do.		21 @ — 23
American, Spring, do.		12 @ — 15
American Machinery, do.		13 @ — 14
American German do.		11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb. —	— @ — 33
Bolts		35 @ — —
Braziers'		35 @ — —
Sheathing, &c., Old		20 @ — —
Sheathing, Yellow Metal		26 @ — —
Bolts, Yellow Metal		27 @ — —
American Ingot		20½ @ — 21½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. —	— @ — —
Spanish	(gold)	6 45 @ 6 50
German Refined	(gold)	6 45 @ 6 55
English	(gold)	6 4 5 @ 6 75
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		Gold.	Currency.	
Banca	(gold). per lb.	— 26 @ — 56½		
Straits	(gold).	— 24 @ — 24½		
English	(gold).	— — @ — 23½		
Plates, I.C.Charcoal.p.box		8 — @ 8 50	11 — @ 11 50	
Plates, I. C. Coke		6 75 @ 7 50	9 25 @ 10 50	
Plates, Coke Terne		6 50 @ 6 75	8 87½ @ 9 25	
Plates, Charcoal Terne		7 75 @ 8 25	10 50 @ 11 25	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. —	10½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		16½ @ — 16½
Refined, free, S. W.		44 @ — 44½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 23½
Refined, in bond, Standard White		24 @ — —
Refined, in bond, prime White		25 @ — 26½
Naptha, Refined, (60 @ 63 gravity)		31½ @ — 32
Residuum	per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th. 19	F 20	Sat. 21.	M 23.	Tu. 24	W. 25
Atlantic M. S. S. Co	119½	119½	119½	119½	119½	----
Boston, Hartford & Erie	----	----	13½	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	48½	48½	49½	50	50	----
Chicago & Alton	125	125½	----	128	----	----
" " pref.	----	----	----	130	----	----
" " 1 M.	102½	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	137	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	59	58½	58½	58½	----	----
" " pref.	67½	68½	69½	70½	70½	----
" " 1st M.	87	----	----	----	86½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	98½	98½	98½	99½	99	----
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	95	----	94½	----	95½	----
Clev., Col. and Cin.	98	98	98	98	----	----
Clev. and Pittsburg	88½	88½	88	88	87½	----
" " 2 M.	----	98½	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	75	----	----
Clev. and Toledo	101	102	102½	99½x	99	----
" " S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref.	27	27½	27½	27½	----	----
Del. & Hudson Canal	148½	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	96	----
" " 2M. 8 p.c. '81	----	----	----	----	97	----
Erie	74½	73½	73½	74½	72½	----
" pref.	74x	73½	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	98	----	----
" 4 M. 7 p.c. '80	----	90½	----	----	----	----
" 5 M. 7 p.c. '85	89	----	----	89½	----	----
Hudson River	132½	131½	132	132½	132	----
" 1 M. 7p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	132½	----	131	130	130	----
" bonds	118	----	----	118	----	----
Marietta & Cin. 1st pref.	----	----	----	15½	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7½	7	7	7½	----	----
" " pref.	14½	12½	----	13	13½	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	112½	112½	112½	113	----	----
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	83	83½	84½	85½	85	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	96	----	----	----	95½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	98	----
" " 1st pref.	----	----	----	----	85	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	44½	44½	45½	47½	47	----
" " pref.	63½	64	63½	65½	65	----
" " 1st mort.	88	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	97½	----	97½	97½	97½	----
" iss. to H. & St. J. R.	88	88	88	----	----	----
" " Pacific	97½	----	----	97½	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	117½	117½	117½	117½	117½	----
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	91	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	118	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	101	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	130	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52½	----	52½	52	----	----
" new	----	----	----	51½	----	----
Ohio & Miss. cer.	26½	26½	26½	26½	26½	----
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	118½	117½	114½	110	111	----
Panama	----	----	298½	----	----	----
Phila. and Reading	96½	95½	96	96½	96½	----
Pitts. Ft. W. & Chicago	99½	99½	99½	99½	99½	----
" " 1M. 10½	----	----	----	----	----	----
" " 2M.	----	----	----	98½	----	----
" " 3M.	----	----	----	89	----	----
Quicksilver Mining Co.	20	20½	20½	20½	----	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	95½	----	95½	----	96	----
" " 2M. pref.	----	----	----	----	82	----
" " Inc. b'ds.	75½	----	----	76	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	65½	65½	----	65½	66	----
" new	62½	62½	62½	62½	62½	----
Tol. Wab. & Western	40½	40½	41	43	----	----
" Pref.	----	----	----	64	----	----
" 1M. ex.	----	----	90	----	----	----
" 2M.	77½	77½	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	47	----	----	46½	----	----
" new	42	42	42	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th. 19.	F. 20	Sat. 21.	M. 23.	Tu. 24	W. 25
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup. 100	101¼	101¼	101¼	----	----	
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg. 107	108¼	----	----	----	----	----
U. S. 6s, 1881, cou. 112	112⅜	112¼	112¼	112⅜	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	----	104¼	----	104¼	----	
U. S. 6s, 5-20s, c. '62 ..108	108¼	108¼	108	108¼	----	
U. S. 6s, 5-20s, reg. '64..105	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64 ..105	105¼	105¼	105¼	105¼	----	
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65 ..105	105¼	105¼	105¼	----	----	
U. S. 6s, 5-20s, r. n. '65	----	104	----	----	----	----
U. S. 6s, 5-20s, c. n. '65. 108	108¼	108¼	108¼	108	----	
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67..108	108¼	----	108¼	----	----	
7.30 Notes, 2d series..104	104¼	----	104¼	----	----	
" " 3d series..104	104¼	----	104¼	104¼	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	W. 18	Th. 19	F. 20.	Sat. 21.	M. 23.	Tu. 24
Catawissa ----	----	----	----	----	----	----
" preferred -- 23	----	----	----	----	23¼	----
Camden & Amboy ---- 123	123¼	----	127	----	127	127¼
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	87¼	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	92¼	----	----	93	93
Del. Div. Canal ----	----	48¼	----	53	----	52
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	92	----
Lehigh Navigation ---- 30	30¼	30¼	30	30¼	30	
" " 6s, '84	----	----	----	----	----	----
Lehigh Valley R. R. ---- 51	----	----	51¼	51¼	----	
" " 6s	----	----	----	----	91¼	----
Little Schuylkill R. R.. 26	26¼	26¼	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania --- 33	----	----	----	----	----	----
" " 6s. 87	----	----	88	88¼	----	
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R. ---- 49	50	50	50¼	50¼	50¼	
" 1st m.	100⅜	----	----	----	100⅜	
" 2d m.. 94	----	94	94	----	----	
Penn. State, 6s 1st series	----	----	----	104¼	----	
" " 6s, 2d series 105	----	105¼	----	105¼	----	
" " 6s, 3d series ---- 106	106¼	----	----	----	----	
" " 6s, W. L.	----	103	----	103	----	
Philadelphia City, 6s ... 95	95	----	----	95	----	
" " new.. 98	98¼	99	99	99	99	
" " munc	----	----	----	----	----	
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading ---- 47	48	47¼	47⅞	48¼	48¼	
" 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	96¼	----	----
Philadelphia & Erie ... 28	28¼	28	28¼	28¼	28¼	
" " 6s	----	----	----	----	----	92
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	22¼	----	22¼	----	----	
" " 6s '82	----	----	69	----	----	
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78 ---- 60	----	59¼	----	59¼	----	
Union Canal, pref.	----	----	----	----	----	----
" " 6s '82 ---- 16	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse) 11	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24
Baltimore City 6s, 1875	97	97	97	97	97	
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98¼	----	98¼	98¼	----	
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	123
" " b'ds, '62	----	----	----	----	----	----
" " " '75	98¼	-- --	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	96¼	----	----
Northern Central	----	----	42¼	----	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th. 19.	F. 20	Sat. 21.	M. 23.	Tu. 24.	W. 25
Boston and Albany ---- 139	139¾	139¼	----	139¼	----	
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	131x	129	130	----	
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	12¾	12¾	13¼	13¾	----	
Cheshire, pref.	----	66	64¼	----	----	
Concord	----	72¾	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass. ---- 112	112	108x	107⅝	----	----	
Fitchburg	----	118¼x	----	----	----	----
Manchester & Lawr'ce	----	123	----	----	----	----
Michigan Central ---- 112	----	----	114	----	----	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	----	----	----	57¼	----	----
Old Colony & Newport.. 87¼	85¾	87¼	87	87	----	
Ph., Wil. & Baltimore	----	----	----	----	----	----
Portl'd, Saco & Ports.	----	101	----	----	----	----
Vermont & Canada	----	----	----	96	----	
Vermont & Mass.	----	54¾	----	54¼	----	
Broadway (Horse)	----	----	----	----	----	----
Cambridge " ---- 99¼	----	----	----	----	----	----
Metropolitan "	----	57¼	----	54¼	----	
Middlesex "	----	----	38	39	----	
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	20¼	----	
Franklin "	----	----	8	----	----	
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic " ---- 5	4¾	2	1¾	4¼	----	
Pittsburg "	----	----	15	----	----	
Quincy "	----	18	----	----	----	
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of Nov. and 6th Dec.:

	Closing Prices. Nov. 29.	Dec. 6.
United States, 5-20s, 6 per cent 1882	70⅜ @ 70⅝	70⅜ @ 70⅝
Do. do. 6 do. 1884	68 @ 70	69 @ 71
Do. do. 6 do. 1885	69⅜ @ 69⅝	69¼ @ 69⅜
Do. do. 6 do. 1868	85 @ 90	87 @ 90
Do. 6 per cent	31 @ 32	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18¼ @ 19¼	18¼ @ 19¼
Erie shares, $100 (all paid) 8 p. c.	47 @ 48	47¼ @ 48¼
Do., convertible bonds, 6 p. c.	66 @ 68	67 @ 69
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	82 @ 86	82 @ 86
Do., $100 shares (all paid)	86¾ @ 87¼	88 @ 90
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @ 106	104 @ 106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	82 @ 84
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, December 28, 1867.

Stock Exchange and Money Market.

Money has been in very full supply on call, since our last, and has been quoted generally down to 6 per cent. with more frequent negotiations with the dealers in the public funds at the minimum figure of 5 per cent. At these rates, the speculative inquiry has been comparatively moderate, as usual about holiday times. Business at both Stock and Gold Boards has been on a restricted scale, calling for less pecuniary aid. Lenders have been more disposed to deal in mercantile paper, and prime to good names have been current at from 7@8½ per cent. per annum. The city banks have made further additions of considerable magnitude to their legal tender reserve, chiefly from the liberal disbursements of the Sub-Treasury in payment of the December interest on the June issue of the Seven-thirty Notes, and in redemption of the small denominations of the matured compound interest notes. The banks have also gained in their deposits, while losing in the specie line. They have reduced their loans, because of the falling off in the demand for accommodation, and they have cut down their circulation a little. The Sub-Treasury cash balances were diminished, last week, nearly three and a half millions, or a little over the accumulation of greenbacks in the bank vaults, within the week. The specie reserve of the city banks is now $13,468,109, against $13,219,971 same time last year. The city bank deposits are now $177,632,583, against $202,029,877 week ending Dec. 22, 1866. The legal tender reserve amounts to $58,311,432, against $64,816,962 same time last year. The circulation now stands at $34,019,101, against $32,433,429 same time last year. The loans are now $244,165,353, against $258,255,514 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $78,858,584 a day, against a daily average of $74,607,319 the preceding week, and $78,826,153 the week ending with Dec. 7. The current week's exchanges average about $91,537,000 a day. The city banks, last week, gained $3,357,124 of legal tender, and $588,333 of deposits while they lost $1,418,739 of specie. They reduced their loans, $2,162,192; and their circulation, $99,810.

The Philadelphia Bank movement the past week shows a increase in loans, of $352,595; an increase of $2,706 in specie; an increase in legal tenders of $246,078; a decrease of $130,493 in deposits; and a decrease of $5,834 in circulation. The Bank Clearings show a decrease of $453,132, and the balances, an increase of $190,145.

The U. S. Sub-Treasury receipts, week ending with Dec. 21, were $18,237,767. including $1,195,241 from customs duties, payments, $21,656,778, including $217,000 of coin interest; balance at the close of the week, $102,233,596, against $105,652,607, at the close of the preceding week, showing a decrease of $3,419,011. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,202,630 including $221,000 from customs; and payments, $3,371,834; on Tuesday, receipts, $2,006,542 including $176,000 from customs, and payments, $1,505,044. The balance at the close of business on Tuesday stood at $103,565,841, against $103,176,365 a week previous; and $103,932,475 on Dec. 8.

National Bank notes to the amount of $145,950 were issued last week, making the total issue to 1,673 banks thus far, $305,430,511, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,600,695, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,394,861,) an actual circulation at this date, of $299,829,816. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,102,950; and for the public deposits, $37,817,950—making a total of $378,920,900. The Treasury Departm nt last week redeemed and destroyed $264,600 of worn and mutilated fractional currency, and issued $458,064 of new.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Dec. 28, was $238,184,880; aggregate redemptions, $206,

585,000; leaving outstanding certificates to the amount of $31,599,380.

An unusually light income from all sources was reported by the Government, last week. The excises, last week, yielded $1,996,000, against $2,254,000, the preceding week; customs at the port of New York $1,195,241, and at the outports, about $325,000 (in coin) more, making the grand total income for the week equal about $2,528,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $97,000,000.

Government received $7,049,724 from customs, through the port of San Francisco, from Jan. 1, to Nov. 28, 1867.

The Secretary of the Treasury, in compliance with a resolution in the House, recently transmitted to that body a communication showing the amount of tax collected on distilled spirits, from which it appears that in 1863 the revenue was, in round numbers, $3,200,000; in 1864 it was $28,500,000; in 1865 it was $16,000,000; in 1866 it was $29,200,000, and in 1867 it was $28,300,000. Of the last named sum New York paid in round numbers $5,500,000; Ohio, $5,652,000; Illinois, $3,789,000. By the act of July 1, 1862, the tax was 20 per cent.; by that of March 7, 1864, it was increased to 60 cents a gallon; from July, 1864, to Jan. 1, 1865, it was $1 50, and since that date $2 a gallon. The total forfeitures by decrees of Courts, from March 2, 1867, to June 30, 1867, were three thousand six hundred and nine gallons, which were sold for $42,874.

Gold has been variable in price, since our last, but the speculation has been unmistakably weak, and operators for a rise have evinced little spirit or confidence. The lowest sales of the week were made on Monday, namely at 132⅞@133. On Wednesday, there was a temporary rally to 133⅞, followed by a reaction to 133½@133⅝, the market closing heavily. The export demand has been less animated, and the customs inquiry has been insignificant. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $3,096,869, against $9,579,390 same time last year. The customs demand for Gold last week, averaged $199,207 a day; thus far, this week, it has been equal to $220,000 a day, or equal to a weekly aggregate of $1,320,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $38,821, and from California, $1,191,856. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $115,433,410, against $128,553,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $27,677,556, against $42,110,796 same time last year, showing a decrease this year, of $14,433,240. The exports of specie from this port, last week, were $1,584,206. The total outflow of specie from the port, since Jan. 1, 1867, has been $48,564,601, against $60,760,528 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $217,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $61,718,595, against $48,207,371 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 28, reached $35,394,317, against $39,387,253 same time last year, showing a decrease, in 1867, of $3,992,936.

Foreign Exchange has been more abundant, yet quite firmly held by the leading drawers of sterling bills. A large amount of bills on London on Messrs. Baring Brothers, drawn to the extent of £350,000, equal to $1,750,000 in Gold, have been offered and marketed by Messrs. Duncan, Sherman & Co. The object of the negotiation is not known. The bills are sold in sums of £50,000 @£75,500 each, and taken by the other Bankers. Bankers' 60 day bills on London closed at 110@110¼, and on Paris to 5.15@5.14¼; sight bills on London to 110½@110¾ and on Paris to 5.12½@5.11¾. The offering of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,607,233, making the total value of exports since Jan. 1, 1867, $186,051,093, against $185,099,711 same time in the preceding year.

Government securities have been in fair demand for investment purposes during the past week, and prices have been gradually strengthening. The inquiry has been mainly from home buyers, and for the later issues of the Five-Twenty coin-bearing bonds, as also for the six per cents of 1881. Rather more attention has been given to Ten Forties, which have been quoted buoyant. The offerings of all classes of national stocks have been comparatively moderate. U. S. sixes of 1881 closed here on Wednesday at 112¼@112½; U. S. Five-twenties of 1862, 108⅛@108¼; U. S. Five-twenties of 1864 at 105⅛@105¾; U. S. Five-twenties of 1865 at 105½@105¾; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Ten-forties at 101¼@101½, and U. S. Seven-thirties at 101⅛@101⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅛	September, 1865	115¾
August, 1865	116¼	October, 1865	115½

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 10.	Dec. 18.	Dec. 24.
Consols	92 1/16	92⅝	92⅛
U.S. 5-20's of 1862	71 9/16	72	72⅜
Erie	47¾	50	49½
Ill. Central	89	89⅞	87¾

A moderate business, chiefly speculative has been transacted in railway and miscellaneous share property, since our last, at unsettled prices, the earlier dealings having been at advancing figures, while the later movements indicated much less firmness, and considerable irregularity. Pacific Mail shares have been unusually depressed, and have fallen as low as 109@109½ under the manipulations of the *bears*. They closed at 110@110¾.

General business has been very dull, in nearly all branches. Breadstuffs have been comparatively steady, though corn closed in favor of buyers. Provisions have been unsetted. Cotton has been in less demand, and depressed in price, closing languidly on the basis of 15¼@15½ for middling uplands, per lb. The stock of cotton now here is estimated at about 52,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 667,000 bales, against 572,000 bales same time last year; exports, same time, 311,000 bales, against 221,000 bales same time last year; stock on hand at latest dates, 298,000 bales, against 417,000 bales same date last year. At the Live Stock Markets this week beeves have been more eagerly pressed for sale, and have been in less urgent request, at a shade lower prices, ranging from 9@17½c. per lb. Veal calves have been in light supply and fair demand at from 7@13c. per lb. Sheep and lambs have been generally less active at from 4½@8, and 5½@8½c., respectively; a few extra Christmas sheep bringing as much as 10@12c. per lb. Swine closed heavily on a diminished inquiry at from 6⅜@7⅛c. per lb., all live weight. The week's receipts have been; 5,681 beeves, 972 calves, 25,716 sheep and lambs, and 26,111 swine. Foreign merchandise has been sparingly purchased and prices have been more or less nominal, though quoted steady in most instances. The total imports of foreign dry goods, last week, were $918,857, and the total amount marketed $747,878. The value of foreign merchandise imported last week, was $1,198,220—making the grand total specie value of last week's imports of dry goods and merchandise, $2,117,077, and since Jan. 1, 1867, $232,881,347, against $279,821,758 same time in the preceding fiscal year. The ocean freight market has been comparatively dull since our last, with 461 vessels of all classes in port. For Liverpool we quote flour at 2s. 3d. @2s. 6d. per bbl.; grain at 5d.@5½d. per bushel; cotton at ¼d.@⅜d. per lb.; and heavy goods at 20s.@30s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 24, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	$3,284,610	$2,607,233
Prev. reported	182,581,010	182,927,943
Since January 1	$185,815,620	$185,535,176

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$2,275,015	$918,857
Gen. merchandise	3,949,693	1,198,220
Total for the week	$6,224,708	$2,117,077
Previously reported	273,597,050	230,864,270
Since January 1	$279,821,758	$232,981,347

The balance in the Sub-Treasury on Tuesday was $108,565,840 70.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey R. R., 132; New Jersey Central R. R., 114; Indianapolis and Cincinnati R. R., 60; Long Dock bonds, 96½; Peninsular 1st mort., 78; Brooklyn 6s, W. L., 95½; American Coal, 49; Spruce Hill, 1; Boston Water Power Co., 18⅞; Western Union Telegraph, 36¼; do., 7s, 80; Adams' Express, 79½; Wells-Fargo Express, 46; Am. Exp., 78; U. S. Express, 80; Merchants' Union Exp., 40; Bank of Republic, 110; Ninth National Bank, 100½; Fourth National Bank, 107; Tenth National Bank, 102; Continental Bank, 107; Metropolitan Bank, 131; Nassau Bank, 106; Shoe and Leather Bank, 112; Am. Ex. Bank, 113½; Alamada Silver, 0.75; American Flag, 0.42; Black Hawk, 6.75; Benton Gold, 0.35; Consol. Gregory Gold, 5.00; Corydon, 0.23; Combination Silver, 55.00; Davidson Copper, 0.50; Edgehill Mining, 3.35; Gunnell Gold, 1.05; Hamilton G. & S., 10.00; do., bonds, 9.50; Hope Gold, 0.10; Harmon G. & S., 10.50; La Crosse Gold, 0.30; Midas Silver, 0.90; New York and Eldorado, 1.40; New York Gold, 0.55; Quartz Hill Gold, 0.87; Rocky Mt., 11; Smith and Parmalee, 2.65; Wallkill Lead, 0.42; Buchanan Farm, 0.35; Pit Hole Creek, 0.83; National petroleum, 0.01; United States, 1.75; Rynd Farm, 0.17.

Philadelphia.—Belvidere Delaware bonds, 80; Camden and Burlington County R. R. 6s, 86; Western Penn. R. R. 6s, 75; Harrisburg and Lancaster 6s, 90; Allegheny Coupon 5s, 72½; Pennsylvania State coupon 5s, 95¾; 13th and 15th streets R.R., 19; Chesapeake and Delaware Canal, 26; Big Mt. Coal, 8⅞; Butler Coal, 8⅜; Ocean Oil, 3½; McClintock Oil, ¼; Commercial Bank, 54; Farmers' and Mechanics' Bank, 131½; Mechanics' Bank, 30; Manufacturers' Bank, 30½; Commonwealth Bank, 2⅛; Corn Exchange Bank, 68; Girard Bank, 55½. The latest quotations are: City 6s, 95@95½; do., free of tax, 99@99¼; State 5s, reg., 98@—; do., coupon, 95@96; do., 6s, W. L., 103@103; Reading, 48¼@48¼; do., 6s, 1870, 95½@96; do., bonds, 92@92½; Camden and Amboy, 127@127½; do., mort. 6s, 1889, 92¾@93; do., 1883, 87@87⅝; Penn. R. R., 50⅝@50⅞; do., 1st mort., 100½@101; do., 2d mort., 93¾@94; Little Schuylkill R. R., 26@26¾; Morris Canal, 25@35; do., pref., 88@90; do., bonds, 83@94; Wyoming Valley Canal, 35@37; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 59@60; Sch. Nav., 12½@14; do., pref., 22@22½; do., 6s, 1882, 69@70; Union Canal bonds, 16@17; Delaware Div. Canal, 52@54; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@93; do., 5s, 60@65; Lehigh Coal and Navigation, 29½@30; do., bonds, 1884, 85@86; North Pennsylvania, 33@33½; do., 6s, 87½@87½; Philadelphia and Erie, 28@28¼; do., 6s, 91¾@92; Minehill, 57@57½; Catawissa, 8@13; do., pref., 23⅜@23½; Lehigh Valley, 51¼@51½; do., bonds, 91@92½; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 74@76; West Philadelphia, 64@68; Spruce and Pine, 25¾@26⅛; Green and Coates, 30@31; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18¾@19½; Girard College, 26@28; Tenth and Eleventh, 66@67; Union, 37½@38; Hestonville, 10@11⅛.

Boston.—Vermont Central 1st mort. consolidated, 61; Vermont Central and Vermont and Canada 8s, 1877, 101; Boston, Hartford and Erie 7s, 55¾; Central Pacific 7s, 1883, gold, 99¾; Philadelphia, Wil. and Balt. 6s, reg., 95; Eastern R. R. 6s, 1874, 95¼; Rutland 1st mort., 139; Indianapolis and Cincinnati R. R., 32; Rutland R.R., 23; Nashua and Lowell R. R., 128; Granite Railway, 51; Boston and Maine Rights, 2⅝; Gilberton Coal, 24¾; Boston Water Power Co., 18¾; Cary Imp. Co., 7; Waverly Land, 1; do., pref., 1⅛; Cook Co., Ils. 7s, 94; New Hampshire 6s, 1878, 99⅛; do., 1871, 98¾; Maine 6s, 1889, 98⅞; Rhode Island 6s, 1883, 98¾; Boston 5s, 1876, gold, 105⅛; do., 1882, 105⅛; do., 6s, currency, 1874, 102; St. Louis Harbor Imp., 84; Portland 6s, 1877, 94¾; Albany 6s, 1896, 96; Cambridge 6s, 1875, W. L., 99; Roxbury 5½s, 1881, 93½; Bath 6s, 1887, 90; Bangor 6s, 1874, 90; East Boston Gas, 27⅞; Maverick National Bank, 104¼; City National Bank, 105¾; State National Bank, 104; North National Bank, 111⅜; National Bank of Commerce, 115¼; Blackstone National Bank, 125¾; Suffolk National Bank, 114½; Concord Mining Co., 1¾; Hancock, 4.

Baltimore.—N. W. Va. 1st mort., 92; Marietta and Cincinnati 1st mort., 84¾; Central Ohio 1st mort., 83; Baltimore City 5 per cents, 80; Virginia 6s, old, reg., 37½; Maryland 6s, 1870, 100; Mineral Hill, 0.20; Atlantic Coal, 0.74; Third National Bank, 99½; Farmers' and Planrers' Bank, 33½; Union Bank, 58; Farmers' Bank of Maryland, 27½; Franklin Bank, 14. The latest quotations are: Balt. and Ohio, 123@123¾; do., 6s, 1875, 99@99½; do., 1880, 98@99; do., 1885, 97½@97¾; Northern Central, 42½@42¾; do., bonds, 1885, 85¾@86¼; do., 1900, 81@85½; N. W. Va., 17½@17¾; do., 1st mort., 92@93; do., 2d mort., 92@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84¾@85¼; do., 2d mort., 55@56½; Central Ohio, 30@33; do., 1st mort., 82½@84; Western Md. 6s, 1890, 71@71; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@99; do., 1873, 96@—; do., 1875, 96¾@97; do., 1886, 95@98¼; do., 1890, 98½@98¾; do., coupon, 101@—; do., Park, 98½@98¾; do., 1893, 93½@94; do., 5s, 1838–'70, 80@80; City Passenger R. R., 18¼@20; Canton Co., 49¾@50; Gardner, 0.95@1.40; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.40; Atlantic Coal, 0.70@0.75; Mineral Hill, 0.18@0.22; Baltimore Coal, 290@—.

Little Rock and Ft. Smith Railroad.

We learn that the Little Rock and Fort Smith Railroad Co. have contracted with reliable parties for the construction of the road, and that the work is expected to begin in the Spring. The contract is conditioned upon getting certain legislation by the State, which it is thought can be easily done.

☞ The Perkiomen Railroad Bridge across the Schuylkill, has been contracted for by A. B. Burton & Co., Philadelphia. The structure will consist of three spans of 170 feet and one span of 125 feet, total length 635 feet. The bridge is to be built on the plan known as the "Isometrical Truss," in which are combined simplicity and strength, economy and adaptation.

Toledo, Peoria and Warsaw Railroad.

The western extension of the Toledo, Peoria and Warsaw Railroad has been completed from Warsaw, on the Mississippi river, to Bushnell, on the Chicago, Burlington and Quincy Railroad. It will be opened for travel on the 1st of January. The intervening gap between Peoria and Bushnell is being rapidly graded, and will be finished before the expiration of another year. The Canton *Register* says that the work between that point and Pekin Junction is progressing favorably, and hand-bills are being printed in that office advertising for ties to be delivered on the line of the road between Canton and Bushnell.

Jackson, Lansing and Saginaw Railroad.

The formal opening of the extension of this road from Owasso to Wenona took place at Saginaw City on the 17th inst. The road commences at Jackson on the Michigan Central Railroad, 76 miles from Detroit and 108 miles from Chicago, and runs northeast 115 miles through Lansing and Owasso, on the Milwaukee and Detroit Railroad, and Saginaw City to Wenona, opposite Bay City on Saginaw Bay. The officers of the company are: H. A. Hayden, President; H. H. Smith, General Superintendent; J. F. Foxen, Assistant Superintendent; A. M. Barnes, Secretary.

☞ Messrs. W. & J. W. Phelps have contracted for the construction of the road from St. Joseph to the Iowa line by the 1st day of July next. They have under them ten sub-contractors, with over 2,000 laborers and 500 teams. The contract price for the work is $1,200,000. J. W. Phelps has general control of the work; S. W. Clapp, of St. Joseph, is Chief Engineer; Colonel Bostwick is Chief Clerk and Paymaster.

☞ A petition is to be presented to the Maine Legislature for an act of incorporation for the Penobscot Bay and River Railroad Company, which designs to connect Rockland and Bangor, and the intermediate towns of Camden, Lincolnville, Northport, Belfast, Searsport, Stockton, Prospect, Frankfort, Winterport and Hampden by railway.

☞ At a meeting of the stock and bondholders of the Atlantic and Pacific Railroad in this city on the 11th inst., a committee was appointed to arrange for the surrender by the State of Missouri of that portion of the road recently seized by the authorities of the State, and to conclude arrangements for the immediate renewal of the work of the construction of the Missouri division of the Atlantic and Pacific Railroad.

☞ The following gentlemen have been elected directors of the Maryland and Delaware Railroad Company: Thos. H. Slaughter, Thos. I. Marvel, Delaware; Dr. Alexander Hardcastle, Caroline County; Major Nicholas Murry, New York; David Knotts, Thomas Hughlett and J. A. W. Powell, Talbot county. Capt. E. L. F. Hardcastle was elected president, and Dr. G. W. Goldsborough treasurer.

☞ We learn that F. Wolcott Jackson, Esq., Gen'l Superintendent of the New Jersey Railroad and Transportation Co., is about to assume the charge of the consolidated lines between New York and Philadelphia, including the New Jersey, Camden and Amboy, and Philadelphia and Trenton Railroads.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Northwestern Railroad for 3d week in Dec., 1867 ... $206,536 96
Corresponding week previous year .. 161,359 20

Increase $45,177 76

The earnings of the Detroit and Milwaukee Railroad for the week ending December 19, 1867, were $25,452 00
Corresponding week of 1866 ..... 23,494 00

Increase $1,958 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Dec., 1867, were $85,881 00
Corresponding week of 1866 ..... 83,511 00

Increase $2,370 00

The earnings of the Michigan Central Railroad for the 2d week in Dec., 1867, were.. $55,252 00
Corresponding week of previous year.. 67,497 35

Decrease $12,245 35

The earnings of the Western Union Railroad for the 2d week in Dec., 1867 ..... $11,200 43
Corresponding week previous year.... 7,853 71

Increase $3,346 72

The earnings of the Marietta and Cincinnati Railroad the 2d week in Dec., 1867... $27,609 00
Corresponding week previous year.... 28,401 00

Decrease $792 00

The earnings of the Atlantic and Great Western Railway for the second week in Dec., 1867, were $78,299,00
Corresponding week previous year.... 92,368 00

Decrease $14,069 00

☞ The *Tribune* says that a company has been formed in this city, with Mr. N. P. Stanton as President, to build a railway from the Derby and New Haven roads to Peekskill, thence, by a suspension bridge, 200 feet above high water mark to Caldwell's, and to Turner's, on the Erie Railway, making a bee line from the Erie to New Haven.

☞ At the annual meeting of the Queen Anne's and Kent County R. R. Co., held at Centreville, Md., on the 4th inst., Lloyd Tilghman, Esq., was unanimously re-elected President, and Messrs. Benj. T. Biggs, Thomas H. Crane, John W. E. Sudler, Ezekiel T. Merrick, Charles McCollister, William H. Jacobs and John M. Robinson, directors.

☞ It has been decided, at a public meeting of parties interested to complete the Lake Erie and Louisville Railroad from Findlay to Lima. Immediate steps are to be taken to construct the extension.

☞ The Washington County railroad has been leased for a term of years to the Baltimore and Ohio Railroad Company, the latter agreeing to pay six per cent. upon the cost of the road besides keeping the same in repair.

☞ The Pennsylvania Railroad Co. have conveyed all the line of canals from Columbia to Hollidaysburg to the Pennsylvania Canal Co. The consideration money expressed on the deed is $2,650,000.

☞ Negotiations for a connection between the Orange and Alexandria and the Virginia and Tennessee Railroads, at the depot of the latter in Lynchburg have been closed, and the work will now be speedily consummated.

Canada and her Railways.

The progress of Canada—I speak of the whole Dominion as recently created by the confederation of Upper and Lower Canada, Nova Scotia and New Brunswick—has been marvellous, and in no respect, perhaps, has the growth of the country shown itself in a more marked manner than in the development of its railway system. It was in 1848, or almost immediately after the completion of the magnificent canal system of Canada proper, and by which vessels of 800 tons could pass from the Ocean to Lake Ontario, and *vice versa*, that the Canadians discovered that it was necessary, notwithstanding their unrivalled inland navigation, to combine with it an equally good railway communication—that was if they were to continue to be the carriers of the products of the Western States through the valley of the St. Lawrence. They found that their neighbors to the south had commenced their railways in all directions, but more particularly to connect the cities on the Atlantic coast with the Western Lakes, and accordingly in 1849 an Act was passed by the Canadian Government pledging a 6 per cent. guarantee on one-half the cost of all railways made under its provisions. Under this act, the Northern Railway, which runs from Toronto to Collingwood, the Great Western Railway, which runs from Windsor (on the Detroit River opposite Detroit) to the Niagara River, and the St. Lawrence and Atlantic, now forming part of the Grand Trunk line, running from Montreal to Portland, were commenced. In 1852, however, the Government, fearing the effect of an indiscriminate guarantee, repealed the law of 1849 and passed an act guaranteeing one-half the cost of one main trunk line of railway throughout the province, and it was under this act that the Grand Trunk Railway was projected. These terms were subsequently modified by granting a fixed sum of £3,000 per mile of railway forming part of the main trunk line. It is true that prior to these dates railways existed in Canada. There was, for example, the horse railway from Laprairie, nine miles above Montreal, to St. John's, on the Richelieu River, which was opened in July, 1836, and was first worked with locomotives in 1837. There was also the horse railway between Queenstown and Chippewa, which was opened in 1839, but with these exceptions and the length of the Lachine Railway, a line running from Montreal for seven miles to the westward, the railway system of Canada cannot be said to have commenced until after the passing of the Railway Act in 1849, and even then it was not for about a year that any substantial progress was made. But after that date the works of the several lines were pushed forward rapidly, and in 1853 the lines from Montreal to Sherbrooke, from Toronto to Bradford, and from Hamilton to Suspension Bridge were opened. In 1854 the line between Montreal and Quebec was opened, the first train having carried Lord Elgin, who was then *en route* to England. In the same year the Great Western Railway was finished to Windsor, and in the following years the whole line from Montreal to Toronto and thence to London was constructed, and in 1859 the entire Canadian Railway system was completed, including the keystone of its arch, the Victoria Bridge.

Whilst, as I have already explained, the Government of Canada owns no portion of the 2,148 miles of railroad now built, although the moneys granted in their aid amount to upwards of 6,000,000*l.*, Nova Scotia has built and owns all the railways constructed in that province. They consist of a trunk line from Halifax on the Atlantic, by way of Truro, to Pictou, on the Gulf of the St. Lawrence, with a branch line to Windsor, on the Bay of Fundy. The distance from Halifax to Truro is 60 miles, and from the main line to Windsor 33 miles. From Truro to Pictou the distance is also about 60 miles. The railways to both these points were completed in 1858; the total cost of construction, including the extension to Pictou, being a little over 8,000,000*l.* The line from Halifax to Pictou was originally intended to form part of the European and British North American Railway, running from Halifax to the Great Lakes through British territory, and this has now all been accomplished with the exception of the intermediate link through New Brunswick, from the St. Lawrence River to the Bay of Fundy. This incompleted section, the projected Intercolonial Railway will now fill in, so that within three years from the present time the Dominion of Canada will have direct railway communication between its extreme limits—that is to say, the iron road will be laid between the ocean and the Great Lakes.

New Brunswick, like her sister Maritime Province, also owns a railway, being the line from St. John to Shediac—a distance of 108 miles. It is called the European and North American, and it is intended to extend the line westwards from St. John to the boundary line of the State of Maine, the present railway system of that State being in like manner extended until a junction is effected between the two systems. With the completion of these extensions and the construction of the Intercolonial Railway, a passenger landing at Halifax will be able to take his train to any city in the States or in the Dominion. In addition to the European and North American Railway, New Brunswick boasts of two other lines—the New Brunswick and Canada, 88 miles long, running from St. Andrew's to Woodstock; and the St. Stephen's branch railway, a short line of 18 miles in length. It is not unlikely that some portion of the Woodstock line may be utilized as part of the Intercolonial Railway, but until the route of the latter is finally settled, it is impossible to say whether this will be so or not.

From the foregoing figures it will be seen that whilst in 1852 Canada could only boast of 30 miles of railway, she has now, including the railways of New Brunswick and Nova Scotia, 2,495 miles. The population of the Dominion is estimated at 4,000,000, so that with the exception of the United States, which possess a mile of railway for about every thousand inhabitants, the rate of Canada, which is nearly five-eighths of a mile for the same proportion of population, shows a greater mileage system per head of population than any other country.

The following is the length and cost of the several railways in the dominion:

Name.	Length in miles.	Cost.
Grand Trunk	1,877	£16,583,033
Great Western	345	4,901,892
Northern	97	1,121,462
Brockville and Ottawa	86½	534,657
Prescott and Ottawa	54	412,808
Port Hope, Lindsay and Beaverton	43	327,437
Port Hope and Peterboro..	18	82,191
Cobourg and Peterboro ...	14	184,931
London and Port Stanley...	24½	212,229
Welland.....	25½	333,460
Carillon and Grenville.....	13	19,536
St. Lawrence and Industrie.	12	11,116
Stanstead, Shefford and Chambly	44	249,862
Nova Scotia.....	133	1,300,000
New Brunswick	214	1,700,000
	2,495½	£27,974,614

The magnificent harbor of Halifax—the first harbor in the world—will, on the completion of the Intercolonial Railway be the Atlantic terminus of the Canadian system of railways—a system that will yet extend across the Rocky Mountains to British Columbia—and there, ere long, will be seen the lumber from New Brunswick, Maine and Canada, the beef, pork, wheat, flour and corn of Western Canada, and the Western States with other products—

From the forests and the prairies,
From the great lakes of the northland,
From the land of the Ojibways,
From the land of the Dacotahs,
From the mountains, moors and fenlands.

all bring transhipped for consumption in our Cis-Atlantic markets.—*Rambles on Railways.*

Tennessee Railroads.

A bill has passed the Tennessee Legislature which appropriates in State bonds to the various railroads of the State now in operation or projected, $4,550,000, as follows: Knoxville and Kentucky, $800,000; Nashville and Alabama, $300,000; Cincinnati, Cumberland Gap and Charleston, $200,000; Nashville and Decatur, $300,000; Southwestern, $300,000; Memphis and Charleston, $300,000; Mississippi Central, $200,000; Mississippi and Tennessee, $100,000; Tennessee and Pacific, $800,000; Knoxville and Charleston, $150,000; East Tennessee and North Carolina, $100,000; Nashville and Northwestern, $550,000; Edgefield and Kentucky, $300,000; East Tennessee and Virginia, $50,000.

Boston and Worcester Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 16th inst. The meeting was presided over by Hon. Ginery Twitchell, who after the reading of the call for the meeting and the records of the last meeting by the clerk, submitted the following report:

BOSTON AND WORCESTER RAILROAD,
President's Office, Boston, Dec. 16, 1867.

To the Stockholders of the Boston and Worcester Railroad Corporation:

The Directors were authorized at your meeting held on the 19th of June last, to apply to the Supreme Court for the appointment of Commissioners, as provided in the act for the consolidation of this and the Western Railroad Corporation, to sell the property of this corporation to the new company for not less than eight millions of dollars, or to ascertain upon what terms the two roads could be consolidated, and report the same to you. After several meetings of the two Boards of Directors or Committees, they have agreed subject to your approval, that the stockholders of the Boston and Worcester Railroad Corporation shall receive one share in the Boston and Albany Railroad Company, and ten dollars in cash for each share of the Boston and Worcester stock. While we do not think this so much as you ought to receive, we are satisfied that no better terms can be obtained without resort to the Commissioners. As that course is attended with delay, expense and uncertainty, we propose these terms as a compromise. The Committee of the Western road accepted them as such, and we respectfully recommend that the stockholders should approve them in the same spirit of concession and compromise, and exert themselves to promote the future welfare of the new company and the public interests.

Very respectfully, your obedient servant,
G. TWICHELL,
For Directors of Boston & Worcester R. R.

Mr. Seth Bemis of Watertown moved the acceptance of the report, and that the Directors be authorized to settle with the Directors of the Western Railroad upon the terms mentioned in the report. The motion was carried with but one dissenting vote.

The President stated that he expected the amount of ten dollars per share would be paid by the Western road in season for distribution with the January dividend. He also stated in response to inquiries that the ten dollars is taken from the funds of the Boston and Albany Railroad for the purpose of equalizing the stock. He also gave an account of the meetings which had been held by the Directors of the two roads preparatory to a definite arrangement for consolidation. The Western road for a long time claimed that their stock was worth as much as that of the Worcester road. They also were willing to settle upon the basis of the value of the capital stock of the two roads as it stood on the books. This being declined for good reasons, they proposed to arrange upon the basis of the net earnings of the two roads for the past two years. After all these propositions had failed, the Directors came to the conclusion that the settlement proposed in the above report was the best that could possibly be made. He was surprised that there had been so great unanimity displayed in the adoption of the report, and expressed his great gratification at the result. He hoped that the same harmonious feeling would prevail.

Mr. Seth Bemis proposed the following vote:

Voted, That so much of the vote passed by the stockholders at their meeting Feb. 6, 1861, as refers to the authority of Directors to increase the construction account of this corporation, be, and the same is, hereby rescinded; and that the Directors have the power to increase said account by the addition of such items of expenditures for construction as shall make it more fully represent the actual cost of the road and equipments.

The motion was unanimously carried.

On motion of Hon. F. H. Dewey, a vote of thanks was passed to the President and Directors of the road for their faithfulness, and for settling the terms of consolidation without resort to Commissioners, and also to the other officers of the road, after which the meeting adjourned *sine die*.

Grand Rapids and Indiana Railroad.

The Grand Rapids and Indiana Railroad has been completed twenty miles, from Grand Rapids to Cedar Springs, in Kent Co., Mich.

It is reported that Ransom Gardner has entered into negotiations to build the railroad from Kalamazoo to Grand Rapids, and have the St. Joseph Valley Railroad in good running order, from Three Rivers to Grand Rapids, in ten months.

☞ The Boston and Albany Railroad Co. give notice that they will pay on and after February 1, 1868, the sum of ten dollars on each share of Boston and Worcester Railroad stock, in accordance with the terms of consolidation, and in equalization of the value between the Western and Boston and Worcester Railroad stock on the surrender of the certificates of said stock; said payments to be made to such persons as were stockholders of record on the 30th of November last.

☞ At the recent meeting of the Directors of the New York and Oswego Midland Railroad, in this city, a resolution was adopted to put the whole line under contract as soon as the bonding of the towns of Lebanon, Sydney, and one other is completed, and it is stated that from Oswego to Oneida, and from Norwich to Sydney, the work will be let as soon as maps can be made of the construction survey.

☞ A preliminary survey of the route of the Iowa and Minnesota Railroad from Ames on the Chicago and Northwestern Railroad, *via* Iowa Falls, in Hardin Co., and Hampton, in Franklin Co., northward to the Minnesota State Line, is now being made.

☞ The formal opening of the Flint and Pere Marquette Railroad (Michigan) to Midland City was celebrated on the 30th ult.

☞ The Vermont Legislature has refused to allow the Burdens of Troy to build a Railroad to their iron mines in Shaftsbury.

Massawippi Valley Railroad.

The Sherbrooke *Gazette* states that a sufficient amount of stock has been subscribed to warrant the construction of this road, and that Col. Pomroy recently visited Boston to give assurance of this fact to the directors of the Passumpsic Railroad, and to call on them to redeem the pledge to extend their road into the Province. The call was cordially responded to, and a delegation appointed to visit Stanstead to locate the road; and we understand that a party has arrived and are now engaged in examining the route, and that the road will soon be put under contract. This road is to connect the present terminus of the Passumpsic road at Canada Line, and the Grand Trunk road at Lennoxville, near Sherbrooke. When completed, the Passumpsic will be a competing road for the Canada business, and it is expected that several trains, both passenger and freight will pass over the road daily.

Point of Rocks Railroad.

This road, better known as the Metropolitan branch of the Baltimore and Ohio Railroad, when completed, will fill up the last link in the line of railroad communication between Washington city and the Northwest. The heaviest cutting between Washington and Point of Rocks at Paris Ridge, has been completed, and the condemnation of land is going on with great vigor.

☞ The opinion lately delivered by Chief-Justice Beasley, in the Court of Errors and Appeals, and sustained by a vote of that Court, in the case of the Camden and Amboy Railroad Company *vs.* The Raritan and Delaware Bay Railroad Company and others, has been followed by an injunction commanding the defendants to forever cease using that section of road extending from Jackson to Hampton, a distance of about seven miles, thus severing the connection between New York and Philadelphia.

☞ The Albany and Susquehanna Railroad will soon be opened for travel to Ninevah, 21 miles from Binghamton, and 119 miles from Albany. The last section is said to be all under contract, and a large force at work on it. It is expected that the whole line will be completed by the 1st of November next.

☞ The contractors on the Danville, Urbana, Bloomington and Pekin Railroad are urging on the road to a speedy completion. The grading between Pekin and Tremont is nearly completed, and a strong force is at work between Tremont and Mackinaw.

☞ The Allegheny Valley Railroad connecting Oil City and Franklin with Pittsburg, has been completed. Its total length is 130 miles. The property is represented by capital stock, $1,800,000, and mortgage bonds, $4,000,000 bearing interest at the rate of 7 3-10ths per cent.

☞ The Montreal *Trade Review* says that two railroads, the Toronto, Grey and Bruce, and the Toronto and Nipissing roads, are to be undertaken next season, both on the narrow gauge system—3 ft. 6 in.

☞ The Camden and Amboy Company are engaged in building a new line of railroad from Camden, the southern terminus of their route to Hightstown.

☞ The first passenger train passed over the Buffalo and Washington Railroad on the 7th inst.

UNION PACIFIC R. R. CO.

NOTICE.

THE COUPONS OF
THE FIRST MORTGAGE BONDS
OF THE
UNION PACIFIC RAILROAD CO.;
DUE JAN. 1st, 1868.
WILL BE PAID ON AND AFTER THAT DATE.
IN GOLD COIN,
FREE OF GOVERNMENT TAX,
At the Company's Office, No. 20 Nassau St., New York.
JOHN J. CISCO, *Treasurer.*

Chicago and Alton Railroad Coupons,
of First Mortgage Bonds.
Joilet and Chicago Railroad Coupons,
of First Mortgage 8 per cent. Bonds.
Dubuque and Sioux City R. R. Coupons,
of First Mortgage Bonds.
Dubuque Southwestern Railroad Coupons,
of First Mortgage Preferred Bonds.
Detroit and Milwaukee Railroad Coupons,
of First Funding Bonds.
Detroit and Pontiac Railroad Coupons,
Of First Mortgage Bonds.
Cedar Falls and Minnesota R. R. Coupons,
of First Mortgage Bonds.

due January 1st, 1868, will be paid at our office, No. 12 Pine Street, in the City of New York, on and after the 2d proximo, less Government Tax. Also,

St. Louis, Jacksonville and Chicago R. R.
Coupons of 10 per cent. Equipment Bonds, free of Government Tax.

M. K. JESUP & COMPANY,
New York, December 23, 1867.

CHARLES J. PUSEY & CO.,
74 Broadway, & 9 New St.,
NEW-YORK.
COMMISSION MERCHANTS FOR THE SALE OF
Pig, Merchant Bar & Railroad Iron & Supplies
OF EVERY DESCRIPTION.

Sole Agents for the Sale of Atkins Bros' make of Railroad Iron. Their Works being located in the coal & iron districts of Pennsylvania, & having their own Ore Mines, Blast Furnaces and Machine Shops, all under their ownership and control, in connection with their extensive Mills, which have recently been greatly enlarged and improved, enables them, with their long experience, to produce Rails, which for evenness and regularity of quality and finish, cannot be excelled anywhere.

Rails of any desired weight or pattern furnished on short notice.

CHAS. J. PUSEY,
HANSON E. ATKINS,
CALEB H. MALIN.

MILLIKEN & BOLLER,
40 EXCHANGE PLACE, N. Y.,
Sole Agents of the
PHŒNIX IRON CO.
Rails, Girders, Rolled Beams up to 15 in.;
Wrought iron Chairs, Spikes, Shafting, &c.;
Iron Bridges and Roofs,
Of any design to suit Engineers & Architects. All kinds of Fire Proof Construction,
Patent Wrought Iron Columns and Weldless Links,
Smith's Suspension Joint Chair.
S. MILLIKEN, Jr. ALF. P. BOLLER, Civ. Eng.

Principal and Interest Payable in Gold Coin.

SECURE PROFITABLE INVESTMENT.

THE
Central Pacific Railroad
First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,

Principal and Interest Payable in Gold Coin,

Represent the preferred claim upon one of the MOST IMPORTANT LINES OF COMMUNICATION IN THE WORLD, as it is the sole link between the Pacific Coast and the Great Interior Basin, over which the immense overland travel must pass, and the

Main Trunk Line across the Continent.

The road is now nearly completed from Sacramento to the Richest Mining Regions in the Salt Lake Basin, and is being rapidly carried forward by the largest force of laborers ever employed by any Railroad Company on this Continent.

The natural, legitimate, commercial business of the road surpasses all previous expectation, and is profitable beyond parallel, even among the oldest roads in existence. The Earnings and Expenses for the Quarter ending Oct. 31, were as follows, IN GOLD:

Gross Earnings.	Operating Expenses.	Net Earnings.
$593,847.92	**$102,088.61**	**$491,759.31**

This result, however, would have been far greater but for the inability of wagon teams to forward the freight and passengers from the temporary terminus in the mountains.

The United States Government and the State and Cities of California have so aided and fostered the Great Enterprise, that the Company will assume very light annual Interest obligations, and will have the following ample Resources at command for the Construction:

DONATIONS in Lands, Bonds, Concessions, etc., (without lien)	$12,800,000
CAPITAL STOCK, Net Earnings, etc, (no lien)	11,000,000
LOANS (subordinate lien)	3,000,000
U. S. SUBSIDY BONDS, **736** miles, (subordinate lien)	25,517,000
FIRST MORTGAGE BONDS	25,517,000
Resources, first **736** miles	$77,834,000

The FIRST MORTGAGE BONDS are in sums of $1,000 each, with semi-annual gold coupons attached, and are offered for sale, for the present, at **95** per cent. and accrued interest from July 1st, in currency, at which rate they yield nearly NINE PER CENT. UPON THE INVESTMENT.

These Bonds, authorized by the Pacific Railroad Acts of Congress, are issued only as the work progresses, and to the same extent only as the Bonds granted by the Government, and are the prior lien upon the whole valuable property furnished by the above Resources. They possess special assurances and advantages over other Corporate Securities, and are destined to rank among THE BEST INVESTMENTS IN THE WORLD, from their unusual attractions of safety, soundness and profit.

Conversions of Government Securities
INTO
Central Pacific First Mortgage Bonds,
now realize for the holders from **19 to 18 per cent. Advantage,** WITH THE SAME RATE OF INTEREST.

Bonds can be obtained through the subscribers directly, or through responsible Banking agencies.

Bonds, Descriptive Pamphlets, Maps and information can be had at the

Office of the C. P. R. R. Co., No. 54 William St., N. Y., and of

FISK & HATCH,
Bankers & Dealers in Government Securities,
and Financial Agents of the C. P. R.R. Co.
No. 5 Nassau St., N. Y.

THE
National Trust Co.
OF THE CITY OF NEW YORK,
No. 336 BROADWAY.
CAPITAL,
ONE MILLION DOLLARS.
DARIUS R. MANGAM, President.

The National Trust Company receives the accounts of Banks, Bankers, Corporations and Individuals, and allows
FOUR PER CENT. INTEREST
On daily balances, subject to Check at sight.
Certificates payable on demand are issued at the same rate.
Special Deposits for one year or more may be made at five per cent.

JERSEY CITY
LOCOMOTIVE WORKS FOR SALE.

THE WELL KNOWN LOCOMOTIVE WORKS AT Jersey City, known as the Jersey City Locomotive Works, comprising 24 full lots of lands, with substantial and well arranged buildings thereon, together with the machinery and tools, which are in excellent order, and of the best description, and capable of turning out 6 to 8 first class locomotives per month.

The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of grounds with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

CHARLES KNEELAND, 49 William street.
W. G. HAMILTON, 21 Broadway.
4849 McANDREW & WANN, 12 Pine street.

525 MILES
OF THE
Union Pacific Railroad
Running West from Omaha
Across the Continent,
ARE NOW COMPLETED.

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile, while that of many eastern roads is over one hundred. Work in the rock-cuttings on the western slope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from $16,000 to $48,000 per mile, for which it takes a *second lien* as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent., lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

or over NINE PER CENT. upon the investment. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
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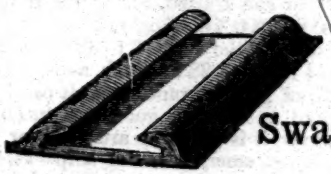
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